



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Mar 23 2008

ARC REVIEW CODE: R802221

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: DeKalb County
Name of Proposal: River Village

Review Type: Development of Regional Impact

Date Opened: Feb 22 2008

Date Closed: Mar 23 2008

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development is consistent with the Atlanta Regional Unified Growth Policy Map which designates the site as suburban neighborhood. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Center that will be developed at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GWINNETT COUNTY
DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
ROCKDALE COUNTY
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF LITHONIA

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

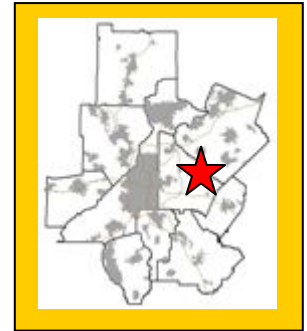
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	February 22, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	River Village #1670
Final Report Due:	March 23, 2008		Comments Due By:	March 7, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed River Village is a mixed use development in 59 acres in DeKalb County. The proposed development will consist of 65 independent living units, 329 assisted living units, and 71,500 square feet of retail. The proposed development is located Rock Chapel Road, south of Rockbridge Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned a combination of R-100. The proposed zoning for the site is RM-150, O&I, and C-1. Information submitted for the review states that the proposed zoning is consistent with DeKalb County's Future Land Use Map which designates this area as low density residential and parks, recreation and open space.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received during the review identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

**Will the proposed project generate population and/or employment increases in the Region?
If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2007	Swift Creek
2007	Advanced Disposal Scale Rd Closure
2005	River Village
2004	Rock Chapel Road

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is consistent with the Atlanta Regional Unified Growth Policy Map which designates the site as suburban neighborhood. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Center that will be developed at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area.

The proposed development was originally reviewed in 2005 as River Village. The development at that time consisted of 133 single family residences, 149 townhomes, 260 apartments, 100,000 square feet of retail space, and 37,000 square feet of office space.

The proposed development includes a trail system to connect to Rock Chapel Park and Elementary School as well as County greenspace acquisition along the Yellow River. It is recommended that the proposed development consider trails that are at minimum 10 feet wide. The PATH Foundation recommends multi-use trails to be 12 feet wide. The proposed development should also carefully consider connections into and throughout the development. Inclusion of a trail system throughout the development beyond that of sidewalks is encouraged where distances between residential and commercial uses will be minimized.

The site plan indicates future connections to adjacent parcels if and when developed should occur on those parcels. Those potential connections as indicated on the site plan are strongly recommended. It is also recommended that a future connection to the 3.51 acre parcel labeled Danny and Daphne Levy is provided. Potential connections from the residential area to the commercial area via the Levy property should be considered.

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Attached at the end of the report is a letter indicating sewer capacity is available for the site at this time; however, it is unclear as to whether sewer capacity will be available at the time the proposed development comes on line due to the demand of other developments in the area. It is recommended that the developer continue to work with DeKalb County concerning sewer capacity to the site.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in southeast DeKalb County along Rock Chapel Road, just south of Rockbridge Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the DeKalb County boundaries; however, it is less than two miles from Gwinnett County and Rockdale County

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$35,000,000 with an expected \$525,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?



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Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. Wesley Branch, a tributary of the Yellow River, forms the western boundary of the property. The 75-foot buffer required by DeKalb's stream buffer ordinance is shown along Wesley Branch within the project property. No other streams are shown on the property on the UGS coverage for the project area. Any state waters on the property would be subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. The land uses were chosen based on actual uses shown on the project plans and not on the zoning classifications. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	11.42	19.53	198.71	1233.36	11225.86	14.05	2.51
Medium Density SF (0.25-0.5 ac)	20.07	27.09	118.61	863.01	16076.07	6.82	1.61
Townhouse/Apartment	27.64	29.02	296.02	1851.88	16722.20	21.01	3.87
TOTAL	59.13	75.64	613.35	3948.25	44024.13	41.88	7.99



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Total % impervious 48%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Access to the site is proposed at three locations. The existing Hightower Trail, aligned with Asbury Dr, is proposed as the main full-movement driveway along Rock Chapel Rd (SR 124). A right-in/right-out driveway is proposed along Rock Chapel Rd approximately 1,170 feet south of the main full-movement driveway. The third access point is a connection to the existing Stronghold Christian Church driveway along the north property line.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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		A.M. Peak Hour			P.M. Peak Hour			24 Hour
Land Use		Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential Condominium/Townhouse 13 Units		2	8	10	7	4	11	113
Senior Adult Housing-Detached 52 Units		6	10	16	19	12	31	311
Assisted Living 329 Beds		30	16	46	32	40	72	553
Shopping Center 71,500 SF		78	50	128	241	261	502	5,461
<i>Internal Capture Reductions</i>		-	-	-	-40	-40	-80	1,388
<i>Pass-By Reductions</i>		-	-	-	-99	-99	-198	-4,386
TOTAL NEW TRIPS		116	48	164	160	178	338	7,102

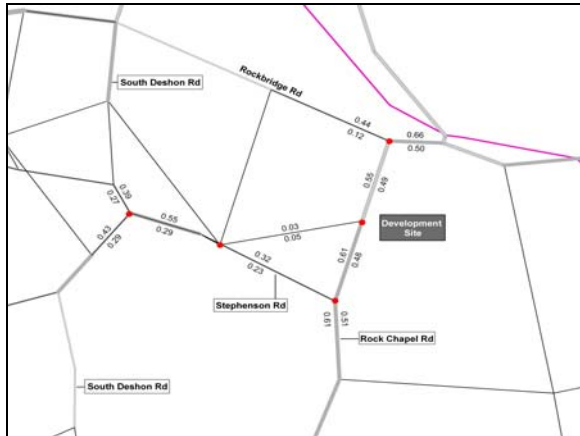
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

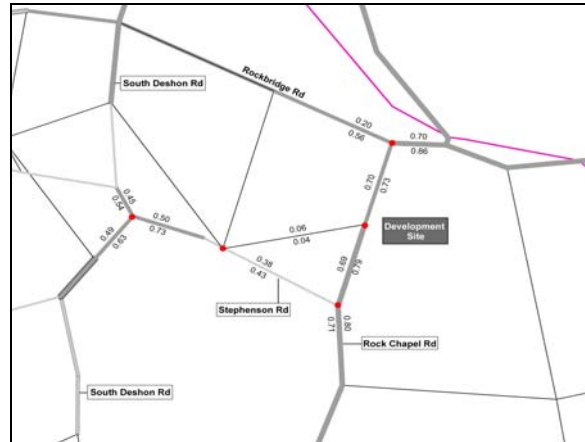
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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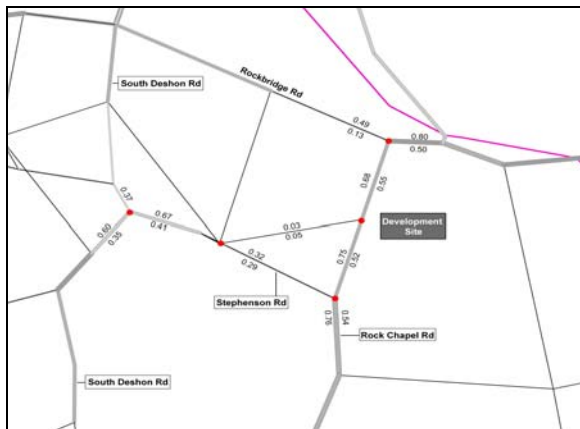
V/C Ratios



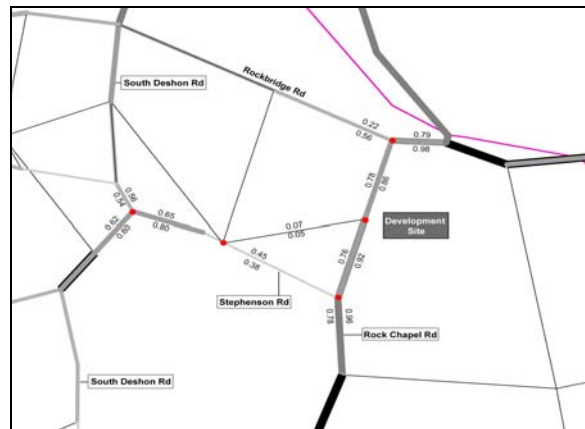
2010 AM Peak



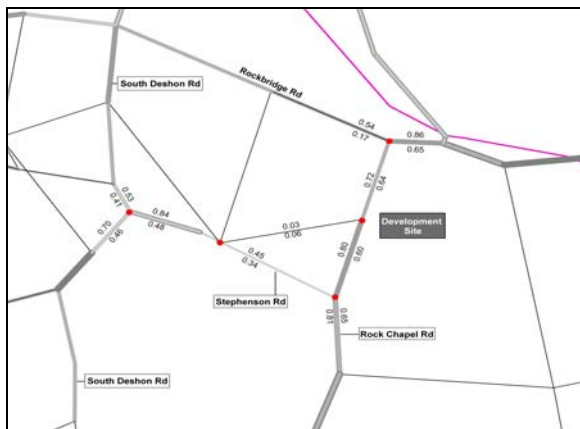
2010 PM Peak



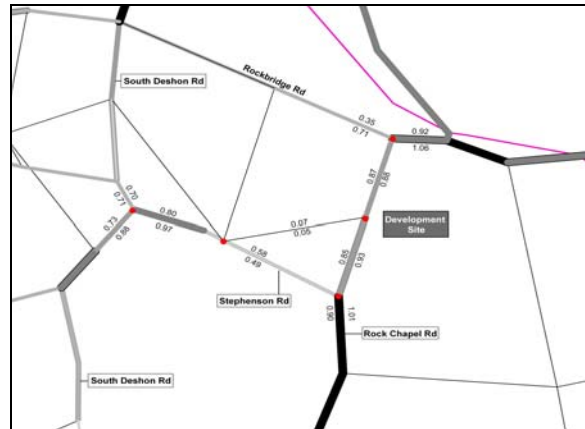
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01 +

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

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incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-270A	Lithonia Industrial Blvd Extension Phase I from South Stone Mountain-Lithonia Rd to Rogers Lake Rd	General Purpose Roadway Capacity	2011
DK-270B	Lithonia Industrial Blvd Extension at CSX Railroad: Grade Separation	Bridge Capacity	2010
DK-270C	Lithonia Industrial Blvd Extension Phase II from Rogers Lake Rd to SR 124 (Rock Chapel Rd)	General Purpose Roadway Capacity	2010

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-342B	Rockbridge Rd from SR124 (Rock Chapel Rd) to South Stone Mountain-Lithonia Rd	Roadway Operational Upgrades	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for River Village.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 124 (Rock Chapel Rd) @ Asbury Dr/Hightower Trail

- Provide an eastbound left-turn lane
- Install a traffic signal, when warranted

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 124 (Rock Chapel Rd) @ Asbury Dr/Hightower Trail

- Provide a northbound exclusive right-turn lane along SR 124 into the development
- Provide three westbound egress lanes exiting the development (one left-turn lane, one through lane and one right-turn lane)

SR 124 (Rock Chapel Rd @ Right-in/Right-out driveway #2

- Provide a northbound exclusive right-turn lane along SR 124 into the development



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- Provide one egress lane exiting the development (right-turn lane)

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is not currently served by transit.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

The proposed development is not within a TMA and proposes no travel demand management strategies.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		9%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- So as not to preclude future connectivity, ARC recommends providing a street stub from private street A to the property south of the site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.11 MGD.

Which facility will treat wastewater from the project?

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Pole Bridge will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Pole Bridge Site is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
20	20	13	30	-10	Combine Pole Bridge and Snapfinger into one 86mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.13 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 700 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 395 residential units that will include independent living units, and assisted living units

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

Preliminary Report:	February 22, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	River Village #1670
Final Report Due:	March 23, 2008		Comments Due By:	March 7, 2008

The site proposed for the development is located in Census Tract 233.02. This tract had a 33.1 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 94 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

March 13, 2008

Ms. Haley Fleming, Principal Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 1670
River Village**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1670 – River Village – located in DeKalb County.

MARTA Bus Route 118 serves the area to the west of the proposed development site, around Rockbridge Road and North Stone Mountain-Lithonia Road. MARTA is open to service extension of the Route 118 in the medium range (about 5 years) to the project area. This and similar mixed use development in the area will facilitate the necessary density for a successful bus service.

Thank you for the opportunity to review the proposal and do contact me if you have any more questions.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning



**Public Works Department
Water & Sewer Division**

1580 Roadhaven Drive, Stone Mountain, GA 30083
(770) 621-7200 • FAX (770) 621-7271 • TDD (770) 621-7237



March 6, 2007

Wayne Thomas Group
Attention: Bob Benson
143 Lee Byrd Road
Loganville, GA 30052

RE: River Village
District: 16, Land Lot 191, 193, 194

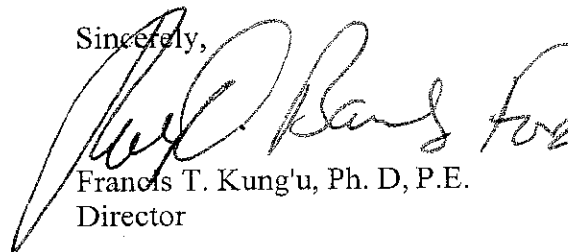
Dear Mr. Benson:

In response to your letter dated February 13, 2007, we can confirm that sanitary sewer capacity is available for the subject property at this time.

However, due to the high volume of developments in the area causing increased flows, we cannot guarantee that sanitary sewer capacity will be available at the time your development comes on line.

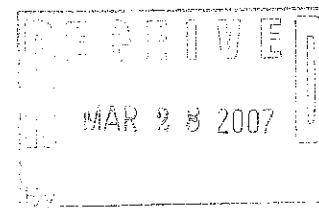
Should you have any questions or concerns in reference to this response, please do not hesitate to call Victor Badea at 770-621-7273.

Sincerely,



Francis T. Kung'u, Ph. D, P.E.
Director


RAC/RSG/VB/tlb



Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#)
[Tier Map](#)
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DRI #1670

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: DeKalb

Individual completing form: Karmen Swan White

Telephone: 404-371-2155

E-mail: kswwhite@co.dekalb.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: River Village

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Rock Chapel Road (SR 124) at Asbury Drive

Brief Description of Project: 65 Independent Living Units; 329 Assisted; 71,500 SF of retail space

Development Type:

(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types

Industrial	Quarries, Asphalt & Cement Plants
If other development type, describe:	
Project Size (# of units, floor area, etc.):	65 Independent Living Units; 329 Assisted Living Units; 71,500 SF of retail space
Developer:	Wayne Thomas Group, Inc.
Mailing Address:	P.O. Box 2838
Address 2:	
	City:Loganville State: GA Zip:30052
Telephone:	770-466-5240
Email:	bobb@wthomes.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	T.K. Moreland, Inc.
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2010 Overall project: 2010
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Developments of Regional Impact

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DRI #1670

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: DeKalb

Individual completing form: Karmen Swan White

Telephone: 404-371-2155

Email: kswwhite@co.dekalb.ga.us

Project Information

Name of Proposed Project: River Village

DRI ID Number: 1670

Developer/Applicant: Wayne Thomas Group, Inc.

Telephone: 770-466-5240

Email(s): bobb@wthomes.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: 35,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	525,000
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.13 mgd
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Dekalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.11
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? 0.5 mile or less	
Land Transportation	

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	116 entering and 48 existing during am peak hour; 160 entering and 198 existing during pm peak hour
---	---

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
--	-----------------------------

Are transportation improvements needed to serve this project?	(not selected) Yes No
---	-----------------------------

If yes, please describe below: Please see DRI traffic study prepared by Kimley, Horn & Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	925 tons
--	----------

Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
---	-----------------------------

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected) Yes No
---	-----------------------------

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25.8 acres
---	------------

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: detention ponds, water quality features and buffers would be implemented in accordance w/DeKalb County standards

Environmental Quality

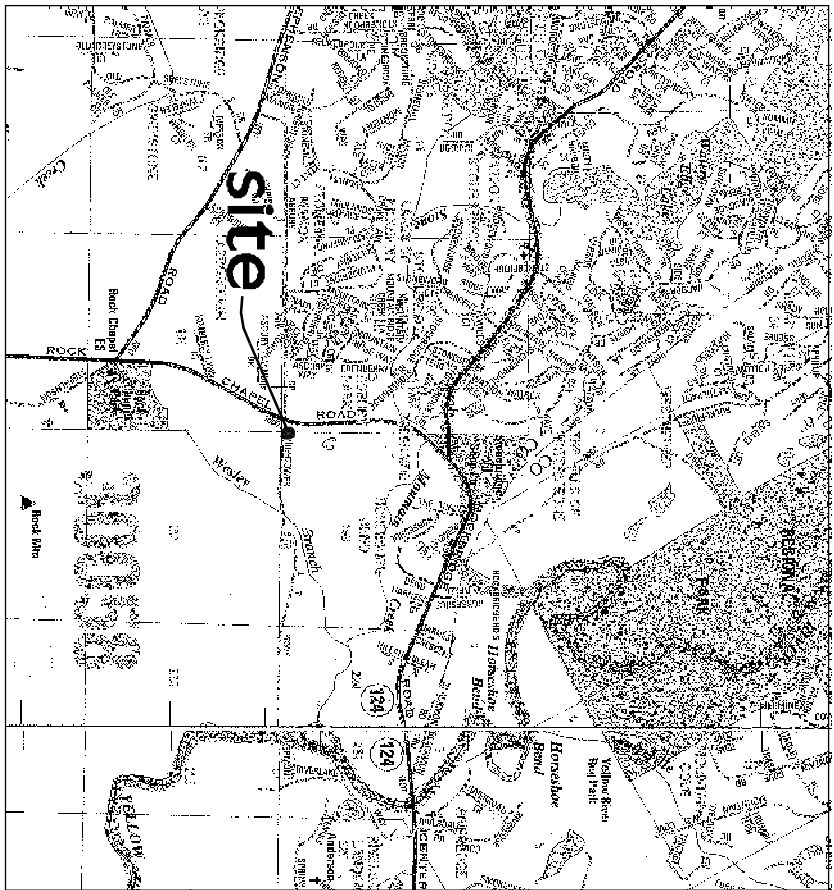
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected) Yes No
-----------------------------	-----------------------------

2. Significant groundwater recharge areas?	(not selected) Yes No
--	-----------------------------

3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No
If you answered yes to any question above, describe how the identified resource(s) may be affected: Wetlands exist on project site, however, stream buffer requirements would reduce impacts to less than significant impacts on any environmentally sensitive areas should be less than significant.			
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1. To the best of our knowledge no historic or archeological feature, grave, object, or structure marking a place of burial exists on this property.
2. All parking space dimensions shall conform to sec. 27-706 of the Code of Ordinances.
3. Within the residential areas, common open space around assisted living units and independent living lots shall be dedicated to a master's HOA. Non-residential property shall be held in control by a property management company.
4. This site does not lie within a 100-year flood hazard zone as shown on the Flood Insurance Study for T.K. Moreland, Inc. by Clark Design Group, P.C. dated April 28, 2005.
5. Topographic information based on Aerial Photography.
6. This site does not lie within a 100-year flood hazard zone as shown on the Flood Insurance Study for T.K. Moreland, Inc. by Clark Design Group, P.C. dated April 28, 2005.
7. Public water service by DeKalb County.
8. Public sewer service by DeKalb County.

Owner/Applicant

T.K. MORELAND, INC.

Bob Benson

Telephone: 770.466.5240

PO BOX 268 Legacville, Georgia 30052

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Clark Design Group, P.C.

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RIVER VILLAGE REZONING PLAN

Land Lots 191, 193, 194, 16TH District, DeKalb County, Georgia
Sheet 1 of 1

RM-150 Site Notes

1. Total Site Area: 59.13 AC
2. Residential Site Area to be Rezoned: ± 20.07 AC
3. Proposed Zoning: RM-150
4. Proposed Use: Independent Living
5. Total Units: 329
6. Residential Density: ± 3.2 units/acre

O-1 Site Notes

1. Total Site Area: 59.13 AC
2. Residential Site Area to be Rezoned: ± 27.64 AC
3. Proposed Zoning: O-1
4. Proposed Use: Multi-story Assisted Living Buildings
5. Total Units: 329
6. Residential Density: ± 11.9 units/acre
7. Total SF: 574,000

Commercial Site Notes

1. Total Site Area: 59.13 AC
2. Commercial Site Area to be Rezoned: ± 11.42 AC
3. Proposed Zoning: C-1
4. Proposed Use: Commercial
5. Total Units: 329
6. Residential Density: ± 3.2 units/acre

Notes

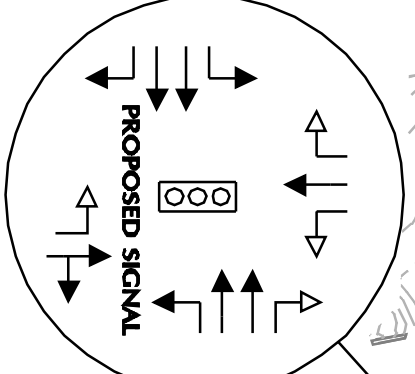
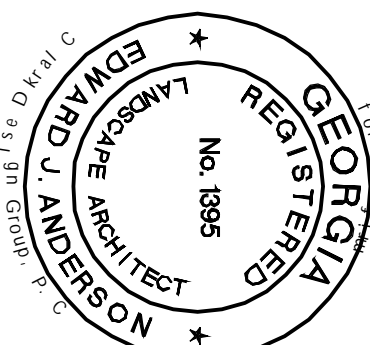
- No bike lanes are proposed.
- Open space = 19 acres (32%)

Key

- Existing Lanage
- Recommended Lanage

Parking Summary:

- Assisted Living: 329 req'd/provd (1 sp/unit)
- Independent Living: 130 req'd/provd (2 sp/unit)
- Non-residential: 139 sp. req'd/provd (1 sp/75 sf)
- 336 sp. req'd/provd (5.5 sp/1000 sf)
- 934 Spaces/required
- 334 Provided



APPROXIMATE LOCATION OF LAND LOT LINE

ASBURY DRIVE

BENCHMARK
NAD 83
ELEVATION 1184
ELEVATION 827.32

Georgia Department of Transportation
DTS 9500, PG 209

DRIVEWAY #1

DRIVEWAY #2

DRIVEWAY #3

DRIVEWAY #4

DRIVEWAY #5

DRIVEWAY #6

DRIVEWAY #7

DRIVEWAY #8

DRIVEWAY #9

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