



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: 10/27/2004

ARC REVIEW CODE: R409271

TO: Honorable Vernon Jones, Chairman

ATTN TO: Karmen Swan, 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: Rock Chapel Road- Mixed Use Development

Review Type: Development of Regional Impact

Date Opened: 9/27/2004

Date Closed:
10/27/2004

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 State.

Additional Comments: The development, as originally submitted, was inconsistent with the majority of the applicable RDP Policies. It was an auto oriented, mixed use development that lacked connectivity and open space. The development also scored a 9 out of 15 percentage points on ARC's Air Quality Benchmark Test. To better comply with the RDP Policies, the project has made revisions that include better connectivity, more open space, and street oriented retail. The redesigned project now meets a majority of the Regional Development Plan Policies.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

CITY OF LITHONIA

GWINNETT COUNTY

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

DEKALB COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

ROCKDALE COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

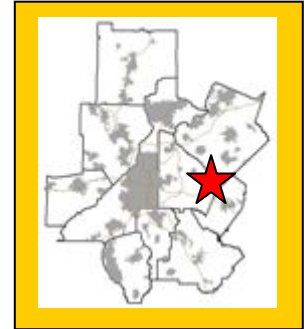
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	Sept 27, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Rock Chapel Road #632
Final Report Due:	October 27, 2004		Comments Due By:	October 11, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Rock Chapel Road development is a 154.94 acre mixed use development that will include approximately 350 single family homes, 220 townhomes, 275 apartment units, and 150,000 square feet of retail and commercial space. The apartment units will be gated. Located in southeast DeKalb County, the site is located along Rock Chapel 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 OI (office- institutional), OD (office-distribution), R-100, and R-85. The proposed zoning for the site is OCR (office, commercial, residential). The proposed zoning is not consistent with DeKalb County's Future Land Use Map which designates this area as OPR (office professional) and LDR (low density residential).

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

No inconsistencies were identified from potentially affected local governments.

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

No impacts to the implementation of short term work programs were determined by local governments.

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. Information submitted with the review states that it can be anticipated that approximately

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2,489 residents will live in the proposed development with an estimated that 1,212 will be workers out of the 2,489 residents.

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

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
1997	COVINGTON HIGHWAY TRACT

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 development as originally submitted was inconsistent with the majority of the applicable RDP Policies. It was an auto oriented, mixed use development that lacked connectivity and open space. The development also scored a 9 out of 15 percentage points on ARC's Air Quality Benchmark Test. To better comply with the RDP Policies, the project has made revisions that include better connectivity, more open space, and street oriented retail. The redesigned project now meets a majority of the Regional Development Plan Policies.

The proposed development now includes an additional 59.01 acres to the rezoning application for the use of open space and conservation. This additional acreage has been earmarked for the purpose of mitigation of creek and wetland disturbances by Lafarge Aggregates Southeast at one or more of its quarries. Lafarge Aggregates Southeast has also agreed to convey the additional land to a third party for permanent conservation and open space. The additional land will be made accessible to future residents of the proposed development by at least two access points, subject to local, state, and federal regulations. DeKalb County should consider a larger network of greenspace that can connect such land to one another. Regional Development Policy 8: protect environmentally sensitive areas, and Regional Development Policy 10: preserve existing rural character, are now met.

A pedestrian and trail network were also added to the revised site plan. It is the intention that this pedestrian and trail network will provide connectivity and shortcuts to the future residents to areas designated as open space and recreational space as well as to the commercial retail component of the site. The developer has agreed to develop a greenspace and trail plan for the site to the specification of DeKalb County. This plan should ensure that connectivity between the uses of the proposed development is adequately provided as well as convenient access points to the conservation open space land to the north of the property and potential connections to future development that may occur in the

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immediate area and adjacent to the property. Creating this pedestrian and trail network throughout the development and providing for future connections to adjacent parcels will satisfy the criteria for Regional Development Policy 9: create a regional network of greenspace.

The commercial component of the proposed development has been reconfigured to encourage pedestrian oriented village concept and to reflect the neighborhood and community oriented aspect of existing and future residential subdivisions. Again, the developer has agreed to work with DeKalb County to ensure a true main street and pedestrian oriented entrance into the development along Road J. This includes the retail buildings to the north of the road to be oriented to the street with parking behind and the apartment buildings on the south side of the road to interact with the road in a similar manner as the north side. This implies creating stoop fronts on the apartment buildings, pulling the building to the road, and removing parking that abuts the road. It does not include placing a fence between the building and the road, or designing the apartment building so that the back of the building faces the road. However, creative landscaping and sidewalks are strongly encouraged. The revised site plan submitted on October 26th does not adequately meet the intentions of creating a main street as pursued by the ARC. The retail building oriented along Rock Chapel Road should be redesigned into an 'L' configure with the parking behind. The buildings should be broken up into smaller sections of three to four stores with passages between the buildings for pedestrians to have a short cut around the buildings and for drivers to view and comprehend that there is parking behind the building. It is the intention of ARC that the main street orientation would encompass Road J from Rock Chapel Road to the round about. Additional screening from the roadway and improved framing of the commercial buildings on Road J could help alleviate the obtrusiveness of the proposed parking lots.

The proposed development scored a 9 out of a desired 15 percentage points on the ARC Air Quality Benchmark Test. Due to the low score, it was strongly encouraged that the site plan reflects green space and seeks opportunities for the conservation of open space. In addition to the 59.01 acres of conservation open space, the revised site plan provides additional open space throughout the development. Revisions of the site plan include a new layout of the townhomes that allows for the townhomes to be developed around a central greenspace. Additional property on the eastern portion of the site was also designated as open space and reserved for the future use of the homeowners association.

The permanent conservation of land with this development will help offset many of the concerns with the ARC Air Quality Benchmark Test. Because the development is located in a rural area of the county, land conservation and preservation is important as the area begins to develop.

The revised site plan also reflects the outcome of working with existing neighborhood groups to preserve the existing neighborhoods around the development. Road K on the site plan will be stubbed out to provide future road connections to potential development to the southeast of the site. Additional buffering between the townhomes and the neighborhood to the southwest of development as well as additional buffering between the townhomes and Rock Chapel Road help to meet the criteria for Regional Development Policy 6: preserve and enhance existing residential neighborhoods.

Finally, the proposed development is not consistent with DeKalb County's Future Land Use Map, as mentioned above. The designation of OPR (office professional) for the general area of the site can be seen as uncharacteristic with the surrounding future land use industrial designation that dominates the

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area and creates a swath that extends to the City of Lithonia. After discussions with DeKalb County, it is remains unclear how the proposed development meets the criteria of the proposed zoning for OCR (office-commercial-residential) in which the majority of the development (residential) is considered an accessory use under this category. According to DeKalb County, accessory uses must be subordinate to the principal use.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

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.

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.

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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.

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.

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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.

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 two miles from Rockdale County, three miles from Gwinnett County, and two miles from the City of Lithonia.

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 have been identified.

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 \$97.5 million with an expected \$1,134,000 in annual local tax revenues.

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

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?

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The proposed development will increase housing and employment opportunities in the area and provide services and employment opportunities for existing and future residents. It is estimated that the proposed development will house approximately 2,489 people. Information submitted with the review estimate that of the 2,489 people, 1,212 people will be workers.

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.

Water Supply Watersheds

The project is not located in any public water supply watershed for the Atlanta Region. It is in the Yellow River watershed.

Stream Buffers

No blue line streams are shown on the property on the 1:24,000 USGS Conyers quad sheet, which includes the project area. The site plan shows a 75-foot stream buffer on the property along an unnamed creek that drains into Swift Creek to the north of the project property. Any other unmapped streams or other state waters on the property may also be subject to local ordinance and State Erosion and Sedimentation requirements.

Stormwater / 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. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. 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	21.97	37.57	382.28	2372.76	21596.51	27.02	4.83
Med. Density SF (0.25-0.5 ac)	93.92	126.79	555.07	4038.56	75229.92	31.93	7.51
Townhouse/Apartment	39.05	41.00	418.23	2616.35	23625.25	29.68	5.47
TOTAL	154.94	205.36	1355.57	9027.67	120451.68	88.63	17.81

Total percent impervious surface: 40%

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.

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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

Georgia Regional Transportation Authority Review Findings

Site access will be provided at three locations. There will be two full-movement and one right-in/right-out driveways along Rock Chapel Road. Pedestrian access will also be provided and available at all three site driveway points.

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:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single-Family Homes 350 units	64	190	254	209	122	331	1,646
Apartments 275 units	28	110	138	110	59	169	902
Condos/Townhomes 220 units	16	81	97	77	38	115	628
Retail/Commercial 150,000 square feet	122	78	200	393	425	818	4,420
Internal Capture Reductions	-	-	-	-26	-36	-62	-1,270
Pass-By Reductions	-	-	-	-36	-26	-62	-1,395
TOTAL NEW TRIPS	230	459	689	727	582	1,309	4,930

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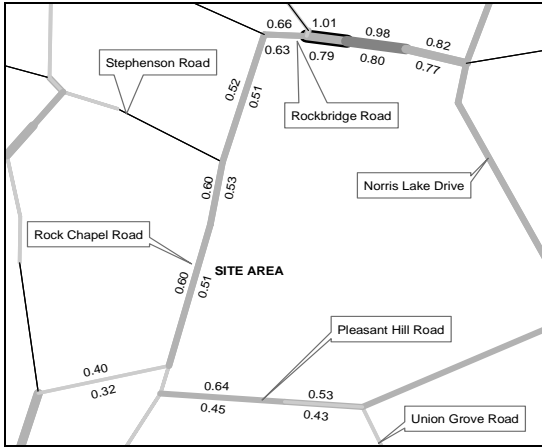
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

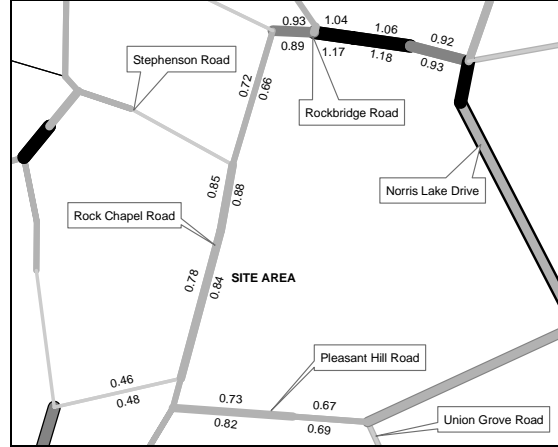
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. 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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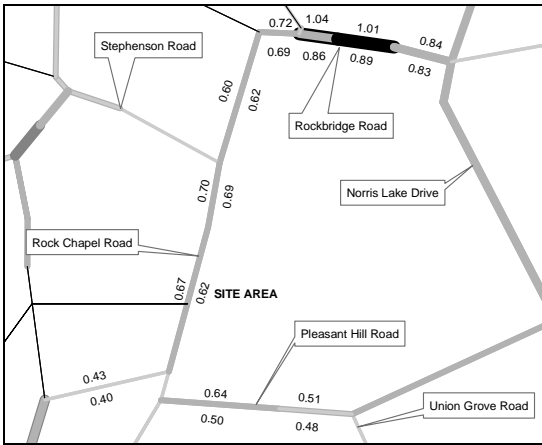
V/C Ratios



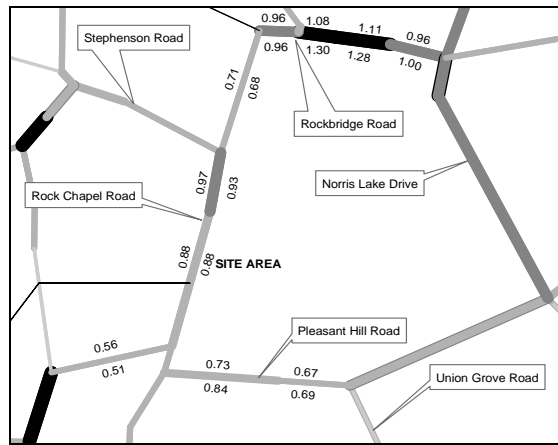
2005 AM Peak



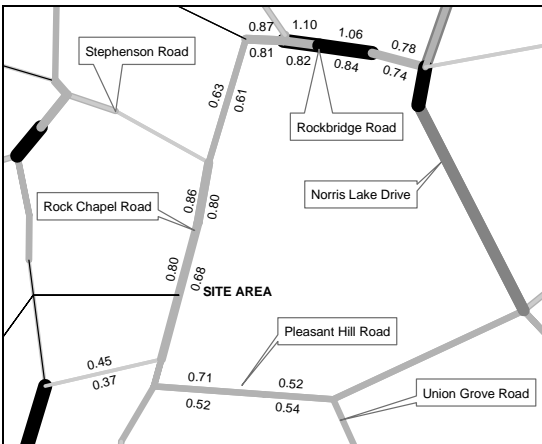
2005 PM Peak



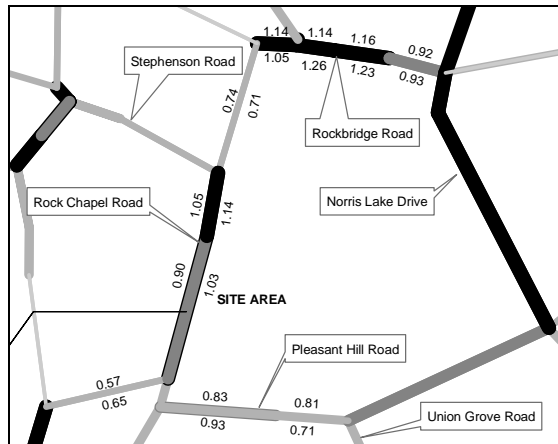
2010 AM Peak



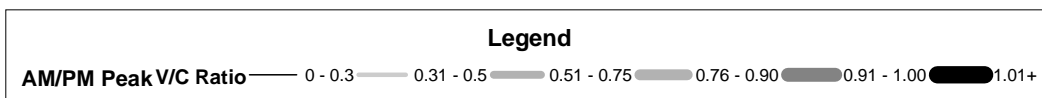
2010 PM Peak



2025 AM Peak



2025 PM Peak



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For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model 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 type.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-030A	SR 12 – Covington Hwy from Evans Mill Road to SR 124 – Turner Hill Road	Roadway Capacity	2009
DK-059	Lithonia Industrial Blvd. Ext – Phase II from Rogers Lake Road to SR 124	Roadway Capacity	2007
DK-270A1	Lithonia Industrial Blvd (including CSX R/R Crossing) – Phase I (Split Funded Segment – See also DK-270A2) from South Stone Mountain – Lithonia Road to Rogers Lake Road	Roadway Capacity	2007

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-030B	SR 12 – Covington Hwy from SR 124 – Turner Hill Road to Rockdale County	Roadway Capacity	2025

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Rock Chapel Road: What are the recommended transportation improvements based on the traffic study done by the applicant?

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.

Pleasant Hill Road at Union Grove Road

- Provide an exclusive northbound right-turn lane along Union Grove Road.
- Provide an exclusive eastbound right-turn lane along Pleasant Hill Road.
- Provide an exclusive westbound left-turn lane along Pleasant Hill Road.

Rock Chapel Road at Rock Mountain Road

- Install a traffic signal.

Rock Chapel Road at Stephenson Road

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- Provide permissive-plus-overlap phasing for the eastbound right-turn movement along Stephenson Road.

Stephenson Road at Deshon Road

- Provide permissive-plus-overlap phasing for the westbound right-turn movement along Stephenson Road.

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.

Pleasant Hill Road at Union Grove Road

- Side street approaches at unsignalized intersections commonly operate at lower levels of service, as vehicles attempting to turn onto the mainline often experience today. Because turn lanes were added in the No-Build condition, signalization would be necessary for additional level of service improvement; however, it is unlikely that this location would meet signal warrants.

Rock Chapel Road at Future Lithonia Industrial Boulevard/Pod 1 Access

- Provide a northbound exclusive right-turn lane along Rock Chapel Road.
- Provide three egress lanes exiting the development (a separate left-turn, through, and right-turn lane).

Rock Chapel Road at Pod 2 Access (Right-in/Right-out)

- Provide a northbound exclusive right-turn lane along Rock Chapel Road into the development.

Rock Chapel Road at Pod 3 Access

- Provide a northbound right-turn lane along Rock Chapel Road.
- Provide a southbound left-turn lane along Rock Chapel Road requiring a new median opening.
- Provide a separate westbound left-turn and right-turn lanes exiting the development.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed development will not be located in an existing rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site is currently not serviced by transit.

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Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are no plans to provide or expand transit service to the area.

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

None proposed.

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

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?

Initially, there are some concerns over the magnitude of the proposed site and the potential for increased congestion levels along the Rock Chapel Road corridor. Unless recommended improvements are made to mitigate the capacity deficiencies identified, Rock Chapel Road will continue to face severe congestion levels and hinder the ability for efficient ingress and egress for the proposed development. Overall, the presence of the Rock Chapel Mixed-Use Development will be a positive addition to a predominantly industrial area that lacks in residential and commercial uses.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.192 MGD.

Which facility will treat wastewater from the project?

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:

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Final Report Due:	October 27, 2004		Comments Due By:	October 11, 2004

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 0.239 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 2956 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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?

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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 845 housing units that will include single family homes townhomes and apartments.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 233.02. This tract had a 12.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 99 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.



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* 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.

Atlanta

Denver

Los Angeles

Philadelphia

McKenna Long & Aldridge

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EMAIL ADDRESS
ljordan@mckennalong.com

October 12, 2004

Atlanta Regional Commission
Attn: M. Haley Fleming, Senior Planner
40 Courtland St., NE
Atlanta, GA 30303

Subject: DRI #632 Rock Chapel Road; ARC Review Code R409271

Dear Haley:

Per our conversation, listed below is a list of changes that have been made to the site plan in connection with this proposed development since our initial meeting with the Atlanta Regional Commission.

- An additional 59.01 acres has been added to the rezoning application for use as greenspace in connection with this development. Several entrances to this greenspace have been added.
- Several greenspace areas have been added to the development itself.
- A network of natural trails has been designated in order to encourage pedestrian use of the project and to provide for connectivity.
- Three raised crosswalks have been added to facilitate and encourage pedestrian use.
- The commercial development has been reconfigured to provide a main street retail oriented entrance into the development.
- The apartments have been reconfigured to encourage pedestrian uses. Access has been provided to a designated trail linking to the commercial development.
- A second road entrance has been provided to the townhomes.
- Several changes have been made to the townhomes to improve their layout and to link to a designated trail linking to the commercial development.

Haley Fleming
October 12, 2004
Page 2

- The buffer between the townhomes and homes in the Thompson Terrace neighborhood has been extended from 50 to 65 feet.
- A 50 foot setback has been added behind the townhomes that adjoin Rock Chapel Road.
- A stub road has been added, providing a future possible connection to a proposed adjoining development.
- The roads within the project have been modified to provide for a more favorable layout and improved connectivity.

Please let me know what additional information you would like.

Sincerely,



Lawton Jordan III



Construction Materials

October 12, 2004

Atlanta Regional Commission

Subject: Rezoning, Dekalb County, CZ-04096 & LP-04066

Dear Sir/Madam,

As you are aware, Lafarge Aggregates Southeast Inc. has under purchase agreement the sale of a number of acres located in Lithonia in Dekalb County. This property is currently being taken through a rezoning process by the purchaser. To assist this rezoning process, Lafarge has included in the rezoning application referenced above approximately 59.01 acres of creek, flood plain, wetlands and related property to be identified as open space or green space. The attached survey shows this property, identified as "Tract 6".

Lafarge intends to use this and related property for the purpose of mitigation of creek and wetlands disturbances at one or more of its quarries and as such has made commitments under a 2001 NW44 Army Corps permit application to convey the 59.01 acres that make up Tract 6 and additional land not included in the subject rezoning to DeKalb County or to the Georgia Nature Conservancy in order to permanently preserve the land as greenspace. Subject to local, state, and/or federal regulations, the property will be accessible by future residents of the development proposed with this rezoning application once stream and/or wetlands disturbance mitigation credit has been received. It is our understanding that the developer of this project intends to create at least two access points along the property in coordination with Lafarge.

Lafarge is glad to address any further questions regarding these plans as necessary.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Richard Tyler', written over a horizontal line.

Richard Tyler
Regional Manager
Property, Government and Community Affairs

C: Tom Jackson, Lafarge
Joyceann Lee, Lafarge
Jim Nellis, AFCCO
Lawton Jordan, McKenna, Long & Aldredge

12735 Morris Road Extension, Suite 300
Alpharetta GA 30004

Tel 678-746-2000
Fax 678-746-2198

October 12, 2004

Atlanta Regional Commission
Attn: M. Haley Fleming, Senior Planner
40 Courtland Street, N.E.
Atlanta, GA 30303

Subject: DRI #632 Rock Chapel Road; ARC Review Code R409271

Dear Ms. Fleming:

I am writing regarding the proposed mixed use development located on Rock Chapel Road in South DeKalb County near Lithonia.

This letter confirms that prior to the issuance of any development permits, I will develop a greenspace park and trail plan for the property to the specification of DeKalb County for the purpose of ensuring that the park and trail system of this proposed development works and connects appropriately.

In addition, this letter also serves as confirmation that in connection with the 59.01 acres of greenspace included in this rezoning application that is owned by LaFarge Aggregates of North America, I will provide at least two access points from this development into this greenspace area.

Moreover, prior to the issuance of any development permits for the commercial pod of this development, I will work with DeKalb County to ensure a true main street retail oriented entrance into the development consistent with the site plan. This will include retail buildings to the north of the street that will be oriented toward the street with parking behind and the south side of the street (currently designated for apartment buildings) will have the same street orientation and interaction as the north side to create a continuous street wall that frames the entrances into the development.

Please contact Lawton Jordan at 404-527-4922 if you have any questions about this matter.

Sincerely,

Gary Brock / by Lawton Jordan with express permission
Gary Brock

Your DRI ID NUMBER for this submission is: **632**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/9/2004 10:43:20 AM

DEVELOPMENT OF REGIONAL IMPACT

DeKalb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	Karmen R. Swan 1300 Commerce Drive, Suite 400 Decatur GA 30031
Telephone:	404-371-2155`
Fax:	404-371-2813
E-mail (only one):	ksbrooks@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:	Rock Creek Chapel Road MUD	
Development Type	Description of Project	Thresholds
Mixed Use	This will be a mixed used project containing village retail a business park multi-family units and single family units. The floor area will exceed 1 million square feet	View Thresholds
Developer / Applicant and Mailing Address:	LaFare Aggregates SE 12735 Old Morris Rd. Extension Suite 300 Alpharetta, GA 30005	
Telephone:	678-746-2165	
Fax:		
Email:		
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	16-188,189,196,197,198,219,220,221	
What are the principal streets or roads providing vehicular access to the site?	Rock Chapel Road	
Provide name of nearest street(s) or intersection:	Rock Chapel and Pleasant Hill Roads	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: Project ID: App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	
What is the name of the wastewater treatment supplier for this site?	
Is this project a phase or part of a larger overall project?	
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2009

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	

Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): The developers will put in all necessary roads and would like to put in a traffic light at the entrance to the project.	

Submitted on: 9/17/2004 2:07:52 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Karmen R. Swan
Telephone:	404-371-2155
Fax:	404-371-2813
Email (only one):	ksbrooks@co.dekalb.ga.us

Proposed Project Information

Name of Proposed Project:	Rock Creek Chapel Road
DRI ID Number:	632
Developer/Applicant:	LaFarge Aggregates
Telephone:	678-746-2165
Fax:	
Email(s):	

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	97.5 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,134,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

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)?	0.230
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, 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)?	0.192
Is sufficient wastewater treatment capacity available to serve this proposed project?	
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

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.)	15,192 vpd
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: Access improvements to include left turn and right turn lanes and possible signalization	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2956
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers, water quality and detention ponds	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	
Is the development located within, or likely to affect any of the following:	

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: state waters (stream) through site. Stream crossing will be constructed for access and utilities.	

