



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: 8/18/2004

ARC REVIEW CODE: R407191

TO: Mayor Patsy Jo Hilliard
ATTN TO: Chris Montesinos, Director- Dept of Community Services
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: City of East Point
Name of Proposal: Lakeside Golf Course Redevelopment

Review Type: Development of Regional Impact

Date Opened: 7/19/2004

Date Closed: 8/18/2004

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: See attached comments.

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

| | | |
|---|---|---|
| ARC LAND USE PLANNING | ARC TRANSPORTATION PLANNING | ARC ENVIRONMENTAL PLANNING |
| ARC DATA RESEARCH | ARC AGING DIVISION | GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS |
| GEORGIA DEPARTMENT OF NATURAL RESOURCES | GEORGIA DEPARTMENT OF TRANSPORTATION | PLANNING HARTSFIELD ATL. INT. AIRPORT |
| CITY OF ATLANTA | CITY OF COLLEGE PARK | CITY OF EAST POINT |
| CITY OF HAPEVILLE | CLAYTON COUNTY | FULTON COUNTY SCHOOLS |
| FULTON COUNTY | GEORGIA REGIONAL TRANSPORTATION AUTHORITY | |

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.

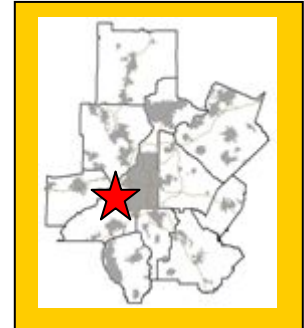
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

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| Preliminary Report: | July 19, 2004 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Lakeside Redevelopment #585 |
| Final Report Due: | August 18, 2004 | | Comments Due By: | August 2, 2004 |

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Lakeside Redevelopment is a proposed mixed use community located in the City of East Point. The project is a redevelopment of Lakeside Golf Club. The proposed development, located on 172 acres, will consist of 342 single family lots, 286 townhomes, and 40,000 square feet of community oriented retail. The proposed development is located on Old Fairburn Road south of Camp Creek Parkway. Site access will be on Old Fairburn Road and Jailette Road.



PROJECT PHASING:

The project will be built in one phase with a build out date of 2009.

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 AG. The project is proposing a CUP (Community Unit Project) classification to allow for the proposed residential and commercial uses. According to information submitted with the review, the proposed development is not consistent with the future land use map for the City of East Point.

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

Fulton County's 2015 South Fulton Land Use Map shows this area as single family residential with a maximum of 2-3 units per acre. Excluding the retail component, this site will average approximately 3.65 units per acre, exceeding the density of the 2015 South Fulton Land Use Map. Fulton County's recommendation is that the overall density for the site be limited to a maximum of three units per acre. Secondly, Fulton County has identified live-work designations at major intersections to encourage dense development that is pedestrian friendly. The proposed retail along Fairburn Road is not consistent with the 2015 South Fulton Land Use Map, which designates this road as primarily single family detached.

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

None were determined during the review.

Will the proposed project generate population and/or employment increases in the Region?

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If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase services and employment opportunities in the area for existing and future 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 two-mile radius of the proposed project.

| Year | Name |
|------|--------------------------------------|
| 2002 | Butner Road MUD |
| 2002 | Camp Creek Business Center |
| 2002 | Princeton Lakes |
| 2001 | South Meadow Business Park Expansion |
| 2001 | Camp Creek Marketplace |
| 2001 | Camp Creek Business Center |
| 2000 | Majestic III Industrial Park |
| 1988 | Cowart Lake |
| 1986 | Camp Creek Center |

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 proposed development will replace the Lakeside Golf Course.

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 majority of regional plans and policies. However, further refinement of the site plan would better reflect the goals and policies of the region. The proposed development consists of single family detached residential, townhomes, community amenity space and parks, and a community clubhouse. The proposed development will be replacing the existing Lakeside Golf Course.

The site plan currently reflects an auto oriented residential development. Taking into consideration Best Transportation Practice 1 and refining the site plan to reflect a more pedestrian friendly development. This would include better street connections with direct routes and sidewalks to reduce travel times across the site, and pedestrian trails that are effective in connecting the residential units to the clubhouse, community recreation area, and retail components of the site. Besides sidewalks, pedestrian connections are minimal. Best Transportation Practices 9 and 10 listed below encourage pedestrian and bicycle connections that allow alternative routes to destination places.

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It is recommended that the proposed townhome development be revised to reflect front entry townhomes. Garages should be moved to the back of the townhomes, allowing pedestrians and bicycles the ability to move safely along the main roads in the townhome development.

Careful consideration should be given to access and use of the amenity and recreation areas. No vehicle access is shown on the site plan for the northeastern recreation area; therefore, additional multi-use paths and pedestrian trails should be included on the site plan to allow for multiple access points to the recreation area.

Adjacent industrial uses to the east of the site should be adequately buffered from the townhome and residential uses on the site.

Existing neighborhood concerns should be heard and addressed throughout the process. Regional Development Policy 12 encourages public involvement at the local and neighborhood levels. Adequate buffers and improving the street design of Lakeside Drive to remove the northern 'eyebrow' cu-de-sac would help to protect the existing single family homes.

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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 development is located in the City of East Point on Old Fairburn Road south of Camp Creek Parkway.

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.

The site is entirely within the City of East Point; however, the proposed development borders incorporated Fulton 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.

The proposed site is located approximately 4.8 miles west of Hartsfield-Jackson Atlanta International Airport. The site is located in a zone where Federal Aviation Administration regulations apply. The site plan and construction of the proposed development should reflect these regulations.

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 \$140,000.00 with an expected \$3,500,000.00 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.

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

The proposed development will increase employment opportunities and the need for services to the area. However, the proposed development will also provide many of these services through the proposed community oriented retail and commercial uses.

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.

Watershed Protection

The South Fork of Camp Creek runs along the northern part of the property where it extends to the Camp Creek Parkway right-of-way. In addition, a blue-line tributary (as shown on the Ben Hill USGS 1:24,000 quad sheet) is shown running north-south along the eastern side of the property. Camp Creek is a major tributary stream to the Chattahoochee River within the Atlanta Region. As such, Camp Creek and its designated tributaries are subject to the requirements of the Metropolitan River Protection Act, which includes a requirement that all local governments in the watershed that drains into the Chattahoochee between Buford Dam and Peachtree Creek. All blue line streams should conform to East Point's tributary buffer zone ordinance. If no ordinance has been adopted, a minimum 35-foot buffer should be maintained along the blue line streams on the property. In addition, all state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. The submitted site plan does not show any buffers.

The property is not in any water supply watershed for the Atlanta Region.

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 the results of regional storm water monitoring data from the Atlanta Region. Since no estimates exist for single-family housing with lots smaller than 0.25-acres, most of the residential areas of the proposal have been classified as townhouse/apartment. Actual loading factors will depend on the amount of impervious surface in the specific project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

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| Land Use | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|---------------------|----------------|------------------|----------------|----------------|-----------------|--------------|--------------|
| Commercial | 2.23 | 3.81 | 38.80 | 240.84 | 2192.09 | 2.74 | 0.49 |
| Forest/Open | 52.71 | 4.22 | 31.63 | 474.39 | 12386.85 | 0.00 | 0.00 |
| Townhouse/Apartment | 116.84 | 122.68 | 1251.36 | 7828.28 | 70688.20 | 88.80 | 16.36 |
| TOTAL | 171.78 | 130.71 | 1321.78 | 8543.51 | 85267.14 | 91.54 | 16.85 |
| | | | | | | | |
| Total % impervious | 34% | | | | | | |

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 were determined during the review.

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

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will be on a total of 172 acres and will be a redevelopment of the Lakeside Golf Club. The proposed site will included 286 single-family homes, 342 townhomes, and 40,000 square feet of community oriented retail on 3.9 acres. One full movement access point will be located at Old Fairburn Road and another will be located at Jaillette Road. Construction is to be done in one phase with build-out scheduled for 2009.

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

URS Corporation 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



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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 286 lots | 20 | 97 | 117 | 93 | 43 | 136 | 1,465 |
| Townhomes 342 Units | 62 | 187 | 249 | 192 | 107 | 299 | 2,960 |
| Retail 40,000 square feet | 56 | 37 | 93 | 72 | 81 | 153 | 3,250 |
| TOTAL NEW TRIPS | 138 | 321 | 459 | 357 | 231 | 588 | 7,675 |

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 1.0, 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 0.8 or above are considered congested.

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V/C Ratios

| | | AM | | | | | | PM | | | | | |
|---|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | Volume | | | V/C | | | Volume | | | V/C | | |
| | Lns/dir. | Total | SB/EB | NB/WB | Total | SB/EB | NB/WB | Total | SB/EB | NB/WB | Total | SB/EB | NB/WB |
| Camp Creek Parkway at I-285 ramps | | | | | | | | | | | | | |
| 2005 | 2 | 10,160 | 5,880 | 4,280 | 0.64 | 0.74 | 0.53 | 13,050 | 5,840 | 7,210 | 0.82 | 0.73 | 0.90 |
| 2010 | 2 | 9,080 | 5,070 | 4,010 | 0.57 | 0.63 | 0.50 | 11,350 | 5,140 | 6,210 | 0.71 | 0.64 | 0.78 |
| 2025 | 2 | 9,490 | 5,180 | 4,310 | 0.63 | 0.68 | 0.57 | 11,600 | 5,220 | 6,380 | 0.77 | 0.69 | 0.84 |
| % Change 2005-2010 | | -10.6% | -13.8% | -6.3% | -11.0% | -14.9% | -5.7% | -13.0% | -12.0% | -13.9% | -12.9% | -12.3% | -13.3% |
| % Change 2010-2025 | | 4.5% | 2.2% | 7.5% | 10.6% | 7.9% | 14.0% | 2.2% | 1.6% | 2.7% | 7.7% | 7.8% | 7.7% |
| % Change 2005-2025 | | -6.6% | -11.9% | 0.7% | -1.6% | -8.1% | 7.5% | -11.1% | -10.6% | -11.5% | -6.1% | -5.5% | -6.7% |
| Camp Creek Parkway between Welcome All Road and Old Fairburn Road | | | | | | | | | | | | | |
| 2005 | 2 | 10,210 | 5,770 | 4,440 | 0.47 | 0.53 | 0.41 | 13,170 | 5,890 | 7,280 | 0.61 | 0.55 | 0.67 |
| 2010 | 2 | 9,230 | 4,960 | 4,270 | 0.43 | 0.46 | 0.40 | 11,290 | 5,230 | 6,060 | 0.52 | 0.48 | 0.56 |
| 2025 | 2 | 10,070 | 5,230 | 4,840 | 0.47 | 0.48 | 0.45 | 12,490 | 5,820 | 6,670 | 0.58 | 0.54 | 0.62 |
| % Change 2005-2010 | | -9.6% | -14.0% | -3.8% | -8.5% | -13.2% | -2.4% | -14.3% | -11.2% | -16.8% | -14.8% | -12.7% | -16.4% |
| % Change 2010-2025 | | 9.1% | 5.4% | 13.3% | 8.1% | 4.3% | 12.5% | 10.6% | 11.3% | 10.1% | 11.5% | 12.5% | 10.7% |
| % Change 2005-2025 | | -1.4% | -9.4% | 9.0% | -1.1% | -9.4% | 9.8% | -5.2% | -1.2% | -8.4% | -4.9% | -1.8% | -7.5% |
| Camp Creek Parkway East of Old Fairburn Road | | | | | | | | | | | | | |
| 2005 | 2 | 9,300 | 5,150 | 4,150 | 0.43 | 0.48 | 0.38 | 11,690 | 6,470 | 5,220 | 0.54 | 0.48 | 0.60 |
| 2010 | 2 | 8,430 | 4,420 | 4,010 | 0.39 | 0.41 | 0.37 | 9,780 | 4,490 | 5,290 | 0.46 | 0.42 | 0.49 |
| 2025 | 2 | 9,200 | 4,580 | 4,620 | 0.43 | 0.42 | 0.43 | 10,860 | 5,080 | 5,780 | 0.50 | 0.47 | 0.53 |
| % Change 2005-2010 | | -9.4% | -14.2% | -3.4% | -9.3% | -14.6% | -2.6% | -16.3% | -30.6% | 1.3% | -15.7% | -12.5% | -18.3% |
| % Change 2010-2025 | | 9.1% | 3.6% | 15.2% | 9.0% | 2.4% | 16.2% | 11.0% | 13.1% | 9.3% | 9.9% | 11.9% | 8.2% |
| % Change 2005-2025 | | -1.1% | -11.1% | 11.3% | -1.2% | -12.5% | 13.2% | -7.1% | -21.5% | 10.7% | -7.4% | -2.1% | -11.7% |
| Old Fairburn Road South of Camp Creek Parkway | | | | | | | | | | | | | |
| 2005 | 1 | 1,310 | 440 | 870 | 0.18 | 0.12 | 0.24 | 2,160 | 1,260 | 900 | 0.30 | 0.35 | 0.25 |
| 2010 | 1 | 1,180 | 400 | 780 | 0.17 | 0.11 | 0.22 | 2,070 | 1,120 | 950 | 0.29 | 0.31 | 0.26 |
| 2025 | 1 | 1,450 | 410 | 1,040 | 0.20 | 0.11 | 0.29 | 2,550 | 1,510 | 1,040 | 0.36 | 0.42 | 0.29 |
| % Change 2005-2010 | | -9.9% | -9.1% | -10.3% | -8.3% | -8.3% | -8.3% | -4.2% | -11.1% | 5.6% | -5.0% | -11.4% | 4.0% |
| % Change 2010-2025 | | 22.9% | 2.5% | 33.3% | 21.2% | 0.0% | 31.8% | 23.2% | 34.8% | 9.5% | 24.6% | 35.5% | 11.5% |
| % Change 2005-2025 | | 10.7% | -6.8% | 19.5% | 11.1% | -8.3% | 20.8% | 18.1% | 19.8% | 15.6% | 18.3% | 20.0% | 16.0% |
| Welcome All Road South of Camp Creek Parkway | | | | | | | | | | | | | |
| 2005 | 1 | 690 | 230 | 460 | 0.10 | 0.06 | 0.13 | 1,020 | 670 | 350 | 0.15 | 0.19 | 0.10 |
| 2010 | 2 | 920 | 290 | 630 | 0.07 | 0.04 | 0.09 | 1,160 | 760 | 400 | 0.09 | 0.11 | 0.06 |
| 2025 | 2 | 910 | 230 | 680 | 0.07 | 0.03 | 0.1 | 1,390 | 1,020 | 370 | 0.10 | 0.15 | 0.05 |
| % Change 2005-2010 | | 33.3% | 26.1% | 37.0% | -31.6% | -33.3% | -30.8% | 13.7% | 13.4% | 14.3% | -41.4% | -42.1% | -40.0% |
| % Change 2010-2025 | | -1.1% | -20.7% | 7.9% | 0.0% | -25.0% | 11.1% | 19.8% | 34.2% | -7.5% | 17.6% | 36.4% | -16.7% |
| % Change 2005-2025 | | 31.9% | 0.0% | 47.8% | -31.6% | -50.0% | -23.1% | 36.3% | 52.2% | 5.7% | -31.0% | -21.1% | -50.0% |

| | | | | |
|---------------------|-----------------|---|------------------|-----------------------------|
| Preliminary Report: | July 19, 2004 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Lakeside Redevelopment #585 |
| Final Report Due: | August 18, 2004 | | Comments Due By: | August 2, 2004 |

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 types.

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 |
|------------|--|---------------------|---------------------------|
| FS-017A | I-285 at Washington Road | Interchange Upgrade | 2007 |
| FS-127 | Ben Hill Road from Scarbrough Road to City of Atlanta Limits | Roadway Capacity | 2005 |

2025 RTP Limited Update*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|--|---------------------|---------------------------|
| FS-051 | SR 6 – Camp Creek Parkway from Herschel Road to I-285 West | 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 Lakeside Redevelopment: 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** and **total** traffic. The transportation consultant has made recommendations or indicated requirements for improvements to be carried out in order to upgrade the existing level of service. The required improvements are as follows:

Camp Creek Parkway at Centre Parkway

- Addition of receiving lane on northern leg of Centre Parkway to provide free-flow westbound right turns into Princeton Lakes development
- Triple left-turn lanes on eastbound Camp Creek Parkway into Princeton Lakes with protected-only phasing
- Triple left-turn lanes on westbound Camp Creek Parkway into Camp Creek Business Center with protected-only phasing
- Addition of third southbound left-turn lane exiting Princeton Lakes development
- Widening of Camp Creek Parkway to provide four eastbound and westbound through lanes
- Addition of receiving lane on southern leg on Centre Parkway to provide free-flow eastbound right turns into Camp Creek Business Center
- Permissive-plus-overlap right-turn phasing for northbound traffic from Camp Creek Business Center

Camp Creek Parkway at North Commerce Drive

- Widening of Camp Creek Parkway to provide four eastbound and westbound through lanes

Camp Creek Parkway at I-285 northbound ramps



| | | | | |
|---------------------|-----------------|---|------------------|-----------------------------|
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- Addition of second eastbound left-turn lane from Camp Creek Parkway onto I-285 northbound necessitating need for widening bridge over I-285 and providing protected-only-phasing
- Addition of third northbound left-turn lane from I-285 northbound ramp onto Camp Creek Parkway. Will also require additional receiving lane on Camp Creek Parkway requiring widening of bridge over I-285

Camp Creek Parkway at Old Fairburn Road

- Addition of eastbound left-turn protected phase, operating with existing westbound protected phase
- Protected-permissive left-turn phasing on northbound and southbound approaches of Old Fairburn Road and Fairburn Road

Camp Creek Parkway at I-285 northbound

- Addition of third westbound through lane; third receiving lane previously recommended to serve third left-turn lane from northbound exit ramp

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 project will not be located in an existing nor future rapid transit station area.

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

The site is currently serviced by MARTA bus route 82 from the East Point MARTA Rail Station to the College Park MARTA Rail Station via Camp Creek Parkway. Buses run every 10 minutes during peak hours and every hour during off-peak hours on weekdays. On weekends, headways average every hour.

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

Although GRTA Xpress bus routes will run along Camp Creek Parkway or within the vicinity of the proposed site, there is no indication of any stops to be provided within the site area. Xpress bus route 465 will operate from Douglasville to Hartsfield-Jackson Atlanta International Airport via Camp Creek Parkway. MARTA has not indicated any future plans for additional local bus service.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

| Air Quality Impacts/Mitigation (based on ARC strategies) | Type Yes below if taking the credit or blank if not | Credits | Total |
|--|---|---------|-------|
| Traditional Single-Use | | | |
| <i>SF Detached Dwellings</i> | Yes | 15% | 15% |
| With all of the below: | | | |
| Has a neighborhood center or one in close proximity? | | | |



| | | | | |
|---------------------|-----------------|---|------------------|-----------------------------|
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| | | | |
|---|-----|------------|------------|
| Has Bike and Pedestrian Facilities that include? | | | |
| connections between units in the site? | | | |
| Proximity to Public Transportation | | | |
| w/in 1/4 mile of Bus Stop (CCT, MARTA, Other) | Yes | 3% | 3% |
| Bicycle or Pedestrian facilities within the site (choose one) | | | |
| Bike/ped networks connecting to land uses within and adjoining the site | Yes | 4% | 4% |
| Total Calculated ARC Air Quality Credits (15 % reduction required) | | 22% | 22% |

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

Based on the analysis conducted by the consultant, Camp Creek Parkway is in need of extensive improvements in order to reach an appropriate level of service. The V/C ratio table in this report shows that the levels of congestion on Camp Creek Parkway are somewhat moderate. However, this roadway may be more likely to become further congested if necessary improvements are not carried out and if the surrounding area becomes more built out. Since the surrounding land uses of Lakeside are currently primarily residential and the site itself is mostly residential with limited retail to the northwest of the site, there is no indication that Lakeside will be a large trip attraction or a negative impact on the region's mobility.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.162 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that Camp Creek Treatment Plant will provide wastewater treatment for the proposed development.

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

The capacity of the Camp Creek Plant 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 |
|--|--------------------------|---------------|---------------|----------------------------------|------------------------------|--|
| 19 | 13 | 13 | 17 | -4 | Expansion to 24 mgd by 2005. | Step permit (13/19/24) approved by EPD |

| | | | | |
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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 0.312 MGD based on information submitted for the review.

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 1,720 tons of solid waste per year and the waste will be disposed of in Fulton 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.

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?

| | | | | |
|---------------------|-----------------|---|------------------|-----------------------------|
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- **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.)?**

The proposed development is within a mile of the Camp Creek Middle School, 1.5 miles from the Lee Elementary School, two miles of the Brookview Elementary School, and 2.5 miles from the Tubman Elementary School. East Point Fire Department Station 05 is within two miles of the site and Fulton Fire Department Station 01 is approximately 2.5 miles from the site.

AGING

Does the development address population needs by age?

The Lakeside Redevelopment's mix of housing type would help support a senior friendly community. In addition, if the pedestrian accessibility is improved, the planned amenities, including the clubhouse, community recreation area and retail units, would better support individuals as they age, making this development very attractive to older adult and future older adult populations. Pedestrian accessibility within the development should also be improved if older adults are to be able to access but route 82, as they are less and less able to drive.

The location inside of the City of East Point positions this development to serve the older adult population. The ARC Aging Division and the City of East Point conducted a series of focus groups from July 2003 to January 2004 and learned that the a lack of housing options in the City of East Point is forcing many older adults to relocate to different parts of Fulton County and often to different counties all together.

The City of East Point is also home to the HJC Bowden Senior Multipurpose Facility, just a couple of miles from the site. This was the first multipurpose facility built in the region and offers state of the art health and wellness facilities to older adults.

The particular census tract in which the proposed development is located has a high concentration of older adults. Twenty-three percent of the population living in Census Tract 103.04 is over the age of 55. Ten percent are over the age of 65. Both are higher than the regional average.

| Census Tract 103.04 | | | | |
|---------------------|-------|-------|-------|------|
| | 55+ | 60+ | 65+ | 85+ |
| TOTAL | 951 | 652 | 418 | 18 |
| % of population | 23.70 | 16.25 | 10.42 | 0.45 |

| | | | | |
|---------------------|-----------------|---|------------------|-----------------------------|
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HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 628 housing units that will include townhomes and single family detached homes.

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

Yes, once developed, this project will provide housing and employment to the City of East Point. The proposed development is located within the southwestern portion of the City. Other DRIs reviewed indicates that the surrounding area within the City of East Point is characterized by business parks and employment centers.

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

The site proposed for the development is located in Census Tracts 103.04. This tract had a 13.4 percent increase in number of housing units from 2000 to 2003, respectively, 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.

* 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.

Your DRI ID NUMBER for this submission is: **585**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/18/2004 2:48:38 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton 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: | City of East Point |
| *Individual completing form and Mailing Address: | Chris Montesinos Interim Director Department of Community Services 2777 East Point Street East Point, GA 30344 |
| Telephone: | 404-765-1031 |
| Fax: | 404-765-1186 |
| E-mail (only one): | cmontesinos@eastpointcity.org |

*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: | Lakeside Golf Course Redevelopment | |
|---|--|---------------------------------|
| Development Type | Description of Project | Thresholds |
| Mixed Use | The developer is proposing a mixed-use residential/retail development with 342 townhomes 286 single-family detached homes and 4 acres of neighborhood retail. See above. The lot area for the development is around 171 acres. | View Thresholds |
| Developer / Applicant and Mailing Address: | Scott McGregor/Resource Real Estate Partners 2303 Cumberland Parkway Atlanta, GA 30339 | |
| Telephone: | 770-436-3400 | |
| Fax: | 770-436-3484 | |
| Email: | smcgregor@resourcere.com | |
| Name of property owner(s) if different from developer/applicant: | | |
| Provide Land-Lot-District Number: | 14F0038 LL018 and 14F0037 LL001 | |
| What are the principal streets or roads providing vehicular access to the site? | Old Fairburn Road and Jaillette Road | |
| Provide name of nearest street(s) or intersection: | Old Fairburn Road and Camp Creek Parkway | |
| 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.): | http://wms.co.fulton.ga.us/apps/taxq/full_layout.php?pin=14F0038%20%20LL018&caller=external |
| 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? | The property is on the border with unincorporated Fulton County, but is entirely within the municipal limits of the City of East Point |
| 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: City of East Point (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 100 |
| Is the current proposal a continuation or expansion of a previous DRI? | N |
| If yes, provide the following information (where applicable): | Name: Project ID: Previous application was withdrawn last year. App #: |
| The initial action being requested of the local government by the applicant is: | Other Community Unit Plan (CUP) designation |
| What is the name of the water supplier for this site? | City of East Point |
| What is the name of the wastewater treatment supplier for this site? | Fulton County - Camp Creek Treatment Facility |
| Is this project a phase or part of a larger overall project? | N |
| If yes, what percent of the overall project does this project/phase represent? | |
| Estimated Completion Dates: | This project/phase: Overall project: 2007 |

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? | Following the DRI completion and adoption by City Council |

Service Delivery Strategy

| | |
|---|---|
| Is all local service provision consistent with the countywide Service Delivery Strategy? | Y |
| 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? | N |
| If yes, how have these improvements been identified: | |
| Included in local government Comprehensive Plan or Short Term Work Program? | |
| Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)? | |
| Included in an official Transportation Improvement Plan (TIP)? | |
| Developer/Applicant has identified needed improvements? | |
| Other (Please Describe): | |

August 2, 2004

Ms. M. Haley Fleming, Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

**RE: City of Atlanta, Department of Aviation
Land Use Compatibility Review
DRI - Lakeside Redevelopment**

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) identified as Lakeside Redevelopment, a proposed mixed-use residential development. We have reviewed this project for land use compatibility and airport height and hazards as cited in the Code of Federal Regulations. Our findings are described below:

The proposed site is located approximately 4.8 miles west of the Hartsfield-Jackson Atlanta International Airport. As such, the majority of the development, with the exception of the eastern section of the site, lies within the 60 DNL noise contour associated with the airport (see attached site plan). The remaining portion site lies within the 65 DNL noise contour. According to the Code of Federal Regulations Title 14, Part 150, **residential uses are deemed compatible within the 60 DNL**, while **residential uses are not deemed compatible within the 65 DNL** noise contour. However, where a community determines that residential uses must be allowed, measures to achieve outdoor-to-indoor noise reduction levels of 30 db should be incorporated into the structure. For further information pertaining to the site location and permitted uses within the noise contour, please refer to Appendix A.

The proposed site will experience significant aircraft over flights from aircraft departing the airport along a designated Noise Abatement Departure Track (NADT) during west flow conditions. West flow conditions occur approximately 64 percent of the time when the winds are from the west. During this condition, the average departure altitude of an aircraft traversing the site on a typical day will be approximately 2,815 feet above ground level. During the remaining 36% of the time, the airport operates under east flow conditions during which aircraft will transverse the site at an approximate average arrival altitude of 1,495 feet above ground level. For further information pertaining to aircraft over flights, please refer to the attached Noise Operations and Monitoring System (NOMS) Developer's Packet.

With respect to airport height and hazards, the proposed site is located under the protected surface for the airport. As such, the height of a structure that could be built in this location is 1,370 feet above Mean Sea Level (MSL) or 450 feet above an estimated ground level of 920 feet. Construction of a building in this surface would require the completion of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the form and instructions on how to complete the form are attached. Once completed, we ask that

Haley Fleming
Atlanta Regional Commission
August 2, 2004
Page 2

you post the original to the FAA and provide a copy to Mr. Matt Davis, City of Atlanta, Department of Aviation, Bureau of Planning & Development, PO Box 20509, Atrium Suite 430, Atlanta, GA 30320.

Again, we thank you for the opportunity to review the site development plan, and should you have any questions regarding our review, please do not hesitate to contact Ms. Shelley Lamar, Community and Land Use Planning Manager at (404) 530-5676.

Sincerely,

Michael D. Floyd
Director of Planning

Cc: Dan Molloy, City of Atlanta, Department of Aviation
Tom Nissalke, City of Atlanta, Department of Aviation
Project File



DEVELOPMENT OF REGIONAL IMPACT

DRI-REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Lakeside Redevelopment See the *Preliminary Report*.

Comments from affected party (attach additional sheets as needed):

The proposed Lakeside Redevelopment is located on the boundary of unincorporated South Fulton. The entire project is surrounded by single family residential on the North, West, and South. This area is shown on the 2015 South Fulton Land Use Map as single family detached residential with a maximum of 2-3 units per acre.

The proposed development consists of 324 single family lots, 286 town homes and 40,000 square feet of community oriented retail. Locating town homes along the boundary opposit the commercial/industrial buildings is very undesirable. An undisturbed buffer of at least fifty (50) feet should be required to shield the town homes, a residential product from the business park/industrial being developed just East of the site.

Excluding the retail component, this site will average approximately 3.65 units per acre which will exceed the density of the 2015 South Fulton Land Use Map in this area, and it will be higher single family residential density that what already exists in this community. Our recommendation is that the overall density for the site be limited to a maximum of three (3) units per acre.

To prohibit sprawling commercial/retail development in South Fulton, we have identified live-work designations at major intersections to encourage dense development that is pedestrian friendly. Live-work designations are located on major arterials to support the vehicular volumes and trips generated from dense projects. Locating 40,000 square feet of retail directly onto Fairburn Road would not be consisten with the 2015 South Fulton Land Use Map, which shows this road as primarily single family detached. Retail on Fairburn Road could very easily establish a basis or precedence for future strip commercial development in an area designed for low-density single family development.

Lastly, in compliance with the Fulton County's subdivision regulations, interconnectivity to the Rachel Harrison Property, and the site on the West of the subject property should be required. Interconnectivity should be required throughout the entire development, and unnecessary cul-de-sacs should be eliminated.

Individual Completing form:

Steven R. Cover, AICP, Director

Local Government: Fulton County Government

Department:

Department of Environment & Community Development

Telephone: (404)-730-8079

Signature:

Date:

August 9, 2004

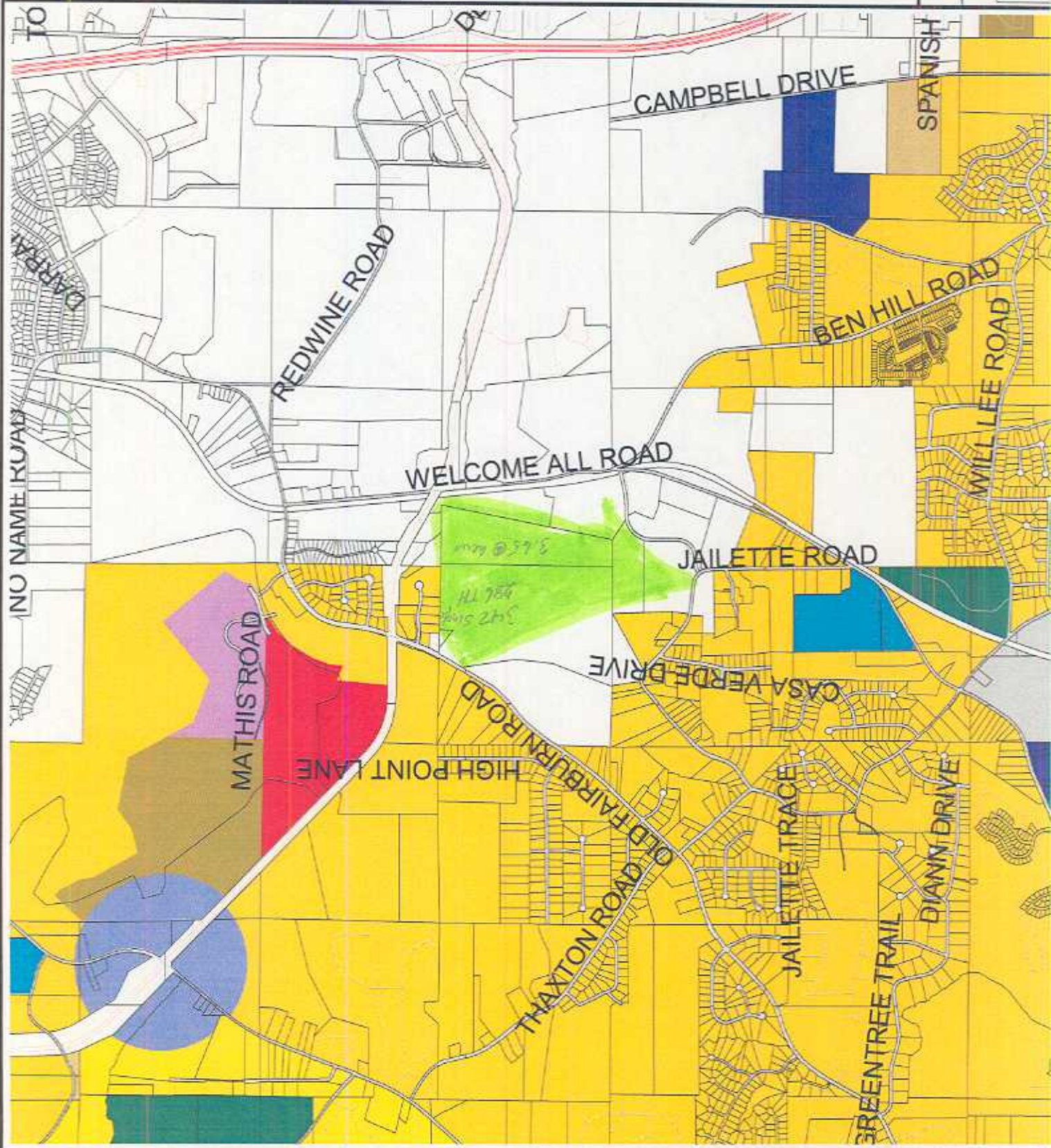
Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

Return Date: August 2, 2004

Lakeside Golf Club On Old Fauburn Road and Camp Creek Parkway

- Current Parcels**
- All Roads
 - Interstates
 - Railroads
 - State Route
 - Public Road
 - Private Road
 - Ramps
 - Pending Road
 - Abandoned Road
 - Not Coded
 - Future Land Use Plans
 - Agricultural, Forestry, & Mining
 - Retail & Service
 - Office
 - Office High Density
 - Living-Working
 - Business Park
 - 3 to 5 Units/Acre - Residential
 - Industrial
 - Community Facilities
 - Private Recreation & Conservatio
 - Parks, Recreation & Conservatio
 - Less than 1 Unit/Acre - Residential
 - 1 Unit/Acre or Less - Residential
 - 1 to 2 Units/Acre - Residential
 - 1 to 3 Units/Acre - Residential
 - 2 to 3 Units/Acre - Residential
 - 5 to 8 Units/Acre - Residential
 - 8 to 12 Units/Acre - Residential
 - 12 to 20 Units/Acre - Residential
 - 20 Units/Acre or More - Resident
 - Streams and Water Bodies
 - Transportation & Utilities
 - Unknown



ATLANTA REGIONAL COMMISSION
LAKESIDE REDEVELOPMENT
JULY 2004

| PETITION | USE | # UNITS | 2004-05 HOME SCHOOL | ESTIMATE # STUDENTS GENERATED | CAPACITY ^A | PROJECTED ENROLLMENT ^B | PROJECTED UNDER/OVER STATE CAPACITY ^C | # PORTABLE CLASSROOMS | CURRENT FACILITY MEET DEMAND? |
|------------------------|-----|---------|---------------------|-------------------------------|-----------------------|-----------------------------------|--|-----------------------|-------------------------------|
| LAKESIDE REDEVELOPMENT | SFR | 342 | LEE, SEABORN ES | 97 TO 143 | 550 | 384 TO 408 | -166 TO -142 | 0 | YES |
| | TR | 286 | CAMP CREEK MS | 37 TO 61 | 850 | 713 TO 757 | -137 TO -93 | 9 | YES |
| | | | WESTLAKE HS | 49 TO 83 | 1,175 | 1,277 TO 1,355 | 102 TO 180 | 9 | NO |
| | | | TOTAL | 183 TO 287 | | | | | |

Average Avg. +
1 Std. Dev.

South Fulton - Bear Creek / McNair Region

One single family unit generates:
One single family unit generates:
One single family unit generates:

One multifamily or apartment unit generates:

One multifamily or apartment unit generates:

One multifamily or apartment unit generates:

South Fulton - Camp Creek / Sandtown Area

One single family unit generates:

One single family unit generates:

One single family unit generates:

One multifamily or apartment unit generates:

One multifamily or apartment unit generates:

One multifamily or apartment unit generates:

AVERAGE
CONSTRUCTION
COST PER STUDENT

\$10,395

ANNUAL
OPERATING COST
PER STUDENT

\$7,889

STATE
OPERATING COST
PER STUDENT

\$2,790

FULTON
OPERATING COST
PER STUDENT

\$5,099

^A State Capacity is updated to accommodate full class-size reduction per HB 1187, the Georgia Education Reform Act.

^B Enrollment based upon the projected 1st month enrollment for the 2004-05 school year.

^C Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity.



ALAN HALLMAN
MAYOR
JO A. CRANFORD
ALDERMAN AT LARGE
LAURA MURPHY
COUNCILMAN AT LARGE
ED RAY
COUNCILMAN (1st WARD)
H. LEW VALERO
COUNCILMAN (2nd WARD)
MICHAEL T. RAST
CITY ADMINISTRATOR

Monday, August 2, 2004

Haley Fleming, Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Re: Development of Regional Impact Review
Lakeside Redevelopment

Dear Ms. Fleming:

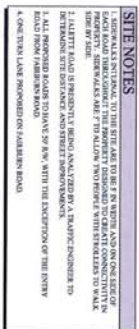
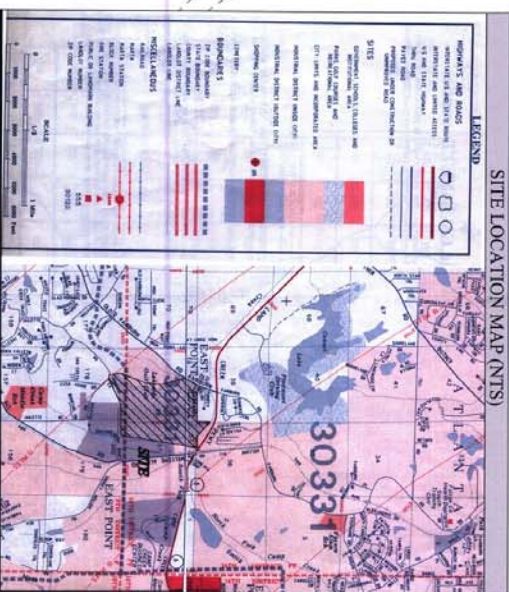
Please be advised that the City of Hapeville has reviewed the above referenced project and has determined that the project will not adversely have an effect on the City of Hapeville.

If I could be of further assistance to you, please do not hesitate to contact me at (404) 669-2120.

Best regards,

Ron Griffith, CPRP
Director of Community Services

RG/as

[illegible]

MASTER SITE

MASTER SIE PLAN

MASTED SITE

Not being in the property of Farmers and Engineers Corporation and is not to be copied or written or in any way to be used on any other project and is to be destroyed.

| | | | |
|--|--|--|--|
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