



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

July 19, 2004

Honorable Patsy Jo Hilliard, Mayor
City of East Point
2777 East Point Street
East Point, Georgia 30344

RE: Development of Regional Impact Review
Lakeside Redevelopment

Dear Mayor Hilliard:

I am writing to let you know that the submittal of the Development of Regional Impact (DRI) known as Lakeside Redevelopment is certified complete and that we are initiating review of the project. As a part of our review, we are notifying the following agencies of the review— City of Atlanta, City of Hapeville, City of College Park, Fulton County, Clayton County, Fulton County Schools, Hartsfield- Jackson Atlanta International Airport, Georgia Regional Transportation Authority, and Georgia Departments of Transportation, Natural Resources, and Community Affairs—to afford all an opportunity to comment.

Enclosed is a copy of our preliminary report. The 45-day DRI review period ends on September 2, 2004, but we will complete the review as soon as possible. In the meantime, please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Charles Krautler', with a stylized flourish at the end.

Charles Krautler
Director

CK/mhf

Enclosures

C: Mr. Chris Montesinos, City of East Point
Mr. Scott McGregor, Developer



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):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

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

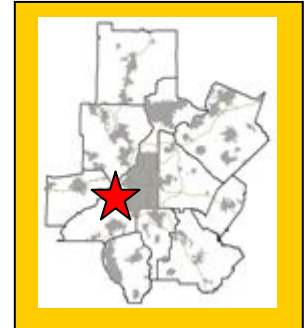
Return Date: August 2, 2004

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

PRELIMINARY 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.

To be determined during the review.

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

To be determined during the review.

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 services and employment opportunities in the area for existing and future residents.

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

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 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. Refining the site plan to reflect a more pedestrian friendly development would include better street connections with sidewalks to reduce travel times across the site, 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 are effective in allowing alternative routes to destination places.

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.

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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PRELIMINARY 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.

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$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.

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 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:

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



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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.

To be determined during the review.

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

To be determined during the review.

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

To be determined during the review.

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. 286 single-family homes, 342 townhomes, and 40,000 square feet of community oriented retail on 3.9 acres make up the proposed site. 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 published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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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%

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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 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

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- 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

- 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?

GRTA Xpress bus routes will be implemented in the future to run along Camp Creek Parkway or within the vicinity of the proposed site. However, 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. Though stops are limited for this particular route. MARTA has not indicated any future plans for local bus service.

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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?			
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 in danger of becoming more congested if necessary improvements are not carried out and if the surrounding area becomes more built out. Since the surrounding land uses of Lakeside is 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 nor will have 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?

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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

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?

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No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

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?

To be determined during the review.

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?



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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. These tracts 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.

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@resource.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 Jaiette 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
		Name:

If yes, provide the following information (where applicable):	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):	

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of East Point
Individual completing form:	Chris Montesinos
Telephone:	404-765-1031
Fax:	404-765-1186
Email (only one):	cmontesinos@eastpointcity.org

Proposed Project Information

Name of Proposed Project:	Lakeside Golf Course Redevelopment
DRI ID Number:	585
Developer/Applicant:	Scott McGreggor
Telephone:	770-436-3400
Fax:	770-4363464
Email(s):	smcgregor@resourcere.com

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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	140,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	3,500,000
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): Existing golf course will be demolished - less than 10 full time employees	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of East Point
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.312
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: Preliminary discussions to expand the Sweetwater Creek Reservoir to increase capacity.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	n/a

Wastewater Disposal

Name of wastewater treatment provider for this site:	Camp Creek Treatment Facility
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.162
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Recent expansion of facility completed.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	n/a

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.)	588
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?	Y

If transportation improvements are needed to serve this project, please describe below:
See URS study for details.

Solid Waste Disposal

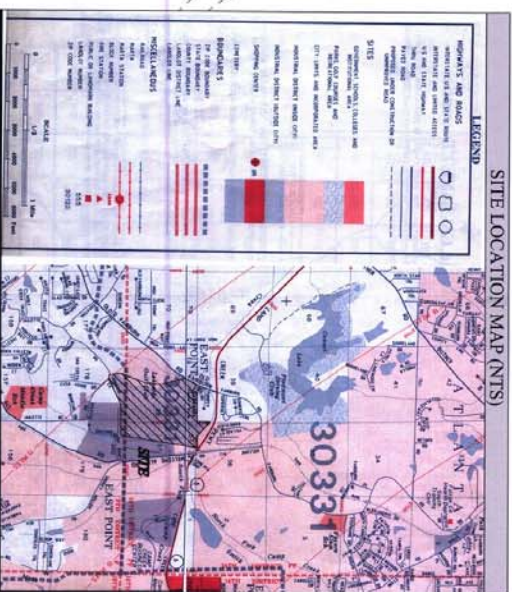
How much solid waste is the project expected to generate annually (in tons)?	1,720
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe 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?	20%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below: n/a	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers along borders, water quality and detention ponds to be provided, open space and grass swales to be provided.	

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: n/a	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Approximately 20 acres of flood plain will remain in current natural state, with non-impervious walking trails added.	



NO.	DATE	BY	DESCRIPTION
1	12-24-88	MR. DENTON	REVISION

LAKEVIEW REDEVELOPMENT
A MASTER PLANNED MIXED USED COMMUNITY
 FOR
 MDC HOMES
 11535 PARK WOODS CIRCLE
 ALPHARETTA, GEORGIA 30005
 PHONE: 770-206-9100
 FAX: 770-225-5974

DATE OF LAST REVISION: 12-24-88
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