



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: Apr 24 2006

ARC REVIEW CODE: R603131

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

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: DeKalb County
Name of Proposal: Lakeview at Stonecrest

Review Type: Development of Regional Impact

Date Opened: Mar 13 2006

Date Closed: Apr 24 2006

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

Additional Comments: Included at the end of this report is a statement from the developer concerning impacts to the wetlands on the site. The proposed development includes a mix of residential and commercial in the Stonecrest Overlay District. The proposed development meets many of ARC's Regional Development Policies: providing investment to accommodate forecast population growth more efficiently, guiding an increased share of new development into activity centers, providing a variety of housing choices throughout the region for individuals and families of diverse incomes and age groups, and protecting environmentally sensitive areas and expanding greenspace networks. Lakeview is located just south of a DRI known as Forest Lake. It is recommended that the proposed development provide appropriate pedestrian connections to the Forest Lake development. It is also recommended that the proposed development provide adequate pedestrian connections to the commercial area within the Lakeview development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LITHONIA
GEORGIA CONSERVANCY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
ROCKDALE COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY SCHOOLS

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

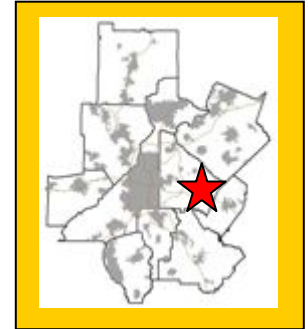
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	March 13, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lakeview at Stonecrest #987
Final Report Due:	April 12, 2006		Comments Due By:	March 27, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Lakeview at Stonecrest is a 65 acre mixed use development in DeKalb County that will consist of 812 residential units and 20,000 square feet of neighborhood retail. The site will be accessed at five site driveways: two along Turner Hill Road and three along Rockland Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 O & I (office and institutional) and commercial. The proposed zoning will remain the same. The DRI trigger for the development is a concept plan approval for the Stonecrest Overlay. Information submitted for the review states that the proposed zoning is consistent with DeKalb County's Future Land Use Map. Information also submitted for the review states that the proposed development is consistent with the Stonecrest Overlay District.

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

No inconsistencies with any potentially affected local government's comprehensive plan were identified.

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

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

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

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

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

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

YEAR	NAME
2005	Fun World Palace & Resort
2000	Euramex Apartments @ Stonecrest
1999	Stonecrest

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

Included at the end of this report is a statement from the developer concerning impacts to the wetlands on the site.

The proposed development includes a mix of residential and commercial in the Stonecrest Overlay District. The proposed development meets many of ARC's Regional Development Policies: providing investment to accommodate forecast population growth more efficiently, guiding an increased share of new development into activity centers, providing a variety of housing choices throughout the region for individuals and families of diverse incomes and age groups, and protecting environmentally sensitive areas and expanding greenspace networks.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population growth in south DeKalb County over the next 25 years. ARC forecasts a population of over 125,000 residents in south DeKalb County. The incorporation of higher density housing with convenient access to neighborhood services and activity centers is essential to accommodating the expected growth efficiently.

Lakeview is located just south of a DRI known as Forest Lake. It is recommended that the proposed development provide appropriate pedestrian connections to the Forest Lake development. It is also recommended that the proposed development provide adequate pedestrian connections to the commercial area within the Lakeview development.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

BEST HOUSING PRACTICES

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

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

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed project is located in eastern DeKalb County north of Rockland Road on the west side of Turner Hill Road.

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

It is entirely within the DeKalb County boundaries; however, the City of Lithonia is approximately 2.5 miles to the north.

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

None were determined during the review. The proposed development will add residential uses to a predominately commercial area.

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 \$145 million with an expected \$1,085,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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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 add residential uses to an area characterized by 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.

Stream Buffers and Watershed Protection

The proposed project property is not located in any public water supply watershed. The USGS Regional topographic coverage shows one blue line stream crossing a portion of the project property between the residential and commercial areas. The project plans show a second stream crossing through the residential area. A 75-foot buffer is shown on both streams, consistent with the requirements of the DeKalb Tributary Buffer Ordinance. The project will need to meet any other relevant criteria required under the County ordinance.

All waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, based on the submitted site plan. 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. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual loadings will vary depending on the specific activity and the overall impervious surface in the development. The following table summarizes the results of the analysis:

Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		TP	TN	BOD	TSS	Zinc	Lead
Commercial	3.00	5.13	52.20	324.00	2949.00	3.69	0.66
Townhouse/Apartment	62.00	65.10	664.02	4154.00	37510.00	47.12	8.68
TOTAL	65.00	70.23	716.22	4478.00	40459.00	50.81	9.34

Total Impervious: 50%

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

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and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development is proposed at five locations along two public driveways. Three of the site driveways are located along Rockland Road. These three site driveways are dedicated to the residential components of the site. One driveway is located at the existing T intersection of Rockland Road and McDaniel Mill Road. The second driveway is located approximately 1,600 feet to the west of the first driveway. The third driveway is approximately 800 feet west of the second driveway.

The other two site driveways are dedicated to the retail land use. One full-movement driveway is located at the existing T intersection of Turner Hill Road and Rockland Road. The other right-in/right-out only driveway is located along Turner Hill Road approximately 500 feet north of the intersection of Turner Hill Road and Rockland Road.

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

Kimley-Horn and Associates 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	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
704 Condominiums	46	227	273	222	109	331	3,759	149	126
20,000 sq ft Retail Space	8	57	65	36	39	75	859	51	48
Reductions	-	-	-	-18	-18	-36	-342	-8	-8
TOTAL NEW TRIPS	54	284	338	240	130	370	4,276	192	166

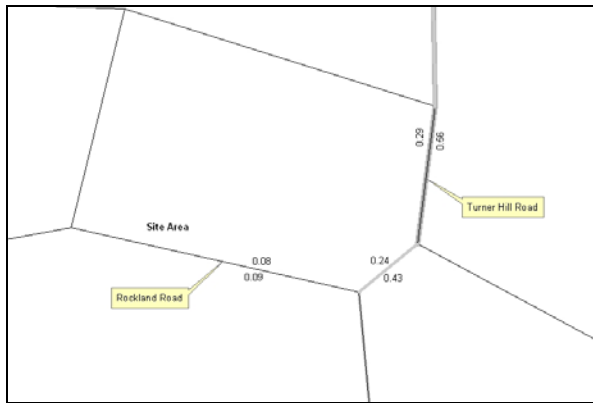
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

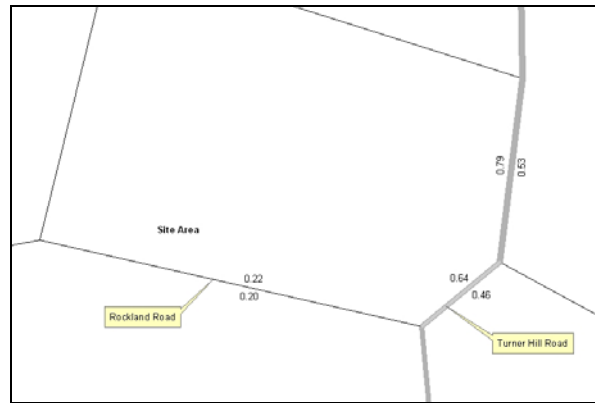
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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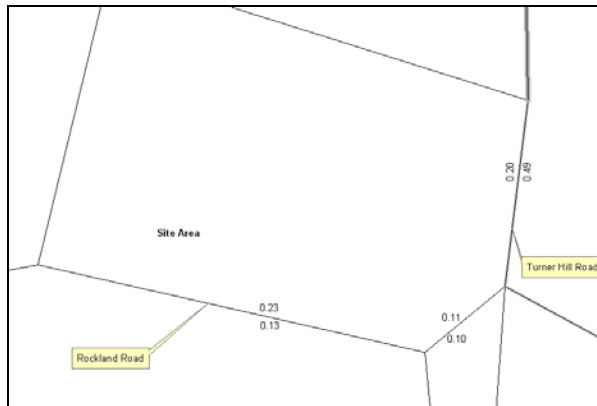
V/C Ratios



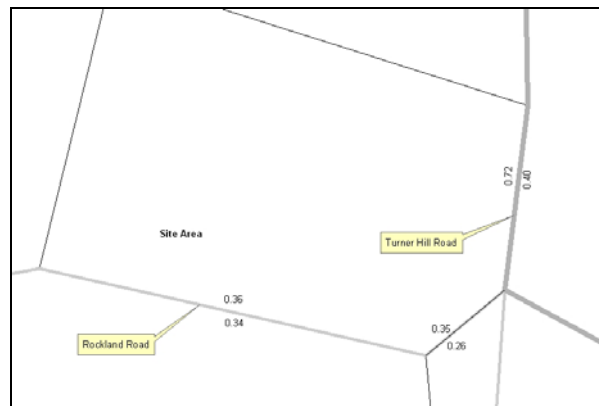
2010 AM Peak



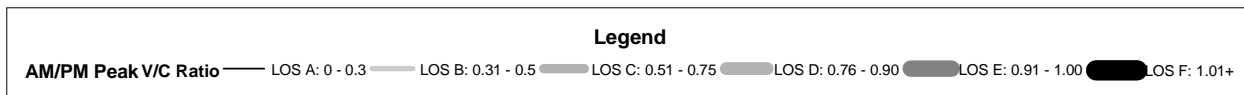
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel 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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-327A, B	HAYDEN QUARRY ROAD / SIGMAN ROAD EXTENSION	Roadway Capacity	2009
AR-305A, B	I-20 EAST ITS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2007
RO-049	HURST ROAD	Bridge Upgrade	2009
RO-237	KLONDIKE ROAD	Roadway Operations	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-330	TURNER HILL ROAD	Roadway Capacity	2012
RO-235A	SIGMAN ROAD EXTENSION / HAYDEN QUARRY ROAD	Roadway Capacity	2009
DK-AR-009A	I-20 EAST	Roadway Capacity	2014
AR-H-251	I-20 EAST HOV LANES	HOV Lanes	2016
DK-030A, B	US 278 (COVINGTON HIGHWAY)	Roadway Capacity	2020
RO-241	ABBOTT ROAD EXTENSION	Roadway Capacity	2012

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Lakeview at Stonecrest.

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

Turner Hill Road at I-20 WB Ramps

- Install an additional northbound left-turn lane along Turner Hill Road with protected-only left-turn phasing.

Klondike Road at Rockland Road

- Install a northbound and southbound left-turn lane along Klondike Road.
- Install a traffic signal when warranted.

Rockland Road at McDaniel Mill Road

- Install a westbound left-turn lane along Rockland Road.

Rockland Road at Turner Hill Road

- Install a southbound left-turn lane along Tuner Hill Road.
- Install a westbound right-turn lane along Rockland Road.

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According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Turner Hill Road at Mall Parkway

- Re-stripe the existing southbound right-turn only lane to be southbound shared through/right-turn lane.

Rockland Road at McDaniel Mill Road

- Install a northbound right-turn lane along McDaniel Mill Road.

Turner Hill Road at Driveway #1

- Install a southbound right-turn lane along Turner Hill Road.
- Install a right-turn lane exiting the site.

Turner Hill Road at Rockland Road/Driveway #2

- Install an eastbound shared left/thru/right turn lane exiting the site; stop controlled

Rockland Road at McDaniel Mill Road/Driveway #3

- Install a westbound right-turn lane along Rockland Road.
- Install an eastbound left-turn lane along Rockland Road.
- Install a separate southbound left-turn/thru lane and right-turn lane exiting the site; stop-controlled.

Rockland Road at Driveway #4

- Install a westbound right-turn lane along Rockland Road.
- Install an eastbound left-turn lane along Rockland Road.
- Install a separate southbound left-turn and right-turn lane exiting the site; stop controlled.

Rockland Road at Driveway #5

- Install a westbound right-turn lane along Rockland Road.
- Install a southbound shared left/right-turn lane exiting the site; stop controlled.

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

The site is within one mile of Stonecrest Mall which is serviced by MARTA bus route #116 and express route #216. Express route #216 connects Stonecrest Mall with downtown Atlanta, Monday through Friday from 5:30 a.m. till 7:10 p.m. Headways are every 15 minutes. Route #116 provides service from Stonecrest Mall to the MARTA Indian Creek Rail Station, Monday through Friday from 5:14 a.m. till 11:58 p.m. Headways are every 15 minutes. Service is provided on Saturdays from 6:50 a.m. till 10:44 p.m. with headways every 30 minutes and Sunday service is available from 6:50 a.m. till 10:29 p.m. Headways are every 30 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac		4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		9%

The proposed development is part of the Stonecrest area in which a mixed use environment is being developed that includes residential, office, and retail uses. The proposed development is also protecting 30% of the total acreage as open space.

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

The roadway network in this area suffers from high peak-hour volume. As demonstrated in the impact section of the traffic study, the addition of the project's traffic onto the roadway network challenges existing capacity. In order to minimize traffic impacts caused by this development, it is suggested that all recommended improvements be implemented prior to completion of this project.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.326 MGD.

Which facility will treat wastewater from the project?

The Pole Bridge facility 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 Pole Bridge Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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20	20	13	30	-10	Combine Pole Bridge and Snapfinger in one 86 mgd at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton.	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.
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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 0.326 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 4,618 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities



Preliminary Report:	March 13, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lakeview at Stonecrest #987
Final Report Due:	April 12, 2006		Comments Due By:	March 27, 2006

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 812 housing units that will include multi-family residential.

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

No.

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

The site proposed for the development is located in Census Tract 234.18. This tract had a 78.9 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 91 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.

Haley Fleming

From: Russ Kellogg [kelloggr@mindspring.com]
Sent: Thursday, April 20, 2006 4:41 PM
To: Haley Fleming
Subject: RE: Lakeview at Stonecrest DRI

Haley,
When I did not hear back from you I assumed the email I sent earlier was sufficient. We do now have some wetland impacts which may require a USACE permit which we will apply for at a later date. The impacts appear to total less than 1 acre. The majority of the on site wetlands are being avoided. Do you need more information from me than this?
Russ

Russell Kellogg
Kellogg Brooks Developments, LLC
770-403-9810
770-992-7659 (fax)
kelloggr@mindspring.com

From: Haley Fleming [mailto:Haley@atlantaregional.com]
Sent: Wednesday, April 19, 2006 4:20 PM
To: Russ Kellogg
Subject: RE: Lakeview at Stonecrest DRI

Russ,

Just wanted to check in with you concerning the impact to the wetlands. I am still waiting on a statement outlining the impacts and mitigation measures. Other than that, the review is ready to be closed.

Thanks!

Haley

M. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303
P 404-463-3311
F 404-463-3254
hffleming@atlantaregional.com

From: Russ Kellogg [mailto:kelloggr@mindspring.com]
Sent: Tuesday, April 11, 2006 5:36 PM
To: Haley Fleming
Subject: RE: Lakeview at Stonecrest DRI

Haley,
As it has turned out we will have some wetland impacts. I am awaiting my engineer's email report which I will forward to you. I thought I would have it today but may not get it now until tomorrow.
Russ

Russell Kellogg
Kellogg Brooks Developments, LLC
770-403-9810

4/24/2006

Your DRI ID NUMBER for this submission is: **987**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/11/2006 2:51:37 PM

DEVELOPMENT OF REGIONAL IMPACT DeKalb County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	Karmen Swan White 330 West Ponce De Leon Ave., Suite 500 Decatur, GA 30030
Telephone:	404-371-2155
Fax:	404-371-2813
E-mail (only one):	ksbrooks@co.dekalb.ga.us

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

Proposed Project Information

Name of Proposed Project:	Lakeview at Stonecrest	
Development Type	Description of Project	Thresholds
Mixed Use	812 residential units 20000 sf neighborhood commercial	View Thresholds
Developer / Applicant and Mailing Address:	Kellogg Brooks Development, LLC 2557 Old Orchard Trail Marietta, GA 30062	
Telephone:	770-403-9810	
Fax:	770-992-7659	
Email:	kelloggr@mindspring.com	
Name of property owner(s) if different from developer/applicant:	Stonecrest Land, LLC	
Provide Land-Lot-District Number:	16th District, land lot 173	
What are the principal streets or roads providing vehicular access to the site?	Turner Hill Road north of Rockland Road	
Provide name of nearest street(s) or intersection:	Old Hayden Quarry Road & Turner Hill Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	approximately 0.6 miles to Rockdale County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other concept site plan for Stonecrest Overlay
What is the name of the water supplier for this site?	DeKalb County
What is the name of the wastewater treatment supplier for this site?	DeKalb County
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: 2011

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Submitted on: 2/27/2006 4:23:19 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Fax:	44-371-2813
Email (only one):	ksbrooks@co.dekalb.ga.us

Proposed Project Information

Name of Proposed Project:	Lakeview at Stonecrest
DRI ID Number:	987
Developer/Applicant:	Kellogg Brooks Development, LLC/Russ Kellogg
Telephone:	770-403-9810
Fax:	770-992-7659
Email(s):	kellogr@mindspring.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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$145 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,085,000
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): None	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	DeKalb County Public Works
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.326 mgd
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?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	None

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County Public Works
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.326 MGD
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?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	None

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.)	4,618 gross daily trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: Please see transportation analysis for improvements	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	460 tons
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	

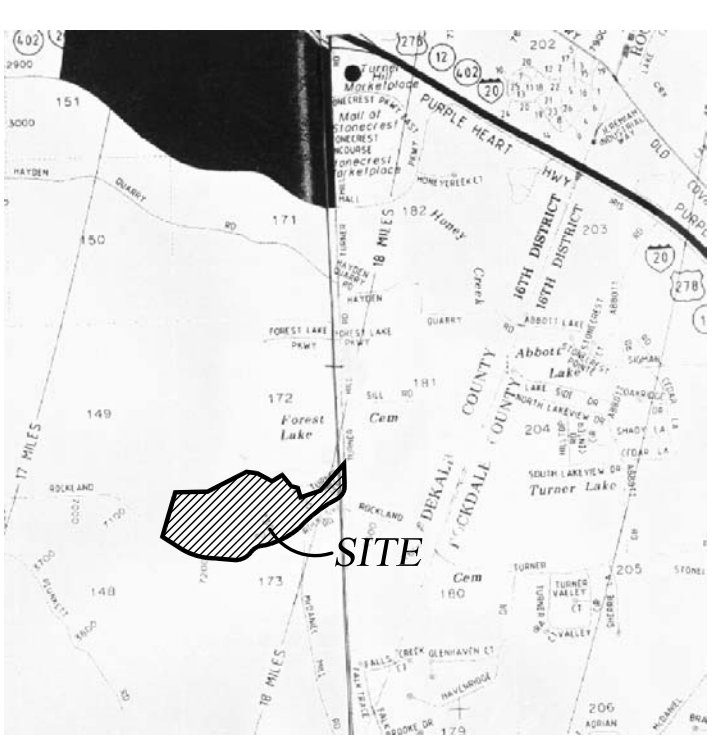
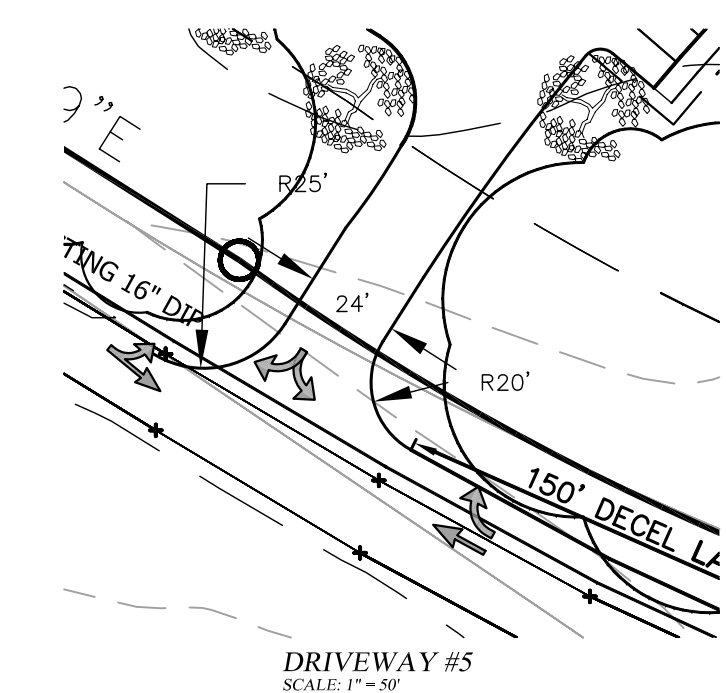
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	39% impervious
Is the site located in a water supply watershed?	
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A minimum of 75' wide stream buffer on each side of all streams; stormwater detention ponds, wetland preservation areas.	

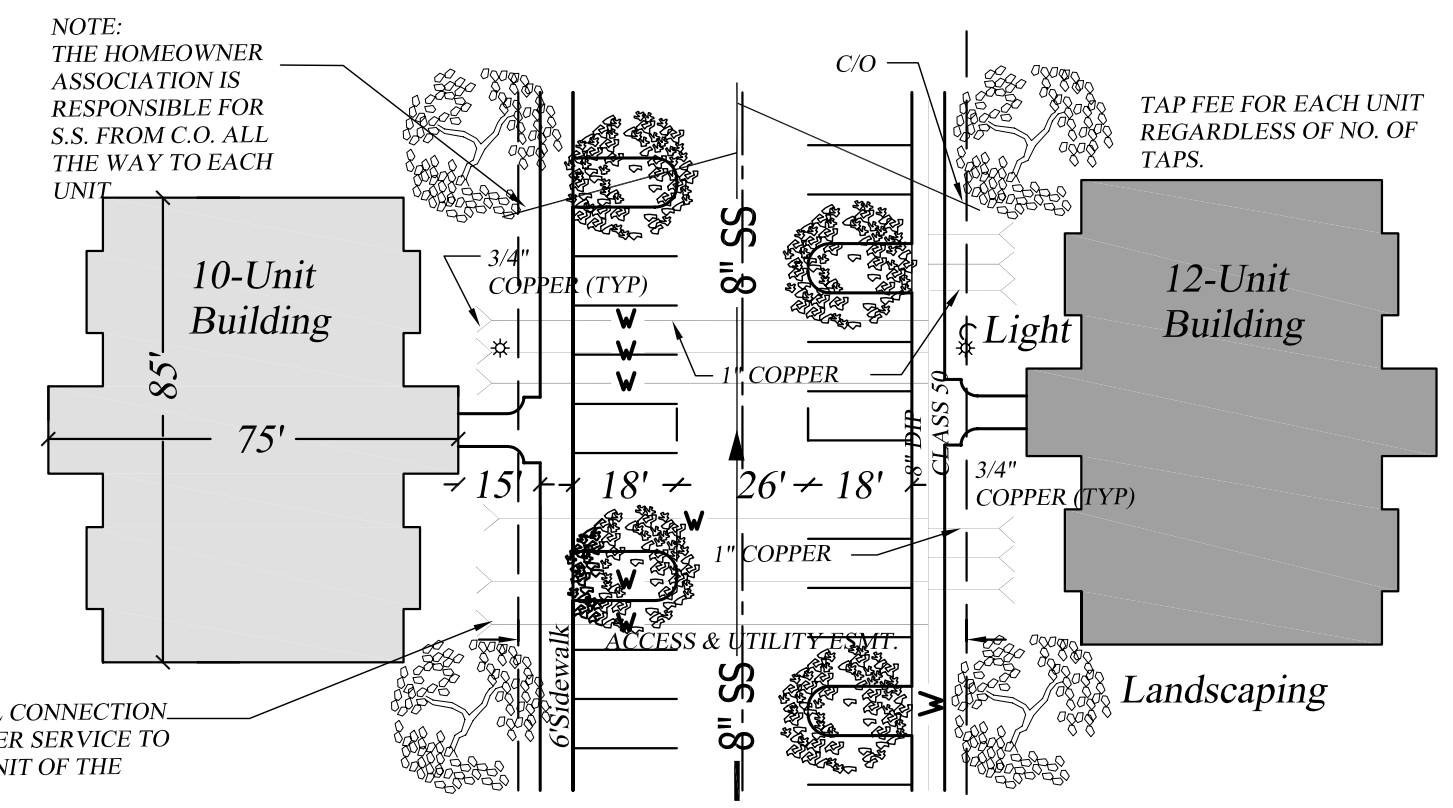
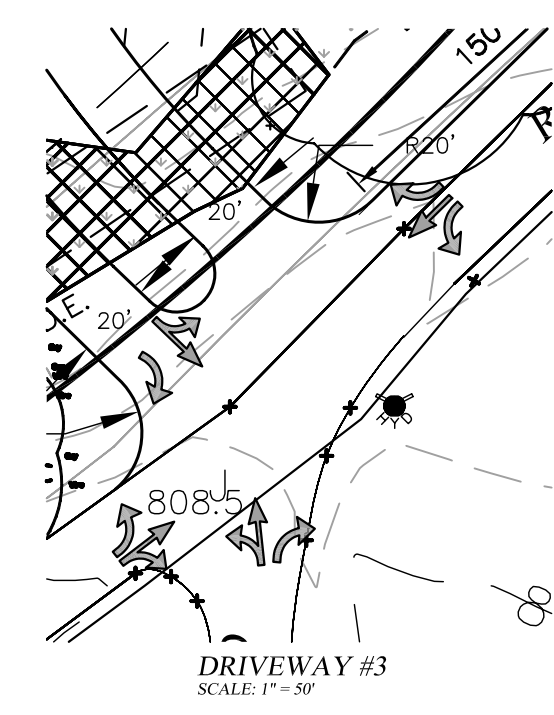
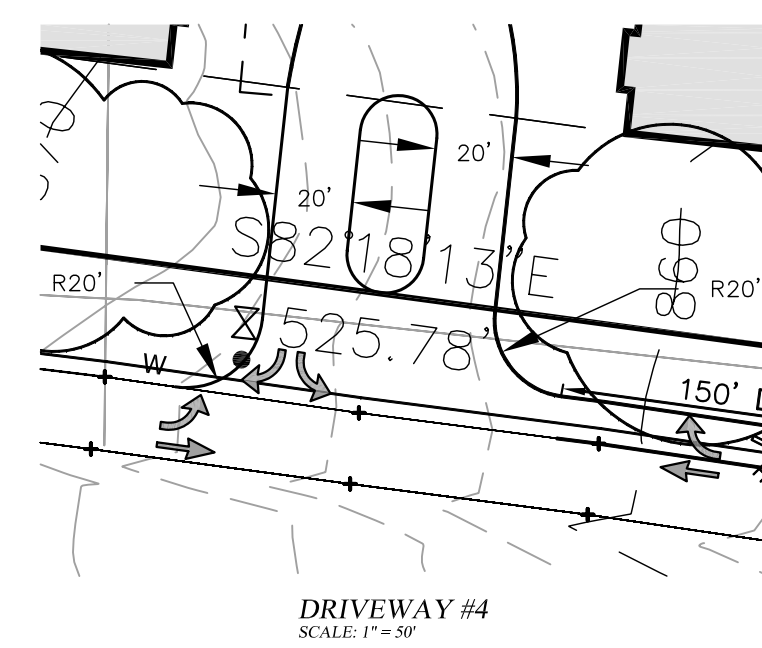
Environmental Quality

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?	Y
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: All onsite jurisdictional wetland areas are being preserved.	

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?	N
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:	



VICINITY MAP
SITE ENGINEER: Mansur Engineering Inc.



RESIDENTIAL
AREA: ± 62
DENSITY ± 62 ACRES / 12.9
OPEN SPACE: 20 ACRES

COMMERCIAL
AREA: ± 3
DENSITY ± 3 ACRES / 20,000 S.F.

NOTES:
TOTAL NO. OF UNITS - 800
12-UNIT BUILDINGS - 30
10-UNIT BUILDINGS - 44
PARKING REQUIRED (Residential) - 1,400 SPACES / 1,400 SPACES PROVIDED
(800 Units x 1.75 = 1,400)
PARKING REQUIRED (Commercial) - 1 SPACE PER 250 S.F.

BASEMENT/10 UNITS SLAB/12 UNITS
Lakeview at Stonecrest
Landlot: 181 District: 16th Section: - County: DeKalb State: Georgia
STONECREST ATLANTA, LLC

Client Contact:
STONECREST ATLANTA, L.L.C.
Contact: Gary Brock
1505 Lakes Parkway
Suite 130
Lawrenceville, GA 30043

STRINKL DESIGN
3720 CHAMBLEE DUNWOODY ROAD SUITE 2D
ATLANTA, GEORGIA 30341
770-455-0657 fax 770-457-6261
Date: 7/11/05 Job #: 2004-516
8/20/05
8/23/05
9/12/05
9/15/05
3/03/06

