



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** Apr 27 2007

**ARC REVIEW CODE:** R704271

**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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** Swift Creek

**Review Type:** Development of Regional Impact

**Description:** The proposed Swift Creek development is a 260.36 acre mixed use development that will include 343 single family homes, 143 town homes, 264 apartments, and 250,000 square feet of retail space. Located in southeast DeKalb County, the site is located along Rock Chapel Road.

**Submitting Local Government:** DeKalb County

**Date Opened:** Apr 27 2007

**Deadline for Comments:** May 11 2007

**Earliest the Regional Review can be Completed:** May 27 2007

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

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

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
DEKALB COUNTY SCHOOLS

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

**Attached is information concerning this review.**

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-05-11 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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## 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: **Swift Creek** *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](mailto:hffleming@atlantaregional.com)

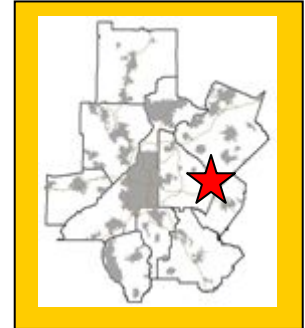
**Return Date: May 11 2007**

Preliminary Report:	April 27, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Swift Creek #1336
Final Report Due:	May 27, 2007		Comments Due By:	May 11, 2007

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Swift Creek development is a 260.36 acre mixed use development that will include 343 single family homes, 143 town homes, 264 apartments, and 250,000 square feet of retail space. Located in southeast DeKalb County, the site is located along Rock Chapel Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 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 a combination of M. M-2, R-85, R-100, OI and OD. The proposed zoning for the site is OCR (office, commercial, residential) and PC-1. Information submitted for the review states that the proposed zoning is consistent with DeKalb County's Future Land Use Map which designates this area as OPR (office professional) and LDR (low density residential).

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments

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

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

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

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

YEAR	NAME
2007	Advanced Disposal Scales Road
2004	Rock Chapel Road MUD
1997	Covington Highway Tract

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

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

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

No.

**Is the proposed development consistent with regional plans and policies?**

The proposed development was originally reviewed in 2004 as the Rock Chapel Road mixed use development. At that time, the development consisted of 350 single family homes, 200 townhomes, 275 apartment units, and 150,000 square feet of retail and commercial space on 154 acres. The Swift Creek development has added land to the development and increased the amount of retail space while decreasing the overall residential units.

ARC staff requested additional information at the pre-application meeting concerning the operations of the rock quarry to the north and the buffer required and being provided between the land uses. The Rock Chapel Road MUD report included language addressing the issues of the environmentally sensitive land between the proposed development and the rock quarry. *The proposed development now includes an additional 59.01 acres to the rezoning application for the use of open space and conservation. This additional acreage has been earmarked for the purpose of mitigation of creek and wetland disturbances by Lafarge Aggregates Southeast at one or more of its quarries. Lafarge Aggregates Southeast has also agreed to convey the additional land to a third party for permanent conservation and open space. The additional land will be made accessible to future residents of the proposed development by at least two access points, subject to local, state, and federal regulations. DeKalb County should consider a larger network of greenspace that can connect such land to one another.* The agreement of the additional acreage in the rezoning application for Rock Chapel Road with Lafarge Aggregates Southeast is attached at the end of this report. ARC staff is seeking clarification of the agreement as it pertains to this Swift Creek DRI.

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

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The proposed site plan should be revised into reflect better incorporation of the mix of uses and encourage alternative modes of transportation within the development. Revisions should include creating a true main street and pedestrian oriented entrance into the development along the main entrance. This includes the retail buildings to the north of the road to be oriented to the street with parking behind (as the site plan currently indicates) and the apartment buildings on the south side of the road to interact with the road in a similar manner as the north side. This implies creating stoop fronts on the apartment buildings, pulling the building to the road, and removing parking that abuts the road. The site plan indicates a gated apartment community that does not interact with the rest of the development. ARC staff discourages the use of gates and the traditional garden style apartment plans. Rather, incorporating creative design elements such as creating stoop fronts on the apartment buildings, pulling the building to the road, and addressing the street front of the main road into the development is encouraged. Also, the proposed playground area between the main driveway and the large commercial building is poorly suited. Finally, the uses within the site are segregated and do not relate well to one another. Because the development is located in a relatively rural area of the county, land conservation and preservation is important as the area begins to develop. It was strongly encouraged that the site plan reflects green space and seeks additional opportunities for the conservation of open space. Revisions to the site plan can reflect additional conservation and open space while providing a greater sense of community and interaction among the future residents. Residents should be able to walk or bike throughout the development through off road trails and sidewalks. The development, as shown on the submitted site plan, is not conducive to walking and biking within the development.

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## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

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

### **BEST LAND USE PRACTICES**

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

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

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

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

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

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

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

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

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

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

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

## BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

## BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

## **BEST HOUSING PRACTICES**

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

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

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

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

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

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

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

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

## **LOCATION**

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

The proposed project is located in southeast DeKalb County along Rock Chapel Road.

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

It is entirely within the DeKalb County boundaries; however, it is two miles from Rockdale County, three miles from Gwinnett County, and two miles from the City of Lithonia.

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

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 \$185 million. Expected annual local tax revenues were not submitted for the review.

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

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Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

## **NATURAL RESOURCES**

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

### **Stream Buffers and Watershed Protection**

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. Swift Creek, a tributary of the Yellow River, forms the northern boundary of the property. A 75-foot buffer, which conforms to DeKalb's stream buffer requirement, is shown along Swift Creek and along two tributaries within the project property. All state waters on the property are subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

### **Storm Water / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

### **Estimated Pounds of Pollutants Per Year:**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	46.22	79.04	804.23	4991.76	45434.26	56.85	10.17
Medium Density SF (0.25-0.5 ac)	169.72	229.12	1003.05	7297.96	135945.72	57.70	13.58
Townhouse/Apartment	44.42	46.64	475.74	2976.14	26874.10	33.76	6.22
<b>TOTAL</b>	<b>260.36</b>	<b>354.80</b>	<b>2283.01</b>	<b>15265.86</b>	<b>208254.08</b>	<b>148.31</b>	<b>29.96</b>
Total % impervious	40%						

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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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

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

Three site access points will be associated with the proposed development along Rock Chapel Road.

- Site access 1 will be lined up with the future intersection of Rock Chapel Road and the extension of Lithonia Industrial Blvd. This intersection/ access point will be signalized.
- Site access points 2 and 3 will be un-signalized.

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

Southeastern Engineering Inc performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> 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
343 Single-Family Homes	62	187	249	205	120	325	3232
264 Apartments	14	32	46	45	24	69	1737
143 Town Homes	12	57	69	54	27	81	870
250,000 sq ft Retail Space	165	106	271	550	596	1146	12320
Reductions	-	-	-	-247	-270	-517	-1232
<b>TOTAL NEW TRIPS</b>	<b>253</b>	<b>382</b>	<b>635</b>	<b>607</b>	<b>497</b>	<b>1104</b>	<b>15695</b>

**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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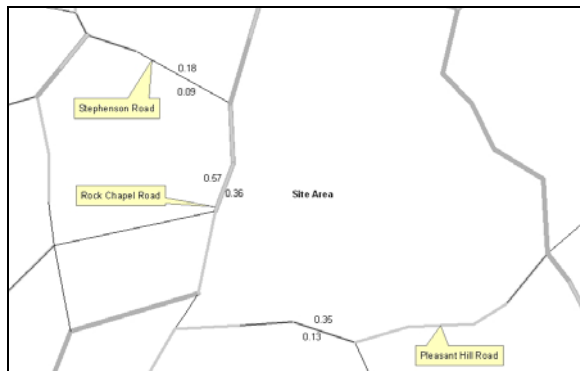
## V/C Ratios



**2005 AM Peak**



**2005 PM Peak**



**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

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

For the V/C ratio graphic, the data is based on 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 2006-2011 TIP, approved in March of 2006. 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.**

**2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-328	LITHONIA INDUSTRIAL BOULEVARD EXTENSION - PHASE III	Roadway Capacity	2010
DK-270A	LITHONIA INDUSTRIAL BOULEVARD EXTENSION : PHASE I	Roadway Capacity	2010

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-030B	US 278 (COVINGTON HIGHWAY)	Roadway Capacity	2015
DK-030A	US 278 (COVINGTON HIGHWAY)	Roadway Capacity	2020
DK-342B	ROCKBRIDGE ROAD	Roadway Operations	2020

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Swift Creek Mixed-Use Development.**

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 at Covington Highway**

- Widen Covington Highway from two lanes to four lanes in each direction.

**Stephenson Road at S. Deshon Road**

- Add an exclusive right-turn lane on the eastbound approach.

**Rock Chapel Road at Pleasant Hill Road**

- Add an additional westbound left-turn lane.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made a recommendation for an improvement 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.

**Rock Chapel Road at Union Grove Road**

- Add an additional eastbound left-turn lane.

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**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?**

MARTA Express bus route #216 provides service from Downtown Lithonia, approximately 2 miles from the proposed site, to Downtown Atlanta, Monday through Friday, from 5:30 a.m. till 8:15 a.m. in the morning with headways between 10 and 25 minutes. Return service is available from 4:25 p.m. till 7:05 p.m. in the evening with headways between 10 and 25 minutes.

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

None proposed.

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

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

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

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

According to the impact analysis in the traffic study, three intersections will operate below the acceptable level of service in the future year background traffic condition prior to implementing the recommended improvements. Implementing the recommended improvements will allow all three identified intersections to return to operation at the acceptable level of service. In the future year total traffic condition, four intersections will operate below the acceptable level of service prior to implementing the recommended improvement. Implementing the recommended improvement will allow three of the four identified intersections to return to operation at the acceptable level of service. In order to minimize the impacts the proposed development will have on the surrounding roadway network, it is suggested that all recommended improvements be implemented prior to construction completion.

Direct pedestrian connections providing the shortest walking distance possible, including off road facilities, should be provided between all uses within the site. The developer is also encouraged to provide stub outs into the Tritum Investment and Pleasant Hill Trail properties immediately to the south of the proposed site as shown on the site plan.

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## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.341 MGD.

#### **Which facility will treat wastewater from the project?**

Pole Bridge will provide wastewater treatment for the proposed development.

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

The capacity of Pole Bridge Site is listed below:

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

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

<sup>1</sup> 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 0.21110 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.

Preliminary Report:	April 27, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Swift Creek #1336
Final Report Due:	May 27, 2007		Comments Due By:	May 11, 2007

## **INFRASTRUCTURE**

### **Solid Waste**

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

Solid waste generated by the project was not submitted with the review 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**

**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.)?**

To be determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 750 housing units that will include single family homes townhomes and apartments.



Preliminary Report:	April 27, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Swift Creek #1336
Final Report Due:	May 27, 2007		Comments Due By:	May 11, 2007

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

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

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

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

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

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

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



Construction Materials

October 12, 2004

Atlanta Regional Commission

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

Dear Sir/Madam,

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

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

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

Sincerely,

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

Richard Tyler  
Regional Manager  
Property, Government and Community Affairs

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

12735 Morris Road Extension, Suite 300  
Alpharetta GA 30004

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

Your DRI ID NUMBER for this submission is: **1336**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 2/15/2007 11:29:52 AM

## DEVELOPMENT OF REGIONAL IMPACT

### DeKalb County Initial DRI Information (Form1b)

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

### Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	Karmen Swan White 330 W. Ponce De Leon Avenue, Suite 500 Decatur, GA 30030
Telephone:	404-371-2155
Fax:	404-371-2813
E-mail ( <b>only one</b> ):	<a href="mailto:kswhite@co.dekalb.ga.us">kswhite@co.dekalb.ga.us</a>

\*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:	Maristone aka Swift Creek	
Development Type	Description of Project	Thresholds
Mixed Use	250000 SF - commercial 759 residential units 1366200 SF	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	CRM Developments, LLC 6030 Bethelview Road, Suite 102 Cumming, Georgia 30040	
Telephone:	770-205-5534	
Fax:		
Email:	<a href="mailto:david@mossdevelopments.com">david@mossdevelopments.com</a>	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	LL 188, 189, 196, 197, 219, 220	
What are the principal streets or roads providing vehicular access to the site?	Rock Chapel Road (SR 124) at Pleasant Hill Road	
Provide name of nearest street(s) or intersection:		
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	33 deg 44' 34.49"N / 084 deg 04' 36.99" W	
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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?	Rockdale County (east) approx. 3.5 miles
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?	Y
If yes, provide the following information (where applicable):	Name: Rock Chapel Road Mixed-Use Development
	Project ID:
	App #: DRI #632
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	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: 2013 Overall project: 2013

### 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?	
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

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

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
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 DeKalb County DRI Review Initiation Request (Form 2a)	
This form is to be completed by the city or county government for submission to the appropriate Regional Development Center (RDC) and the DCA. It is intended for use by local governments that are located within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). This form identifies potential impacts the project is likely to have and is the official request to start the DRI process. However, the process will not be formally initiated until the RDC and GRTA determines that the submission is complete. This form can not be submitted until the pre-application conference with the RDC, GRTA and the local government has been held, and all required project information is available for review.	

Local Government Information	
Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White / Shawanna Bonville
Telephone:	(404) 371-2855
Fax:	(404) 371-2813
Email (only one):	Sdbowles@dc.dekalb.ga.us (Required: submittal confirmation sent here)

Proposed Project Information	
Name of Proposed Project:	Maristown, a.k.a. Swift Creek
DRI ID Number:	1336
Developer/Applicant:	Tritium Investment CRM Developments, LLC 6030 Birchview Road, Suite 102 Gresham, GA 30429
Telephone:	770-305-5534
Fax:	770-205-5536
Email(s):	david@mossedevelopments.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.)	<input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	

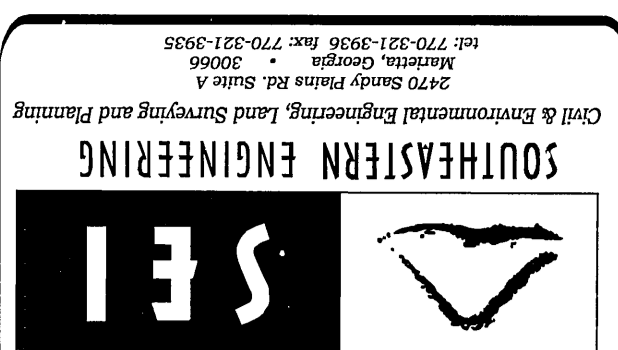
Economic Impacts	
Estimated Value at Build-Out:	185,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> Yes <input checked="" type="radio"/> No
If the development will displace any existing uses, please describe (using number of units, square feet, etc): N/A	

Community Facilities Impacts	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	2.110

Is sufficient water supply capacity available to serve the proposed project?		<input checked="" type="radio"/> Yes <input type="radio"/> No
If no, are there any current plans to expand existing water supply capacity?		<input type="radio"/> Yes <input checked="" type="radio"/> No
If there are plans to expand the existing water supply capacity, briefly describe below: <i>N/A</i>		
If water line extension is required to serve this project, how much additional line (in miles) will be required?		
<b>Wastewater Disposal</b>		
Name of wastewater treatment provider for this site:		<i>Dekalb County</i>
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?		<i>0.341450</i>
Is sufficient wastewater treatment capacity available to serve this proposed project?		<input checked="" type="radio"/> Yes <input type="radio"/> No
If no, are there any current plans to expand existing wastewater treatment capacity?		<input type="radio"/> Yes <input checked="" type="radio"/> No
If there are plans to expand existing wastewater treatment capacity, briefly describe below: <i>N/A</i>		
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?		<i>N/A</i>
<b>Land Transportation</b>		
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.)		<i>15,695</i>
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?		<input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has a copy of the study been provided to the local government?		<input checked="" type="radio"/> Yes <input type="radio"/> No
If transportation improvements are needed to serve this project, please describe below: <ul style="list-style-type: none"> <li>• Provide exclusive left turn lane on the EB approach at Stephenson Rd @ Dasher Rd</li> <li>• Provide additional left turn lane at Pleasant Hill La (WB) @ Rockledge Rd</li> <li>• Add covington Hwy widen to two lanes in each direction</li> <li>• Additional left turn lane at EB approach at Union Ave @ Rockledge Rd</li> </ul>		
<b>Solid Waste Disposal</b>		
How much solid waste is the project expected to generate annually (in tons)?		
Is sufficient landfill capacity available to serve this proposed project?		<input type="radio"/> Yes <input checked="" type="radio"/> No
If no, are there any current plans to expand existing landfill capacity?		<input type="radio"/> Yes <input type="radio"/> No
If there are plans to expand existing landfill capacity, briefly describe below: <i>N/A</i>		
Will any hazardous waste be generated by the development? If yes, please explain below:		<input type="radio"/> Yes <input checked="" type="radio"/> No
<b>Stormwater Management</b>		
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?		<i>30%</i>

Is the site located in a water supply watershed?		<input type="radio"/> Yes <input checked="" type="radio"/> No
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: <i>Buffers along all state routes, Detention ponds located throughout project, stormwater structures located throughout project.</i>		
<b>Environmental Quality</b>		
Is the development located within, or likely to affect any of the following:		
1. Water supply watersheds?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2. Significant groundwater recharge areas?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3. Wetlands?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
4. Protected mountains?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
5. Protected river corridors?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:		
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?		<input checked="" type="radio"/> Yes <input type="radio"/> No
Is the development located within, or likely to affect any of the following:		
1. Floodplains?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2. Historic resources?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3. Other environmentally sensitive resources?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:		

[Click Here to Submit the DRI Review Initiation Request Form](#)






Design By:	CGH
Drawn By:	CGH
Checked By:	CWE
Date:	3/15/07
Scale:	1" = 200'

MARISTONE  
 DEKALB COUNTY, GEORGIA  
 188, 189, 196, 197, 219, 220, & 221 OF DIST

DEKALB COUNTY, GEORGIA

**DEVELOPER:**

**SITE DATA**

ENGINEER & SURVEYOR:

BOUNDARY REFERENCE:

BOUNDARY REFERENCE:  
TOPO. REFERENCE:  
STATE WATERS REFERENCE:  
WETLANDS REFERENCE:

FEMA FLOOD REFERENCE:  
CURRENT ZONING:  
PROPOSED ZONING:  
TOTAL SITE ACREAGE:  
ACRES ACREAGE:

COMMERCIAL AREA:  
 SQUARE FOOTAGE:  
 DENSITY:  
 APARTMENT AREA:

NUMBER OF UNITS:  
DENSITY:  
TOWNHOUSE AREA:  
NUMBER OF UNITS:

DENSITY:  
OCR RESIDENTIAL CALCUL

OCR DEVELOPMENT STAGE

REQUIRED OPEN SPACE:

PROPOSED OPEN SPACE:  
PCD-1 ACREAGE:  
COMMERCIAL AREA:  
SQUARE FOOTAGE:  
DENSITY:

DENSITY:  
TOWNHOUSE AREA:  
NUMBER OF UNITS:  
DENSITY:

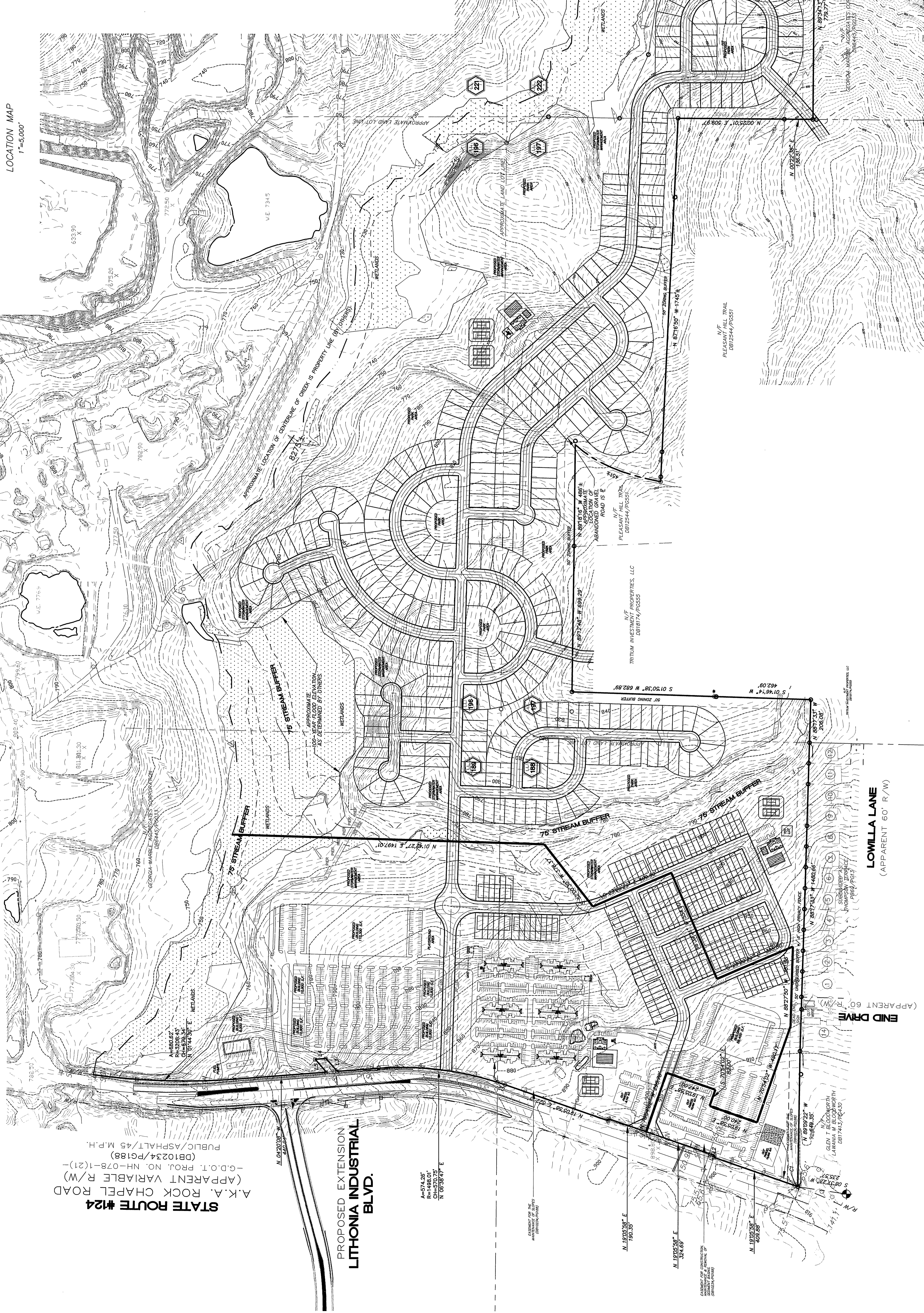
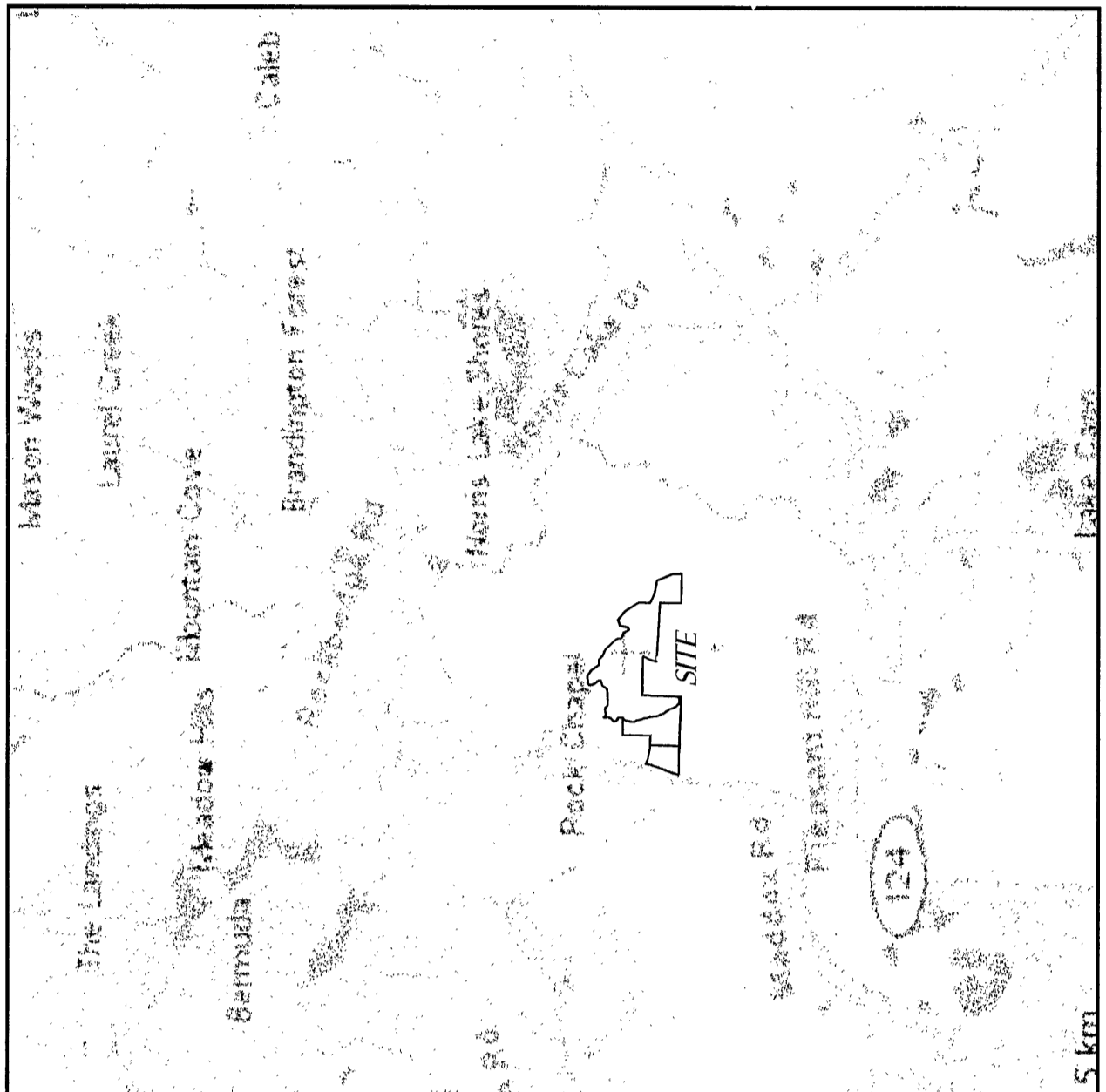
NUMBER OF LOTS:  
DENSITY:  
PCD-1 DEVELOPMENT S

1) PER SECTION 27-649 FOR SINGLE FAMILY ATTACHED

2) PER SECTION 27-64A-2  
SETBACK FOR SINGLE-FAMILY

LINE TABLE		
LINE	BEARING	LENGTH
L1	N70°54'02"W	9.84'
L2	S19°05'58"W	23.02'
L3	N48°47'40"E	82.02'
L4	N04°20'08"W	52.49'
L5	S48°47'40"W	82.02'
L6	N32°16'57"W	236.98'
L7	N01°50'24"E	338.82'
L8	N89°25'26"W	94.49'

CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
C1	15.40'	1702.66'	N19°21'31"E	15.40'
C2	38.45'	1498.01'	N18°21'50"E	38.45'



GRAPHIC SCALE  
( IN FEET )  
1 inch = 200 ft.

**LOWILLA LANE**  
(APPARENT 60' R/W)