Final Draft

City of Stonecrest

COMPREHENSIVE PLAN 2038

THE CITY OF
STONECREST
COMPREHENSIVE PLAN 2038

[BUILDING COMMUNITY, CULTURE & COMMERCE
FOR NOW AND INTO THE FUTURE!]

The Collaborative Firm, LLC
Planning, Program Management & Development

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DRAFT

CITY OF STONECREST
COMPREHENSIVE DEVELOPMENT PLAN 2038

April 22, 2019

City of Stonecrest
Community Development Department
3120 Stonecrest Boulevard
Stonecrest, GA 30038

City of Stonecrest, Georgia

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Councilman Jimmy Clanton
Council District 1

Councilman Robert Turner
Council District 2

Councilwoman Jazzmin Cobble
Council District 3

Councilman George Turner
Council District 4

Councilwoman Diane Adoma
Council District 5

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1.5 Public Outreach and Community Engagement

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DeKalb County is one of the ten counties that comprise the metropolitan Atlanta region. This jurisdiction is 268 square miles and is home to 12 incorporated municipalities. DeKalb County has transitioned from a suburban community to a more urban community. DeKalb County is the State of Georgia's fourth largest county and is home to such entities as Emory University, Mercer University, Georgia Perimeter College (now Georgia State University), the Centers for Disease Control, Georgia Bureau of Investigation, North DeKalb Mall, and Stonecrest Mall. The County's major employment centers are Northlake, the Mall at Stonecrest, Emory/CDC, and Lithonia Industrial District.

DeKalb County has five major arteries that run through its boundaries—Interstates 20, 85, 285, and 675, as well as US78 on the east side of the County. The Metropolitan Area is also served by the Metropolitan Atlanta Rapid Transit Authority (MARTA) system. This system provides an alternative method of transportation for DeKalb County's residents and businesses with the jurisdiction's nine rail stations and fifty bus routes.

1.1 City of Stonecrest

Welcome to the City of Stonecrest

In November 2016, through an Act of the Georgia General Assembly, the City of Stonecrest was established with distinct executive and legislative authority. Stonecrest is a city of DeKalb County, Georgia. The boundaries of the city generally lie in the far southeastern corner of the county, and a smaller portion just north of Interstate 20. The city borders the existing municipality of Lithonia, as well as Rockdale and Henry counties. Stonecrest has a population of 53,000 and lies within 32 square miles and encompasses businesses and residential tracts of Panola Road and its adjacent industrial park, Evans Mill Road and the entire Mall of Stonecrest area. Stonecrest is located approximately 11 miles east of Atlanta.

In March 2017, elections were held to elect representatives for five city council districts, as well as mayor. Jason Lary was elected the city's first mayor. The City Council members are District 1, Jimmy Clanton, District 2 Rob Turner, District 3 Jazzmin Cobble, District 4 George Turner and District 5 Diane Adoma. Also, the area is represented at the county level by commissioners Mereda Davis-Johnson and Lorraine Cochran-Johnson. In July 2017, the city opened its doors for business; Stonecrest is the 12th municipality of DeKalb.

The area is home to the Mall at Stonecrest, the Davidson-Arabia Nature Preserve, and the Arabia Mountain National Heritage Area. Stonecrest is highlighted for having one of the top EIC (Environment as an Integrating Context for learning) Model Schools in the state, providing an Environmental, Energy and Engineering Magnet Program for grades 9-12.

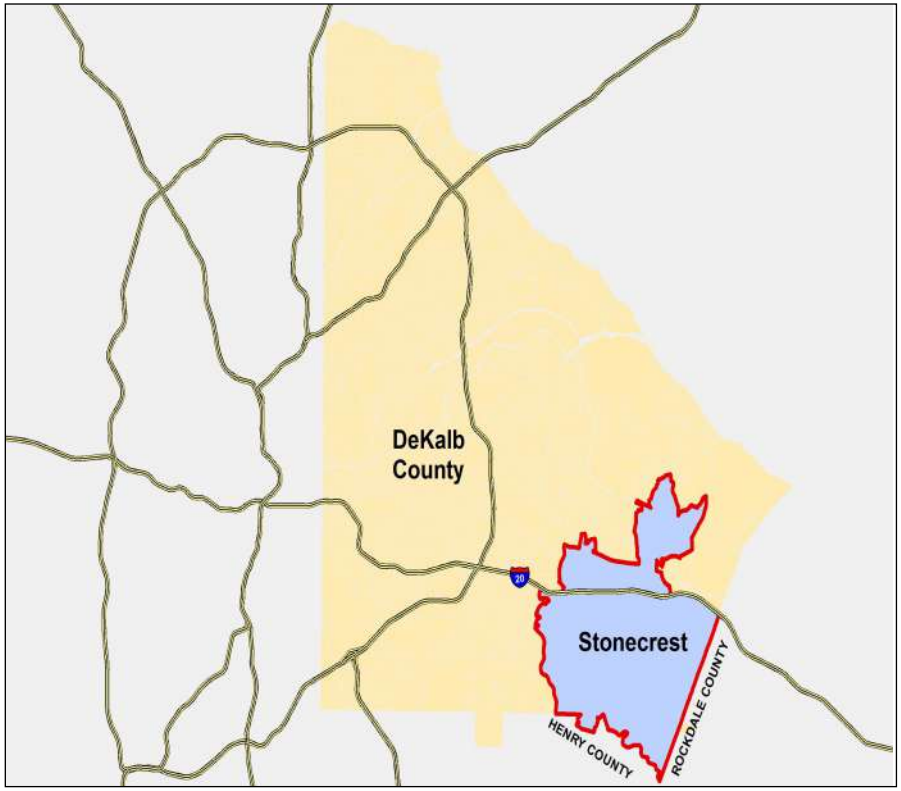

Figure I-01—City of Stonecrest Locational Map
Source: Map data 2018 Google

1.2 Why Do We Plan?

City of Stonecrest Comprehensive Plan

The development and adoption of a comprehensive plan is a requirement for local governments called for by the Georgia Planning Act of 1989. In addition, the Charter of the City of Stonecrest mandates the preparation of a comprehensive plan every five years in Senate Bill 208 to incorporate the City of Stonecrest in DeKalb County and to provide for incorporation, boundaries, and powers of the city.

The Mayor and City Council shall have a comprehensive plan of the City of Stonecrest prepared and maintained to be used as a guide for the growth and development of the City and which will identify its present and planned physical, social and economic development. This plan shall:

1. Set forth the comprehensive development goals, policies and objectives for both the entire City and for individual geographic areas and communities within the City; and
2. Conform with such development goals, objectives and policies. In addition the plan shall:
   - Identify the general location, character, extent of streets, thoroughfares, parks, and recreation facilities;
   - Identify sites for public buildings and structures, City and privately-owned utilities, transportation systems and facilities;
   - Identify housing, community facilities, future land use for all classifications, and such other elements, features and policies; and
   - Provide for the improvement of the City over the next 20 years.

The Comprehensive Plan and its Impact on Communities

Comprehensive planning is the foundation for quality growth management. The comprehensive plan brings together and addresses all aspects of community and economic development functions with the objective of sustaining and improving the city in the future. The Comprehensive Plan will address, the following topics: population, economic development, housing, broadband, natural Re-

sources, historic resources, community facilities, transportation, and land use. In summary, the Comprehensive Plan is a guide for growth and development. The Plan:

- Provides information on the characteristics of the community;
- Identifies needs and opportunities to be addressed over the next years;
- Sets forth policies for the community;
- Provides a framework for evaluating zoning and development proposals;
- Identifies projects that provide guidance with addressing needs and opportunities or in implementing its policies;
- Includes future land use maps which complements policies; and
- Incorporates all adopted plans such as— Stonecrest LCI plans and the Arabia Mountain Conservation Overlay District plans

Planning Standards

The Georgia Planning Act calls for cities and counties to prepare, adopt and implement a Comprehensive Plan. The Georgia Department of Community Affairs (DCA) sets the Minimum Standards and Procedures for Local Comprehensive Planning (Chapter 110-12-1) and the date by which a plan has to be adopted to maintain Qualified Local Government status. Qualified Local Government designation allows the government to impose development impact fees, makes them eligible to participate in certain DCA Programs like the Community Development Block Grant (CDBG) Loan Guarantee (Section 108), Local Development Fund, and programs administered by other State Departments like the Georgia Department of Natural Resources. Since the City of Stonecrest is a newly created city, it is the goal of the city to have a Comprehensive Plan that meets the minimum standards adopted by March 2019.

According to the standards, a local comprehensive plan is a fact-based resource for local constituents that track implementation of community-based policies. Also, the plan helps local governments recognize and implement important economic development plans

that address its immediate needs and opportunities. In addition, the plan creates an environment of predictability for business and industry, investors, property owners, tax payers and the general public.

1.3 Comprehensive Plan Framework

Planning Elements

The Georgia Department of Community Affairs (DCA) adopted the "Standards and Procedures for Local Comprehensive Planning" effective on March 1, 2014. These standards streamlined the planning process and the required Plan Elements. Below is an outline of these elements.

1. **Community Goals**
   - General Vision Statement
   - Community Policies
   - Character Areas and narrative

2. **Needs and Opportunities** — This is the locally agreed upon list of Needs and Opportunities the community intends to address.

3. **Community Work Program** — This element lays out the specific activities the community plans to undertake during the next five years to address the priority Needs and Opportunities in the short range—5 years plan and in the long range. The Community Work Program is prepared and adopted every five year with the Capital Improvements Element. The Capital Improvement Element is an implementation plan for construction, maintenance, and renovation of public facilities and infrastructure over the next five years.

4. **Broadband Services Element** — This is an action plan for the promotion of the deployment of broadband services by broadband services providers into unserved areas within its jurisdiction.

5. **Land Use Element** — The land use section consists of:
   - Future Land Use map and narrative with land use categories, summary of adopted plans, and Character Area Maps and defining narrative.

6. **Transportation Element** — This section consists of the existing street network system and proposed transportation enhancements.

7. **Housing Element** — This section consists of a summary of the Housing Strategy for the City of Stonecrest.

8. **Regional Water Plan and the Environmental Planning Criteria** — This section will consist of a review of the Regional Water Plans and the Rules for Environmental Planning Criteria needed to address protection of natural resources.

9. **Natural, Cultural and Historic Resources Element**— This section focuses on protecting and conserving the environmental, natural, cultural, and historic resources within the community.
10. **Economic Development Element** – This section addresses the vitality of market productivity and considers factors such as public/private partnerships, diversity of economic base and the social well being of people.
11. **Community Facilities** — This section ensures the provision of adequate public services for existing and future development patterns that will protect and enhance the quality of life.

Additional Elements:

- **Community Health**
- **Cultural Resources**

1.4 Local Plans

The drafting of this Comprehensive Plan included analysis of additional local small area plans that were utilized to aide in addressing issues and policy statements identified in these earlier plans. Significant community input was utilized during many of the plan developments. These plans include the DeKalb County 2035 Comprehensive Plan, the Stonecrest Livable Centers Initiatives (LCI), and the I-20 (Interstate-20) East Transit Oriented Development (TOD) Strategic Plan. The plans referenced were adopted and managed under the DeKalb County Board of Commissioners prior to the incorporation of the City of Stonecrest. Many of the findings and recommendations of the plans and studies provide context, as well as a valuable background on existing policies.

DeKalb County Comprehensive Plan 2035

The DeKalb County 2035 Comprehensive Plan provides a shared vision and development plan for the entire County to help manage growth and guide redevelopment efforts. The Community Agenda section of the plan provides a community vision, a list of issues and opportunities to be addressed, and an implementation plan for achieving the vision.

The Community Agenda also identifies character areas within the study area, including the regional center near I-20, suburban and rural residential areas south of the regional center, and conservation/greenspace throughout the study area.

Stonecrest Livable Communities Initiative Plan

In August 2013, the Stonecrest Livable Centers Initiative (LCI) Plan was created to study and prepare plans for the enhancement of existing centers and corridors that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. The Plan was led by DeKalb County and sponsored by the Atlanta Regional commission (ARC). It is recommended that the City of Stonecrest utilize the LCI as a supplemental document to the Stonecrest Comprehensive Plan 2035. Further, it is recommended that the LCI be updated for consistency with the vision of the Stonecrest Comprehensive Plan.

I-20 East Transit Oriented Development Strategic Plan

The Metropolitan Atlanta Rapid Transit Authority (MARTA) and DeKalb County have partnered to conduct the I-20 East Transit Oriented Development (TOD) Strategic Plan. TOD is a type of community development that can include a mix of housing, office, retail

and other amenities integrated into a walkable neighborhood and centered around quality public transportation.

In 2012, MARTA concluded an Alternatives Analysis with the adoption of a Locally Preferred Alternative (LPA) that included the extension of the existing heavy rail system from Indian Creek Station to the Mall at Stonecrest. The TOD Strategic Plan is creating a blueprint for development in the I-20 East corridor focused on transit station sites associated with the 2012 LPA.

Outcomes from the strategic plan will include economic programs and policies that promote increased and equitable opportunity for Stonecrest residents and businesses. Community input is critical to the success of the Strategic Plan. The project team has been meeting with stakeholders to develop a vision for corridor development.

Arabia Mountain Conservation Overlay District

The City of Stonecrest is proposing to establish the Arabia Mountain Conservation Overlay District (AMCOD) to provide for the protection of natural resources and of scenic views of areas within the boundaries of the AMCOD. Also, to provide for the consistent development standards that will adhere to common design characteristics and to provide creative planning and development within the overlay district. It is the goal of the AMCOD committee members to present proposed regulations for review and approval by the City in 2019. The AMCOD Committee dissolved in December 2018. However, the Committee recommended to initiate a Stonecrest Historic Commission to continue the preservation and conservation efforts within the city. In addition, the AMCOD recommends an ordinance to create the Commission.

1.5 Public Outreach and Community Engagement

Public Hearings

The Comprehensive Plan is under the purview of the Mayor and City Council, city staff, a steering committee and residents. The 2038 Comprehensive Plan planning process started with the first required public hearing which was held on April 16, 2018. This date began the Stonecrest City Council official kick-off of the comprehensive planning process.

The comprehensive plan brings together and addresses varied aspects of models to develop a thriving community. This process includes extensive public involvement from the impacted community. References to "stakeholders" will be made throughout this section. The stakeholders are a combination of elected officials, city staff, area residents, property owners, business owners and board/committee members having an interest in the City's development and sustainability.

The Plan components were presented to the City Council and the public at their regular scheduled meeting. The process began with City Council interviews where council persons were asked to share their visions, as well as concerns for the new city. Extending Mall Parkway, encouraging tourism around Arabia Mountain and creating a downtown area/town center were a few visions shared. Economic stability and the growth of Stonecrest were noted as some concerns.

Each council person was asked to recommend participants for the formation of a steering committee. Having these nominations come from the City Council provided a base for a more committed steering committee throughout the process.

Steering Committee

The Minimum Planning Standards call for the development of a Steering Committee to provide guidance in the development of the plan. A twenty (20) member Steering Committee was formed to oversee and participate in this plan development. The Steering Committee consisted of governing authorities, local economic development practitioners, local government staff, business owners, boards, agencies and city residents. Refer to Table 1.

Figure I-02— 2038 Comprehensive Plan Steering Committee

City Departments	Boards	Organization
City Council	Zoning Board of Appeals	Arabian Mountain Heritage Area Alliance
City Departments	Planning Commissioner	Stonecrest Business Alliance
Law Department	Board of Education	Avila Properties
City Manager	Stonecrest Mall	Cadillac Fairview
-	-	DeKalb Medical
-	-	Allen Institute

Meetings and Presentations

The Collaborative Firm, was retained to prepare the Stonecrest Comprehensive Plan, along with the Stonecrest Community Development Department, The Firm made several presentations and held community meetings during the planning process. These meetings provided information on the Stonecrest 2038 Comprehensive Plan which included fact sheets, meeting dates, presentations and on-line surveys which were made available on the City of Stonecrest website located at https://www.stonecrestga.gov/.

The Collaborative Firm met with many City of Stonecrest stakeholders which included the Honorable Mayor, City Council members, the Director of Community Development to review the planning requirements and process for the 2038 Comprehensive Plan and the Community Work Plan and Capital Improvements Program during April and May 2018.

Community Engagement

Five (5) public outreach and community engagement meetings were held throughout the city. These meetings were held in the following format:

Kick-Off Meetings: A series of meetings were held to kick-off the City of Stonecrest Comprehensive Plan 2038 throughout the city to introduce the planning process, and provide information about population, housing and economic development. These meetings were held on:

1. May 10, 2018 at Stonecrest City Hall,
2. June 12, 2018 at Ousley UMC
3. June 16, 2018 at Big Miller Grove Baptist Church
4. June 28, 2018 at New Birth Missionary Baptist Church
5. July 28, 2018 at Stonecrest library

After the presentations, meeting attendees reviewed and prioritized the issues, needs and opportunities for each subject area. Meeting attendees were asked to identify their top needs and opportunities in the city.

Visioning Meetings: Vision, Needs and Opportunities. A series of meetings were held to discuss the issues/needs and opportu-

nities, vision, and Character Areas. During post meetings, maps with character areas were presented with key characteristics, asking participants what to preserve/maintain, change/redevelop, create and connect to each Character Area. The Vision Statement for the city is based on what was heard at the visioning meetings and the city's mission statement.

1.6 What Did We Hear?

Three Greatest Assets:

1. Easy Access/I-20

Residents overwhelmingly agreed that Interstate-20, and access to it, ranked highest in the list of greatest assets. Citizens enjoy proximity to Atlanta, and the ease that I-20 affords them in terms of getting to work or accessing other parts of the Metro area for non-work related activities.

2. Arabia Mountain/Green Space/Trails

The natural asset that citizens praised the most was Arabia Mountain, with its green space and 33 miles of trails. In fact, respondents indicated that they would like to see more trails and more connectivity between the more populated areas of Stonecrest and the Arabia Mountain resources.

3. Regional Shopping

The regional shopping opportunities provided by Stonecrest Mall also ranked high with citizens. While I-20 offers easy access to the greater Metropolitan area, having this commercial hub within the limits provides a local connection to goods and services.

Three Identified Weaknesses:

Lack of Quality Retail and Dining Options

Citizens would like local and neighborhood shopping options that afford the ability to visit a nearby grocery store, or to have options other than a convenience store with gas pumps when basic shopping items are sought. For dining, resi-

dents were adamant that they wanted more sit down dining options and fewer fast food operations. Numerous national restaurant chains were noted as desirable, such as restaurants and grocery stores.

Property Maintenance

Citizens let it be known that public and private realms could benefit from better maintenance and a more cleaner presentation. The respondents voiced the need for stewardship to reflect their community pride.

Crime

The next biggest detractor as seen by residents is that of crime. Certainly, crime can be the greatest weakness of a community, and while this was not the case, it definitely made the list. In order to attract better shopping and dining opportunities for residents, it should be a priority to first reduce crime statistics and then, bolster the community image. For example, on a weekend in September of 2017, the Mall at Stonecrest experienced 8 automobile break-ins. *(Source: WSBTV, October 6, 2018)*

Figure I-03: I-20 East TOD Strategic Plan Study Area

Proposed MARTA Station

What did we hear? continued

Community Priorities & Preferences:

Three Infrastructure Priorities, by percentage:

With all of the community workshops, public transportation, or the lack of it, was strongly noted as a needed improvement/ asset. It is noted that the I-20 corridor is slated for three nodes of MARTA Transit Oriented Development. Refer to Figure I-02.

1. Public Transportation (21%)

Public transportation, or the lack of it, was strongly noted as a needed improvement/asset. Although transportation is universal, public transportation is rarely thought of unless it is needed.

2. Roads (20%) and Sidewalks (17%)

Existing conditions of roads and sidewalks were noted as poor in some areas. In other areas, sidewalks are non-existent. Pedestrian facilities become much more important when public transportation is lacking. Residents also expressed how the poor road surfaces were not what they wanted to have in their community.

3. ***Fire/Police Services (14%)***

Emergency services (police and fire) are perceived as needing improvement. With regard to the crime in the city, citizens want to have more police resources available, and feel the need for better fire/EMS services.

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Existing conditions of roads and sidewalks were noted as poor in some areas. In other areas, sidewalks are non-existent. Pedestrian facilities become much more important when public transportation is lacking. Residents also expressed how the poor road surfaces were not what they wanted to have in their community.

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Emergency services (police and fire) are perceived as needing improvement. With regard to the crime in the city, citizens want to have more police resources available, and feel the need for better fire/EMS services.

Preferred Housing:

Three categories made up 70% of the preferred housing choices during the community workshops. Single Family Detached Housing came in a the top choice with 26% of the votes. The aggregate Apartments and Townhouses garnered 24% of the votes and Senior Housing came in at 20%. Considering the choices, these three categories came in relatively even with regard to overall preference.

Dining Options were earlier noted to be a weakness. Some of the Recreation and Entertainment desired were commercial venues such as Top Golf.

Three of these preferred choices can easily be accommodated into the fourth choice of Mixed-Use Development. Dining, recreation/entertainment and green space are all viable components of a mixed use development, as can be witnessed with Atlantic Station near Georgia Tech. Character Areas/Land Use designations such as City Center, Neighborhood Center and Office Professional all offer opportunities for viable mixed use development that can address citizens preferred choices.

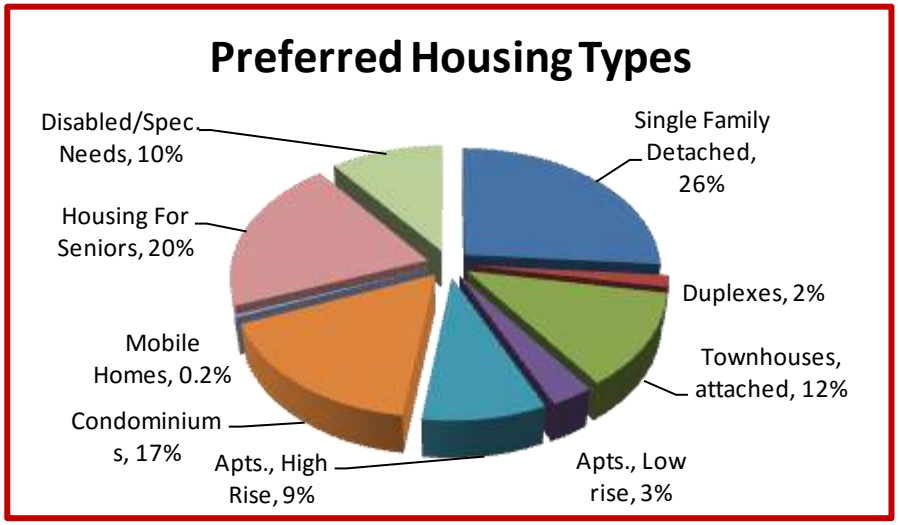
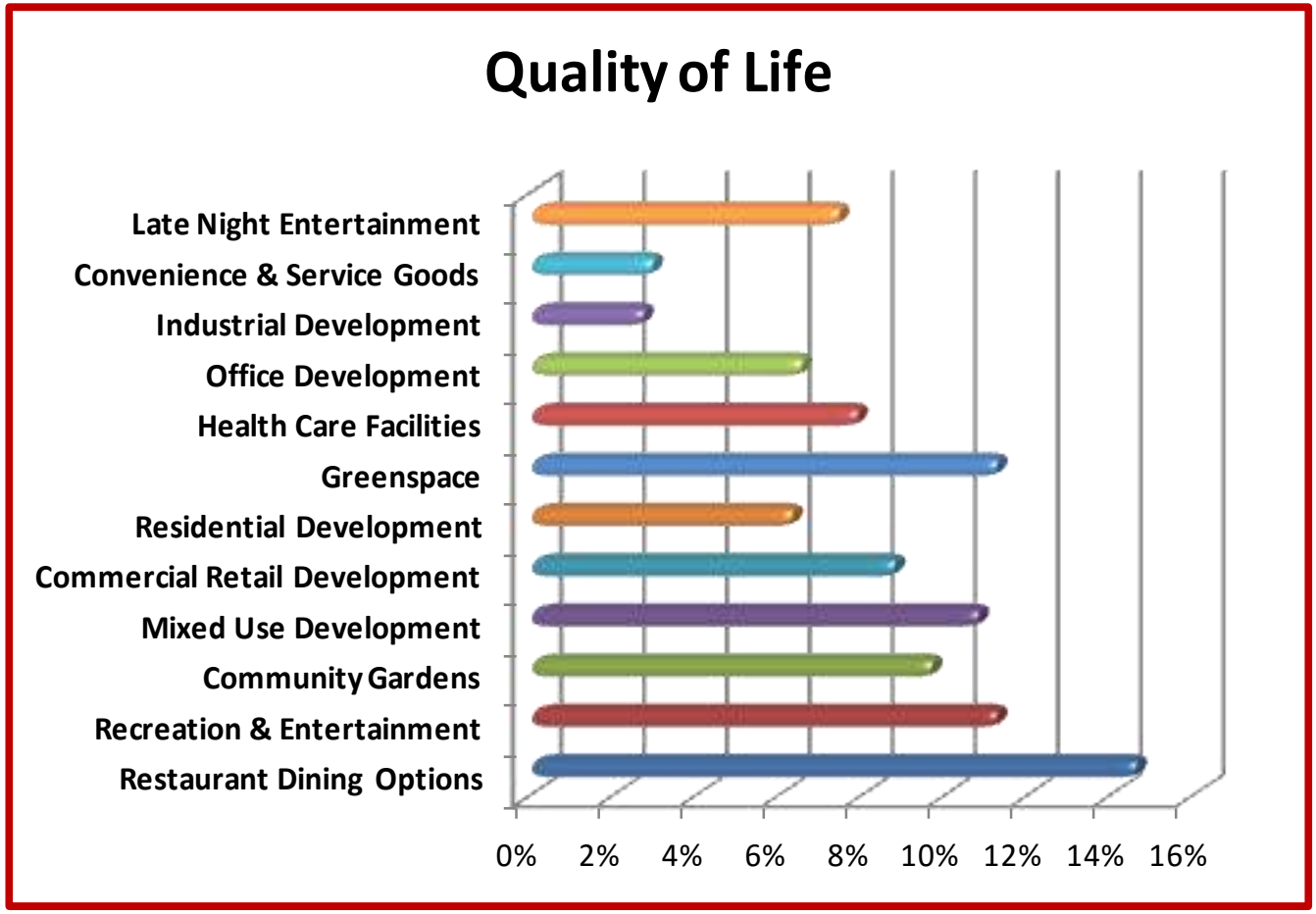


Figure I-04—Preferred Housing Types

Desired Quality of Life Elements:

The aspects of life that people identified as missing elements pertain to leisure activities. The improvement to personal time that people want most is the choice of Restaurant Dining Options (15%). An evenly split three-way tie came in between Recreation and Entertainment, Mixed Use Developments, and Greenspace—all getting 11% of votes.



"In the City of Stonecrest one can live-work-play . . . worship-shop-educate from now and into future generations!"

Figure I-05—Public Preference Survey

Vision Statement

"Community, Commerce and Culture working together as a world class city."

1.7 Community Vision

The Community Vision paints the overall picture of what the City of Stonecrest desires to become in the future. The Vision Statement incorporates the main comprehensive development plan elements: population, economic development, housing, natural and cultural resources, historic resources, community services and facilities, broadband, land use and transportation. This vision was initially based on input at community meetings by Stonecrest stakeholders, and Stonecrest Community Development staff.

The commencement of the **Community** Vision for the new city began with the City's Mission Statement, "Community, Commerce and Culture, working together as a world class city." The city arrived at their mission statement in response to their vision of what the city is seeking to accomplish. The Vision Statement for the Comprehensive Plan is the same as the City's Mission Statement. The City of Stonecrest has an aesthetically pleasing physical and natural environment with interconnected parks, trails and public spaces for the enjoyment of citizens to **live-work-play** and **worship-shop-educate** now and for future generations. The City of Stonecrest desires to be a community that embraces the **Culture** and arts, and become a destination for sports and entertainment. Stonecrest is committed to being a "City of Innovation and Excellence" throughout the world.

The city balances the need to grow and prosper in a sustainable manner and where citizens, businesses, **Commerce,** educational institutions are involved in decision making in building a high quality of life for Stonecrest Citizens. Further, the City that promotes public safety, neighborhood unity and strong schools.

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CHAPTER 2.0

NEEDS AND OPPORTUNITIES

2.1 Economic Development

2.2 Housing

2.3 Natural and Cultural Resources

2.4 Historic Resources

2.5 City Services and Facilities

2.6 Land Use

2.7 Transportation

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2.0 NEEDS AND OPPORTUNITIES

The Needs and Opportunities lists were compiled from community and stakeholder input and analysis through the Comprehensive Plan process. **Needs** are issues that the City of Stonecrest will address within the Comprehensive Plan document, through the implementation of projects listed in the Community Work Program, and other city initiatives. **Opportunities** indicate the strengths of the community that the City of Stonecrest will work to build upon also through the implementation of projects listed in the Community Work Program. In contrast to the long-term focus of the Community Goals element, the Needs and Opportunities conveys the relatively short-term imperatives which will require direct attention from the city in the upcoming five years. Needs and Opportunities are listed here by topic.

2.1 Economic Development

Needs

1. More businesses to improve the tax base.
2. More high paying jobs for the area to increase the city's daytime population that would support local retail and restaurants.
3. More diverse grocery stores, family entertainment, and quality restaurant options.
4. Encourage and recruit innovative technology business development along existing or planned transportation corridors.
5. Promote the expansion of the medical service industry in Stonecrest, with connections to area schools, universities, and technology centers.
6. Complete a strategic economic development plan that includes plans to address vacancies within the city's retail and commercial corridors.
7. Create an economic development strategy to develop a technology complex that will foster the attraction, recruitment and connectivity of new and existing businesses, schools, and facilities to build the city's tax base by carrying-out business formation, retention, and attract work through public/private partnerships.

Opportunities

1. Cultivate sustainable economic growth within Stonecrest community .
2. Support the business community in their efforts to create a Community Improvement District (CID).

2.0 NEEDS AND OPPORTUNITIES

3. Promote and encourage sustainable development in/on vacant properties throughout the City .
4. Promote Stonecrest location and accessibility to major highways and transportation corridors such as I-20 and Turner Hill Road to encourage economic .
5. Mall at Stonecrest is a super-regional shopping mall on 200 acres that is available for potential redevelopment opportunities.
6. Available pad ready and undeveloped properties near Mall of Stonecrest Mall and I-20.
7. Encourage innovative technology and development to support Transit Oriented Development TOD in the city.
8. DeKalb Medical Center is an integral member of the community, offering a variety of premier services.
9. Encourage redevelopment of vacant big box retail facilities i.e. Sam's Club and Target.
10. Encourage and support further development/expansion of the Emory Hillandale and Stonecrest Kaiser Permanente campuses to attract complimentary medical offices and services.

2.2 Housing

Needs

1. The city needs an increased range of housing types, including condominiums, townhomes, and live-work units, to accommodate a diverse population of young families, college students, working adults, empty nesters, and senior citizens.
2. Address high residential vacancy rate—compared to the average vacancy rate for the metropolitan Atlanta region.
3. Identification of resources to help bring the cost of home ownership down for new residents, and assistance for housing rehabilitation for existing income-qualified homeowners.
4. Design standards that reflect the historic or cultural character of various parts of the community.
5. Access to community amenities, resident support services, or recreational areas for all neighborhoods.

Opportunities

1. Housing in Stonecrest offers a good value.
2. There is lots of land available for residential development.

2.0 NEEDS AND OPPORTUNITIES

3. The DeKalb County Continuum of Care initiative addresses homelessness countywide.
4. Close proximity to Atlanta.

2.3 Natural Resources

Needs

1. Frequent flooding has become an increased issue in some areas.
2. The increased flood areas are due to increased volume and velocity of stormwater run-off from impervious surfaces in watersheds throughout the city.
3. Not all of the City's major streams are on the Environmental Protection Division's 303(d) list for meeting the State water quality standards.
4. To identify and continue to protect natural resources.

Opportunities

1. Protect the natural waterway, lakes and ponds in the Davidson-Arabia Mountain Nature Preserve.
2. Numerous waterways create opportunities for greenway parks
3. Arabia Mountain National Heritage Area should provide connectivity to pedestrian walkways that leads to the city hall and other designation and explorations throughout the sur rounding neighborhoods in the city.
4. Consider adopting Conservation Overlays to protect tree canopy and natural land formations.

2.4 Historic Resources

Needs

1. Preserve and protect the community's existing historic resources by establishing a Stonecrest Historic Commission.
2. Preservation and reuse of historic resources.
3. Historical documentation of the community cultural sites.
4. Promote tourism and attention of historic sites in Stonecrest.

Opportunities

2.0 NEEDS AND OPPORTUNITIES

1. Historic properties are unique and set Stonecrest apart from surrounding communities.
2. Collaborate with the Georgia Trust for Historic Preservation not only to preserve the integrity of historic resources, but also to market properties through their revolving loan program, and their real estate listings.
3. Reach out beyond the local school system to attract post secondary and graduate level students to benefit from the outstanding resources available.
4. Coordinate a tourism strategy with the assistance of the DeKalb Chamber of Commerce and efforts by the Arabia Mountain National Heritage Area.

2.5 City Services and Facilities

Needs

1. Ensure that public safety is equipped with smart technology to include real-time cameras.
2. Ensure that fire and emergency medical services are adequately serving resident's needs.
3. Ensure that educational facilities are adequate to handle the volume of students moving from elementary, to middle, to high school.
4. Not all neighborhoods have convenient access to community recreation facilities.
4. Ensure that the recreational facilities that are provided are meeting residents' needs.

Opportunities

1. Conduct Feasibility Study to explore viability of city policies and studies.
2. Participate in programs aimed at expanding Stonecrest's open space resources.
3. Expand connectivity and access points to the Arabia Mountain PATH.
4. Develop a Parks and Recreation Plan.
5. Work with DeKalb County Schools to strengthen the educational STEAM (Science, Technology, Engineering, Arts, Math) programs.

2.0 NEEDS AND OPPORTUNITIES

2.6 Land Use

Needs

1. The City needs to encourage clustering neighborhood and community shopping and office facilities into nodes with defined boundaries which are convenient to population concentrations and major transportation facilities.
2. Inter-parcel connectivity between residential and commercial properties.
3. Employment centers that are near where people live.
4. New mixed-use that feature greenspace, neighborhood parks and pedestrian connectivity.
5. Higher density mixed use development in areas with access to
   diverse transportation options.
6. Inter-parcel connectivity with bike and pedestrian networks, and expanded access citywide to the city's robust trails net work.
7. Transit Oriented Development in appropriate locations. Expand access and trailheads in the Arabia Mountain PATH, linking residential neighborhoods and higher- density use area.
9. The City should implement design guidelines for street and pedestrian facilities, site planning, landscaping, hardscaping, and architectural features to exhibit and enhance local character.

Opportunities

1. There are many developed lots ready for home building.
2. There is significant vacant land available for all land uses.
3. The city has a significant amount of industrial land which creates job opportunities and adds value to the tax base without a significant cost for community services.
4. The city is working on an Economic Development Plan.
5. The Metropolitan Atlanta Rapid Transit Area (MARTA) has identified transit oriented development sites in Stonecrest.
6. Keep DeKalb County Beautiful CID has beautification projects located within the City of Stonecrest.

2.7 Transportation

Needs

1. Design standards for street and pedestrian facilities to exhibit

and enhance local character throughout the city.

2. Conduct corridor studies to determine the Level of Service for the following roadways:

   - SR 155 from SR 155 to Panola Road.
   - Panola Road from SR 155 to Thompson Road.
   - SR 255 from the western city limit to the eastern city limit.
   - Thompson Road from the western city limit to the eastern city limit.
   - I-20 from the western city limit to the eastern city limit
   - US 278 from the western city limit to Wellborn Road.
   - Lithonia Industrial Boulevard between Covington Highway and Stone Mountain Lithonia Road.
   - Increasing opportunities for active transportation (i.e. bicyclists and pedestrians).
   - Improving transit service to serve more of the city.

3. Install sidewalks along Klondike Road from SR 212 (Browns Mill Road) to Woodrow Drive.

4. Conduct a bus route and stop placement study to evaluate and optimize bus stop accessibility and locations surrounding major character and transit areas—which are based on land use characteristics, population densities and prospective bus and transit ridership.

5. Create a bicycle and pedestrian plan to connect destinations and expand existing pathways, sidewalks and trails.

6. Conduct a comprehensive transportation plan that supports modal elements as following: bicycle, transportation demand and system management, parking and curb space management, pedestrian, streets, transit, access management, capacity improvements, streetscape improvements, and gateways into the city.

Opportunities

1. The city has eight major roadway corridors that provide mobility throughout the city and connectivity to the metropolitan Atlanta region. They are: I-20, State Route (SR) 155 (Snapfinger Road), SR 212 (Browns Mill Road), United States (US) 278/SR 12 (Covington Highway), SR 124 (Rock Chapel Road), Turner Hill Road and Panola Road. This roadway network may extend the future growth and development of the city.

2.0 NEEDS AND OPPORTUNITIES

2. New mobility technologies offer opportunities for to increase convenience and efficiency for Stonecrest in terms of smart transit, smart growth, and smart technology.
3. The city is located within the Metropolitan Atlanta Rapid Transit Authority (MARTA) service area for local bus routes and serve five bus routes which are: Routes 86 (Fairington Road), 111 (Snapfinger Woods), 115(Covington Highway), 116 (Redan Road), 117 (Rockbridge Road/Panola).
4. Arabia Mountain National Heritage Area and Arabia Mountain PATH.
5. The city has existing bicycle infrastructure that is high quality, consisting of off-road shared multi-use paths.
6. The city ranks fifth in the nation in freight and logistics employment, according to the Atlanta Regional Freight Mobility Plan. This ranking supports the economic development expansion and transportation network in the city.
7. There are four total crossings of the railroad within the city. Three of the four are at grade and equipped with automatic warning devices including signals and gates. The four crossings located at South Deshon Road, Chapman Road, Marbut Road and the CSX railroad paralleling South Stone Mountain Road. The rail access will provide economic development opportunities for the city.
8. The I-20 East Transit Oriented Development Strategic Plan which includes the I-20 and Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest may provide for increased land-use intensity and more diverse mix of land uses surrounding these stations.
9. Encourage the installation of smart technologies along pedestrian and vehicular corridors, including smart benches, smart traffic signalization, lighting, and roadway sensors to accommodate autonomous vehicles.

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CHAPTER 3.0

COMPREHENSIVE PLAN ELEMENTS

3.1 Population

3.2 Economic Development

3.3 Housing

3.4 Natural and Cultural Resources

3.5 Historic Resources

3.6 City Services and Facilities

3.7 Broadband

3.8 Land Use

3.9 Transportation

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3.1 Population (Demographics)

An understanding of population and demographic trends provides a foundation for comprehensive planning. In order to plan for the future, we must have a general idea of approximately how many people will reside in the community. Understanding the characteristics of Stonecrest's population will provide valuable insight on the services, initiatives, and policies that the City may want to further pursue.

Figure D-01— Average Household Size

Existing Population

The population of DeKalb county has changed significantly over the past few decades. In 2010, the population was 691,371 with an increase to 753,253 in 2017, according to Census Bureau. This represents a 9% rate of growth for the seven year period, countywide. By comparison, Stonecrest's population of 53,142 is almost as much as the population increase experienced by the county. As shown in Figure D-01, Stonecrest's population is larger than that of the surrounding cites of Lithonia, Conyers and Stone Mountain.

Household Size

According to Environmental Systems Research Institute (ESRI), the City of Stonecrest has a fairly average household size of 2.5 people.

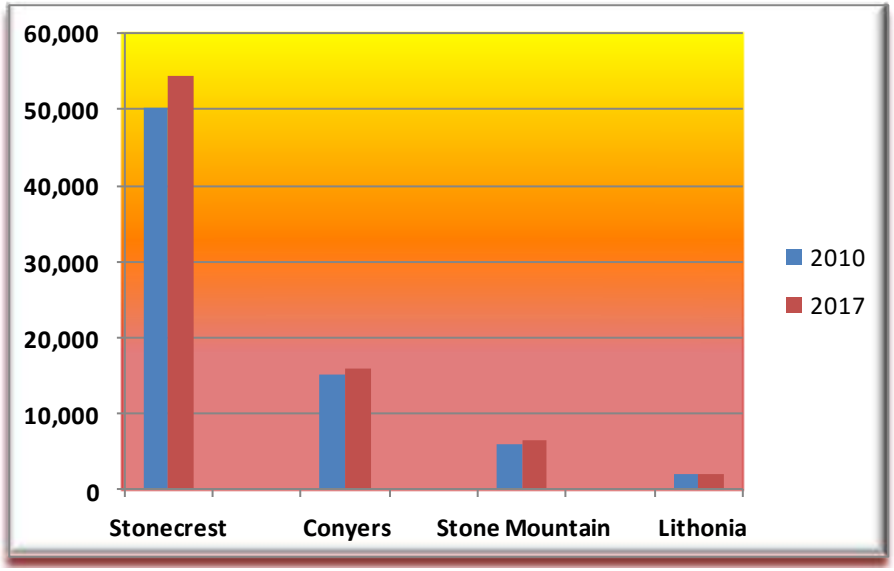

Figure D-02— Comparative Population

Age Distribution

Age distribution within the City of Stonecrest tends to trend towards a younger population. The largest population group in the age profile are females from 25 to 29 years old. The smallest population group are males 85 years of age and older. These extremes are evidenced in Figure D-03, where age brackets are represented in 5 year blocks starting from 0-4 years of age, up to 85 years old and older. The age brackets are divided among female and male populations, and are compared against DeKalb County (represented by white dots on each block).

The Salem Middle School Symphonic Band—the future of Stonecrest

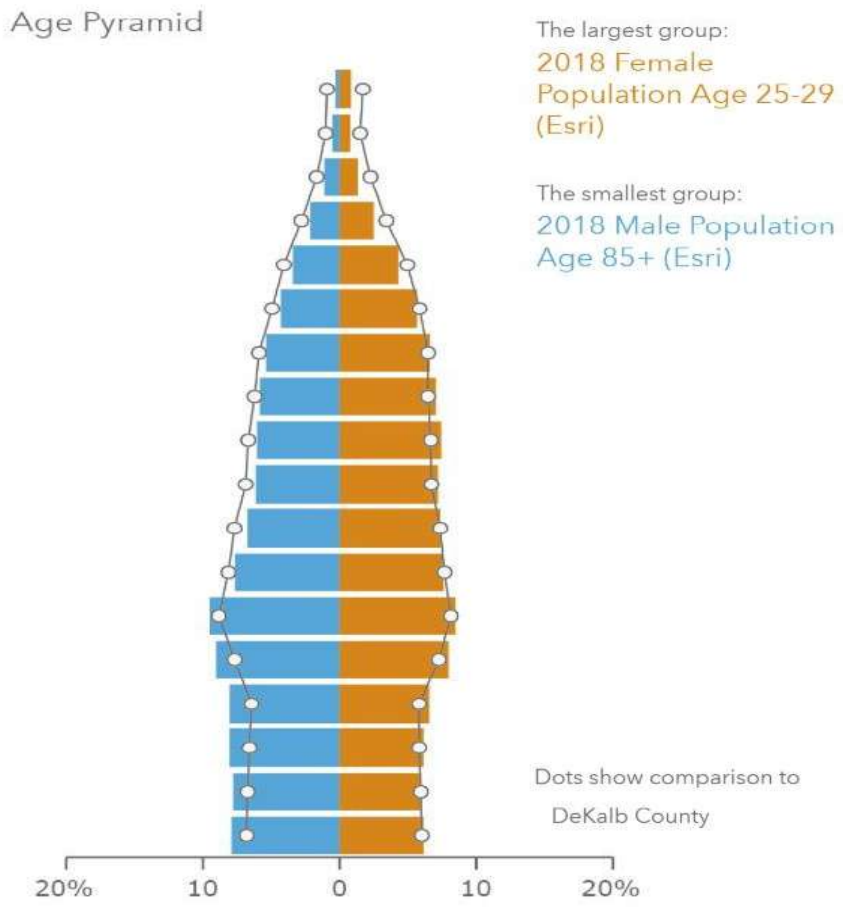

Figure D-03—Gender/Age Distribution. Source: Esri

Age Distribution (continued)

As seen in Figure 3.1.4, with the colored horizontal bars representing age groups, evidence points to Stonecrest having less percentage of older residents and a higher percentage of younger residents, particularly those under 39 years of age.

Racial/Ethnic Composition

As shown in Figure D-03, the predominant racial/ethnic component of the City is African American, making up 92.95% of the population. The remainder is made up of: 2.61% white; 2.10% Hispanic; 1.96% other; and, 0.38% Asian, according to Esri data as depicted in Figure D-04.

DeKalb County by comparison, is: 54.3% African American; 34.8% white; 8.7% Hispanic; 5.9% Asian; and, 2.2% other.
(NOTE: DeKalb numbers exceed 100% - source: ACS)

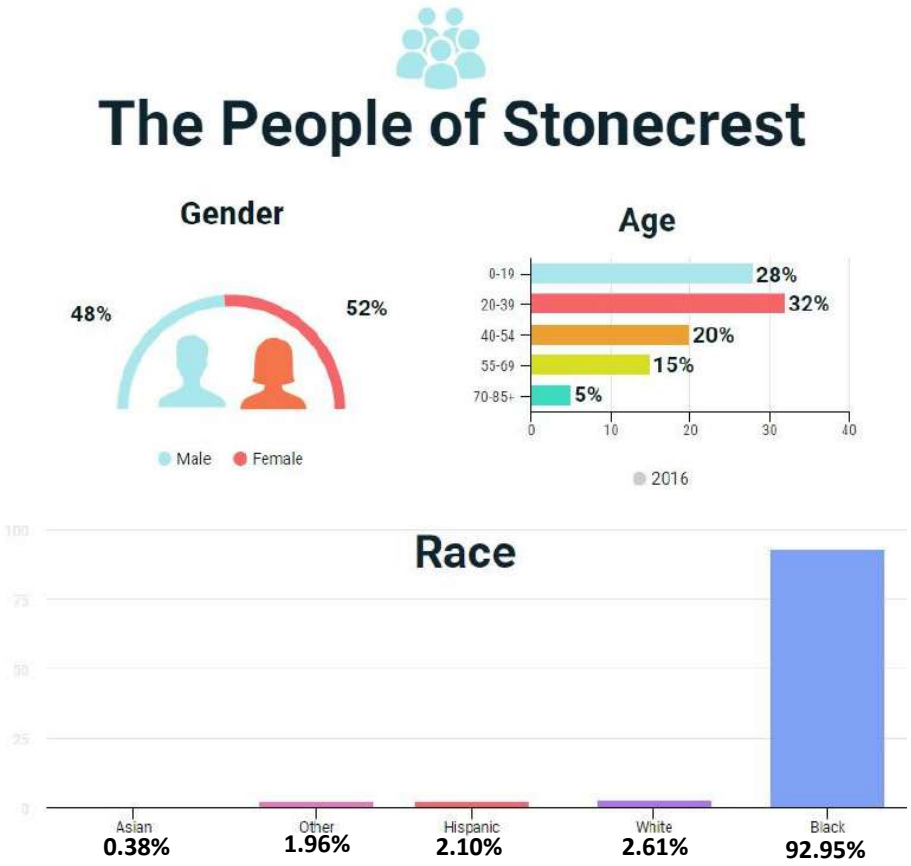

Figure D-04—Gender/Age/Race

Educational Attainment

By comparison with DeKalb County and the State of Georgia, the City of Stonecrest fairs well with regard to educational attainment, except when it comes to higher education.

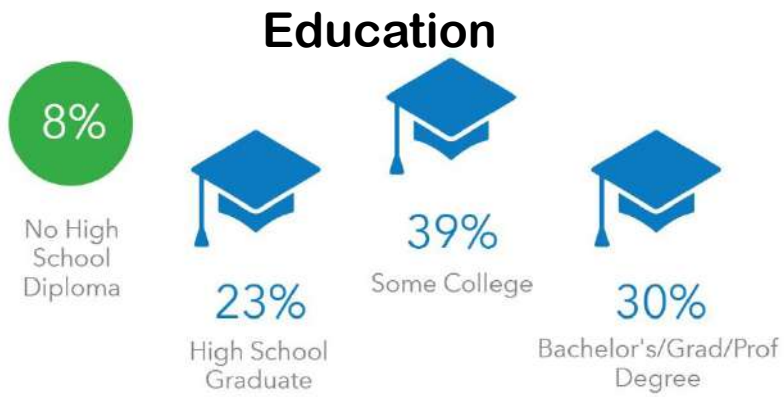

Figure D-05—Educational Attainment

For high school graduates, Stonecrest falls behind the State graduation rate of 28.10%, but is ahead of the DeKalb County rate of 20.90%. With regard to bachelor's, graduate, or professional degrees, Stonecrest's rate is slightly above the State rate of 29.40%, but much lower than DeKalb County's rate of 41.80%.

Stonecrest has a much higher rate of people who have had some college education, but have not completed a degree. The State rate for that statistic is 21%, while the rate for DeKalb County is 19.30%.

Household Income

Household income is also an area where Stonecrest is behind both DeKalb County and the State of Georgia. DeKalb county's median income is $52,623, while the State median income is $51,037. As illustrated below, Stonecrest's median income is $2,313 below the State's. Per capita income is similar in ranking, with DeKalb County at $30,517, the State at $26, 678, and Stonecrest comes in at $25,295.

Figure D-06—Income

3.2 Economic Development

The State of Economic Development

The City of Stonecrest was created on the premise of forging a new brand and a robust economy for this portion of DeKalb County. Community leaders saw the potential for growth and development; yet felt underserved as part of unincorporated DeKalb County. As a newly incorporated city, elected officials have made economic development their top priority. With recent national retail closures affecting the city, elected officials are considering and implementing a myriad of plans and strategies to combat the decline in traditional retail.

Unemployment in Stonecrest is estimated at just under 9% - almost 2.5 times the state average of 3.6% (Source: GA Dept. of Labor). According to data provided by Georgia Power, three of the largest industry sectors in the Stonecrest zip codes (Federal government, local government, retail discount stores) are projected to have declines in job growth over the next 5 years. Refer to Figure ED-01—Economic Development by Industry. The Atlanta Regional Commission report's that Stonecrest median household income is $48,724 in 2018. The American Community Survey indicates that the average home value is $189,198. The retail core which is centered around the Mall at Stonecrest (at I-20 and Turner-Hill Road), is the primary shopping district for the area and is the focus of the City's efforts to attract and recruit new retail facilities while working to retain existing retail outlets and services.

Despite retail closures, projected population estimates and retail leakage analysis suggests that the City of Stonecrest can currently support between 217,000 - 282,000 square feet of new retail development through expansion of existing businesses, a grocery-anchored neighborhood center of 25 to 30 new businesses that could include a mix of local and national restaurants and retailers. The *2012 Livable Centers Initiative Study* for the area commissioned by DeKalb County cites the Stonecrest Mall retail core as having a significant competitive advantage for retail redevelopment and attraction due to its access, design, lack of competition, and traffic and commute patterns. The LCI study also suggests that the office market, located in the Northlake submarket, can support nearly 50,000 square feet of new office development and a total of 117,500 square feet of office space over the next decade. To support and accommodate the City's current and future workforce, a range of housing types must be available for various income levels, including affordable units in proximity to the City's major retail and employment centers.

Job creation and business attraction are top-of-mind for the City's economic and business development agenda.

Figure ED-01 - Economic Development by Industry
Largest Industries w/Projected Job Changes 2017-2022

INDUSTRY	2017 JOBS	2022 JOBS	CHANGE in JOBS (2017-2022)	% CHANGE	2016 EARNINGS PER WORKER
Federal Government, Civilian, Excluding Postal Service	1,704	1,275	-429	-25%	$117,263
Local Government, Excluding Education & Hospitals	1,577	1,540	-37	-2%	$63,464
General Medical & Surgical Hospitals	1,323	1,449	126	10%	$64,744
Full-Service Restaurants	969	1,016	47	5%	$23,827
Limited-Service Restaurants	954	971	17	2%	$17,472
State Government, Excluding Education & Hospitals	902	976	74	8%	$60,021
Warehouse Clubs & Supercenters	789	1,034	245	31%	29,529
Polystyrene Foam Product Manufacturing	661	675	14	2%	$57,749
Discount Department Stores	581	460	-121	-21%	$21,255
General Freight Trucking, Long Distance Truckload	569	688	119	21%	$53,984

Source: 2017 US Census Estimates.

The State of Economic Development continued:

The potential for mixed-use development around Stonecrest Mall; opportunities to develop and promote the City's natural areas and the Arabia Mountain National Heritage Area for tourism; and a regional conference center and amphitheater represent some major economic development initiatives Stonecrest is committed to implement.

Marketing and branding of the community's assets and amenities to attract new business and development opportunities is also a major priority for the City.

Stonecrest's economic development efforts also include working with the Georgia Department of Economic Development, DeKalb County, Stonecrest Development Authority, Georgia Power, the development community and other local economic development partners to forge partnerships that advance the various plans and strategies that will lead to successful economic development outcomes.

Business Employment

Currently, Stonecrest has approximately 3,275 businesses within its boundaries. A majority of the City's employed are in retail trade and transportation and utilities. In Table 2—Economic Development by employment, it provides a breakdown of the City's employed population by industry sector. Further analysis of the Stonecrest workforce shows that over 62% of the employed population have jobs classified as white collar (management, business, sales, administrative, etc.) with just over 18% in occupations defined as blue collar. Table 3—Economic Development by Occupation, illustrates the percent of the workforce employed in white collar versus blue collar occupations.

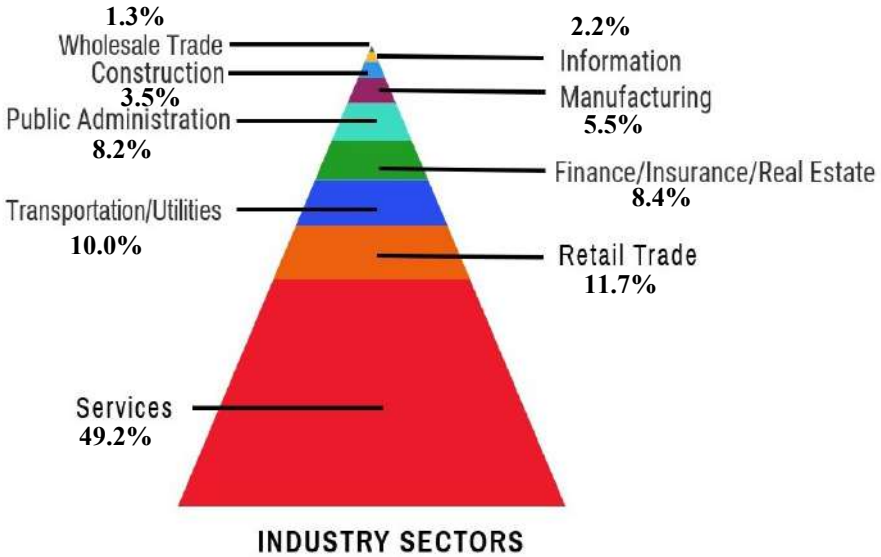

Figure ED-02 - Industry by Sector Source: 2017 US Census Estimates.

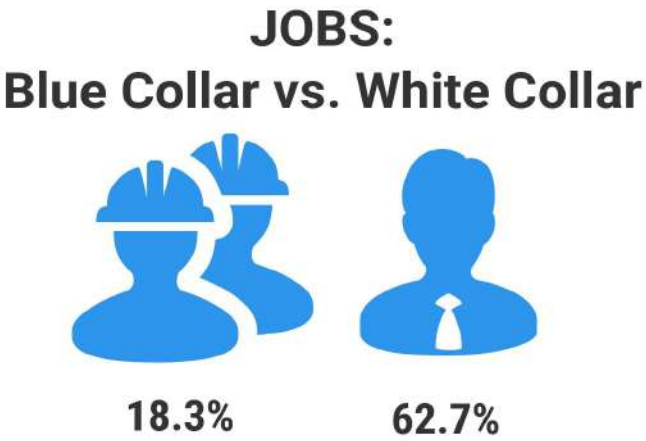

Figure ED-03—Business Employment Source: 2017 US Census Estimates.

Economic Development by Occupation 2017 Employed Population 16+ by Occupation	%
Total Employed 26,750	100
WHITE COLLAR:	81.7%
Management/Business/Financial	13.9%
Professional	20.2%
Sales	7.9%
Administrative Support	20.7%
Services	19.0%
BLUE COLLAR:	18.3%
Farming, Forestry, Fishing	0.0%
Construction/Extraction	3.0%
Installation/Maintenance/Repair	2.0%
Production	3.7%
Transportation/Material Moving	9.6%

Economic Development Strategies

Stonecrest's priorities for creating economic development opportunities in the City (business attraction and recruitment; job creation; infrastructure and quality of life improvements; and marketing and branding) were detailed in the 2013 LCI Study, before the area became incorporated. These priorities helped to formulate the following strategies which also emerged from the LCI:

- Create a marketing and branding campaign to attract new businesses and new development; retail, entertainment, regional sports facilities, corporations and offices to locate in the community, focusing on redevelopment of the land west of the Mall into a lifestyle center.

- Create a Stonecrest Community Improvement District (CID) to help implement and fund recommendations in the LCI Study Area.

Work with the development and investment community to launch a public private partnership initiative program aimed at developing and funding recommendations in the LCI Plan:

- Conduct a market study for the feasibility of an Amphitheater and a Conference Center in the Stonecrest area. Based on market find-

ings, work with the development community, local hotels, and the school district to develop these amenities.

- Utilize incentives to attract businesses and new development, such as: investment in roadways and public space; market studies resulting from the LCI Plan; zoning incentives; and, initiation of a TAD. Further explore Enterprise Zone and Opportunity Zone programs for Stonecrest.

- Partner with DeKalb Schools to encourage development of a Conference Center for graduation and educational facilities in future educational SPLOST funds.

Local Economic Development Agencies, Programs & Tools

Implementation of the City of Stonecrest's economic development strategies and initiatives will require collaboration and partnerships with a variety of agencies and organizations in DeKalb County, many of whom the City has already begun to work with. These agencies provide assistance to ensure the economic development objectives the City has set can move forward expeditiously . The following is a listing of the key economic development resources available in DeKalb County and a brief summary of the programs they offer.

Stonecrest Development Authority

The Stonecrest Development Authority met on December 13, 2018, and adopted bylaws. In the transition to Home Rule, the City of Stonecrest continues to partner with *Decide DeKalb*.

Decide DeKalb, the economic development arm of DeKalb County, serves as the driving force to attract, expand, and retain businesses in the County.

Decide DeKalb's work program is guided by the County's Economic Development Strategic Plan. The agency provides the following economic development assistance:

- Financing & Incentives
- Site Selection
- Small Business Resources
- Workforce Programs
- Start-up & Capacity Building
- Brownfield Assistance
- Down Payment Assistance

DeKalb Chamber of Commerce

Founded in 1938, The DeKalb Chamber of Commerce is the voice of the business community in DeKalb County. A membership-based organization, the Chamber provides support to the initiatives set by its business members and ensures that the Chamber is able to communicate. The DeKalb Chamber of Commerce is the voice of the business community in DeKalb County. A membership-based organization, the Chamber provides support to the initiatives set by its business members and ensures that the Chamber is able to communicate with DeKalb County at large about issues directly affecting DeKalb County communities. The Chamber works closely with the Decide DeKalb Development Authority, County, and other agencies to support economic development initiatives.

Georgia Department of Economic Development

The Georgia Department of Economic Development (GDED) is the state's sales and marketing arm. They take the lead in attracting new business investment, encouraging the expansion of existing industry and small businesses, aligning workforce education and training with in-demand jobs, locating new markets for Georgia products, attracting tourists to Georgia and promoting the state as a destination for arts. They also lead the State's film, music and digital entertainment projects as well as planning and mobilizing state resources for economic development. Some of the tools that GDED utilizes to attract business and industry are: marketing available buildings and sites; formulating incentive packages for qualifying industries; and, workforce training programs.

Atlanta Regional Commission

The Atlanta Regional Commission is the regional planning and intergovernmental coordination agency for the 10-county Atlanta region. Since 1947, ARC and its predecessor agencies have helped focus the region's leadership, attention and resources on critical issues. The Commission's broad areas of support and assistance include:

- Aging & Health
- Community Development
- Leadership & Engagement
- Natural Resources
- Transportation & Mobility
- Workforce & Economy

All of the agencies identified above have resources to support the economic development efforts of local communities. The City of Stonecrest can access these resources for funding, technical assistance and economic development planning.

3.3 Housing

The Housing Chapter provides a framework for promoting a diverse housing supply, protecting and improving the health and livability of the City's neighborhoods, and making adequate provisions for the current and projected housing needs of all economic segments of the community. The City must foster housing that is affordable to those at all income levels – from those who are homeless, to low-income and workforce families, and those earning higher wages.

Economic changes associated with the 2009 Financial Crisis have also influenced the local and national markets, reducing opportunities for homeownership and eroding rental housing affordability. Between 2010 and 2016, housing prices nearly rebounded and the number of foreclosures slowed; however, recovery has not come to all families. Low-income families are more likely than those with higher incomes to face housing instability. Across three indicators of housing stability (housing affordability, the foreclosure crisis and homelessness), not only were low-income families hit the hardest during the Great Recession, but they have also recovered the slowest (or have not recovered at all) and continue to struggle.

Georgia MLS— 2570 Keystone Place

The Stonecrest Comprehensive Plan includes several housing and community development goals such as working to end homelessness, supporting equitable investment in public facilities and improvements, and assisting the housing and service needs of the elderly. These concepts are further defined under the following four categories, which form the organizational basis for the goals and policies of this chapter:

- **Housing Choices and Supply**
- **Housing Affordability**
- **Neighborhood Vitality and Character**
- **Special Housing Needs and Homelessness**

Housing Characteristics

Inventory

According to the US Census Bureau, there were 22,550 housing units in the City of Stonecrest in 2010. Projections for 2018 indicate that number increased to 23,207. The housing inventory in Stonecrest is predominantly single-family, although multifamily makes up about 39.5% of housing in the city. Over 75% of homes were built between 1980 and 2009 – which indicates a fairly young housing stock, though there was a significant decline in housing starts following the "Great Recession".

Georgia MLS—4331 Klondike Road

Demographics

At the time of the US Census 2010, the total number of "occupied" households in the City was 19,674. One-person households made up 48.3% of all households. Of 19,674 households, 1,208 (6.1%) had individuals who were 65 years of age or older. Occupancy by race was 94% African-American, 4% Caucasian, and 2% Hispanic or other.

According to Census data, 59.5 percent of all housing units in Stonecrest were single-family, 39.5 percent were multi-family (including duplexes), and 1.0 percent were mobile homes.

Terrace at Parlview

Household Size

According to 2018 Census data, there were 23,207 occupied residential units, including 2,156 units that were vacant. The average household size was 2.52 people per household, a slight decrease from the average household size of 2.55 in 2010. Going back to 1990 and 1980, the average household size in the city was 2.60 and 2.70, respectively. For DeKalb County as a whole, the average household size was 2.45 in 2010. This local trend of smaller household sizes reflects similar trends nationwide.

Neighborhood Vitality and Character

The City's distinct neighborhoods include residential districts that are differentiated by housing density, age, size, architectural style, condition and other features, and commercial districts with mixed housing types. These neighborhoods, each with their own unique character, offer a variety of housing and lifestyle opportunities.

The community also values healthy and safe neighborhoods. Conditions of homes and neighborhoods can have powerful effects on the short- and long-term health quality and longevity of its residents. A neighborhood's physical characteristics may promote health by providing healthy food choices and recreational opportunities that are free from crime, violence and pollution. Neighborhoods with strong ties and high levels of trust among residents may also strengthen health.

Wesley Stonecrest Apartment Homes

Occupancy and Tenure

The City had a total of 23,207 housing units (includes all types) as reported by the 2012-2016 American Community Survey (ACS) Housing Summary. It was reported that 21,051 housing units were occupied and 2,156 units were vacant – a vacancy rate of 9.3%. (See Figure HO-1). Unoccupied rental units made up 58% of all vacancies, while 18% of vacant units were homes for sale. Of occupied housing units in the city, 10,944 (52%) were owner-occupied. Rental units comprised of 48% (10,107) of all housing units. Reference Figure HO-2.

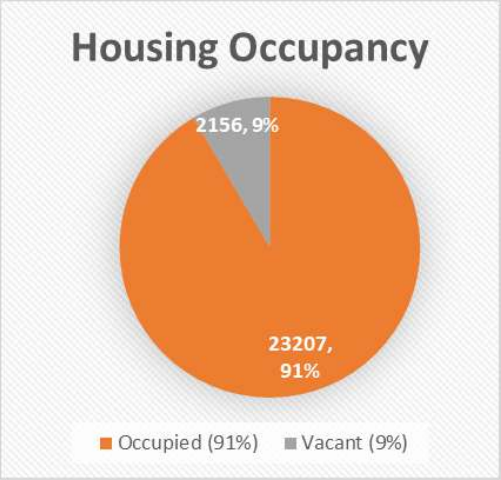

Figure H-01 – Housing Occupancy by Unit

The 2008-2009 Financial Crisis resulted in depressed absorption rates on formerly active new home communities from 2009 to 2013. The situation was further impacted by excessive inventory of new homes available for sale. The excess supply over demand resulted in significant reductions in home values, leading to a decline in builder profitability, and a steep reduction in new housing starts.

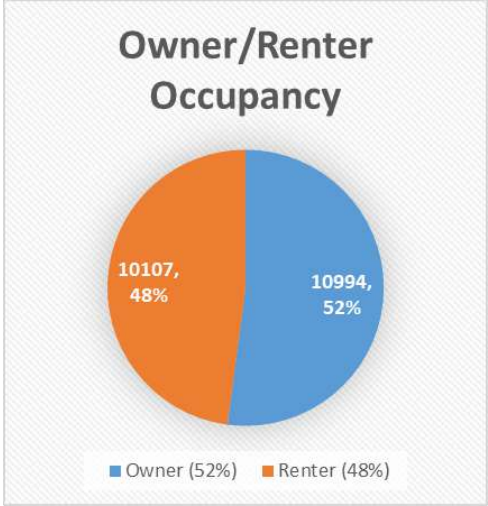

Figure H-02 – Ownership Status by Unit

Age

The age of housing in the City of Stonecrest is fairly young compared with the rest of DeKalb County. Although there was a significant drop-off in housing starts following the 2009 Financial Crisis, the city experienced significant growth in the twenty years prior to the collapse of the housing market. Roughly 57% of all housing units in the city were built after 1990.

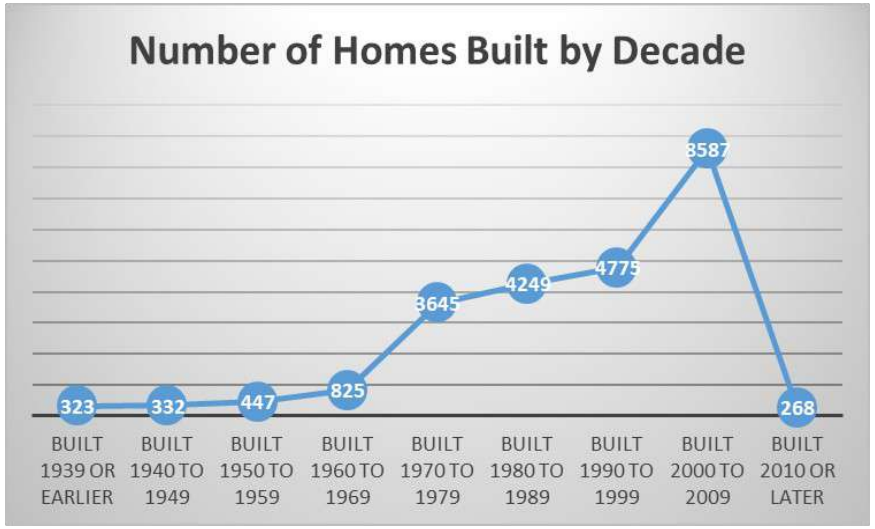

Figure H-03 – Housing Units/Year Built

The collapse of the housing market in 2008 resulted in a number of unfinished residential developments in Stonecrest. Once considered a growing blight on the community, these developments provide an incentive to developers who are able to purchase shovel-ready lots at discounted rates.

Cost of Housing

Home Prices

The following table, HO-4, shows 2018 ACS data for number of housing units within ranges of assessed values for single-family housing (structures and land) units in Stonecrest. These valuations include condominium units with their share of common elements. The 2018 average price was $189,198.

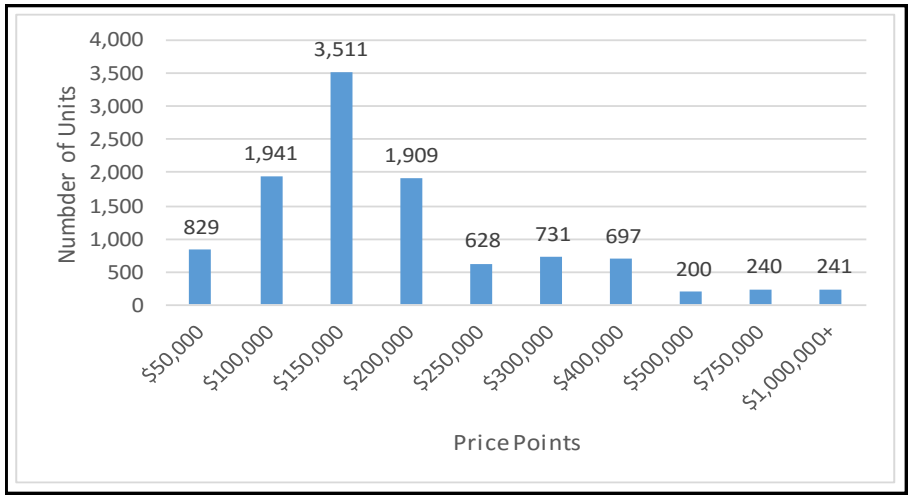

Figure H-04 – Owner-Occupied Units at Selected Price Points

Housing Affordability

Perhaps the most pressing and complex challenge facing the City is housing affordability for all economic segments of the community. The quality of any city is defined, in large part, by whether families and individuals are able to find the type and size of housing that fits their household needs at a price they can afford. Communities that offer a range of housing types and affordability provide more opportunity for families and individuals to live where they choose. This allows workers to live near their jobs, older family members to continue to live in the communities where they raised their families, and younger adults to establish new households.

The generally-accepted definition of affordability is a household that pays no more than 30% of its annual income on housing. HUD sets income limits on housing affordability based on an area's median family income (typically for a family of four). When discussing levels of affordability, households are characterized by their income as a percent of the area's median family income. Data obtained from the Atlanta Regional Commission reports the Median Household Income for Stonecrest was $48,724 in 2018.

Families that pay more than 30% of their income for housing are considered "cost burdened" and may have difficulty affording necessities such as food, clothing, transportation and medical care. Applying this 30% metric to a family with an income matching the Stonecrest median of $48,724, the amount of housing cost that would be considered affordable would be $14,617/year, or $1,218/month.

According to 2012-2016 ACS Estimates, of owner-occupied housing units, 11.9% of Stonecrest households were "severely cost burdened," spending more than 50% of their income for housing, while another 33.4% were "cost burdened," spending more than 30% of their income on housing.

Assessing housing affordability needs requires an understanding of household incomes and availability of housing that's affordable to residents across all income levels.

Affordability Gap

The affordability gap is the difference between the percentage of City residents at a particular income level and the percentage of the City's housing stock that is affordable to households at that income level. Where affordability gaps exist, households must take on a cost burden to pay for housing.

Low-income households face a severe housing cost burden. As reported, the median household income for Stonecrest is $48,724, the amount of housing cost that would be considered affordable (30%) would be $14,617/year, or $1,218/month. Moderate Income is considered to be 80% of Area Median Income (AMI). Low-Income is considered to be 50% AMI, and Very-Low-Income is considered to be <=30% AMI.

% of Area Median Income	30% Housing Affordability (Annual Cost)	30% Housing Affordability (Monthly Cost)
100% AMI = $48,724 (Area Median Income)	$14,617	$1,218
80% AMI = $38,979 (Moderate Income)	$11,694	$974
50% AMI = $24,362 (Low Income)	$7,308	$609
30% AMI = $14,617 (Very Low Income)	$4,385	$365

Figure H-05– Housing Affordability and Household Income

Home Price	Number of Homes at that Price Point	Money Down	Monthly Payment
$50,000	829	$5,000	$534
$100,000	1,941	$10,000	$834
$150,000	3,511	$15,000	$1,134
$200,000	1,909	$20,000	$1,435
$250,000	628	$25,000	$1,735
$300,000	731	$30,000	$2,035
$400,000	697	$40,000	$2,636
$500,000	200	$50,000	$3,037
$750,000	240	$75,000	$4,738
$1,000,000	128	$100,000	$6,240
$1,500,000	90	$150,000	$9,243
$2,000,000	23	$200,000	$12,246

Figure H-06—Housing Affordability by Price Point and Availability

Based on the Area Median Income (AMI) in Stonecrest, roughly, 6,281 homes would be considered affordable at 30% cost/ household income, out of an inventory of 10,927 surveyed. Thus, approximately 57.5% of available housing in affordable at the Area Median Income – 42.5% of housing in Stonecrest may be unaffordable to the average family household.

Rental Housing

Based on AMI, the average household in Stonecrest could expect to pay around $1,218 per month on housing. This estimate would vary per household depending on household size and space needs. Of the 10,982 rental units available in the city, 95.9% of rental units would fall with the affordability index, meaning that affordable housing options are more plentiful within the city's rental housing market. Again, affordability is dependent on household size, household income, and individual circumstances.

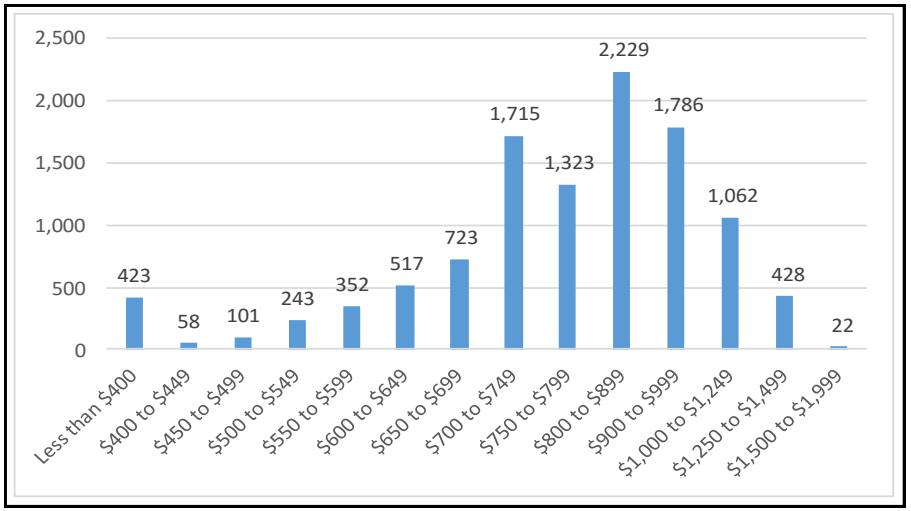

Figure H-07– Renter-Occupied Housing Units by Rent

Key Findings

The overall characteristics of housing in Stonecrest is a mix of low-to-medium-density single-family detached neighborhoods, attached townhomes, multifamily apartments, and suburban and rural single-family homes on the southern part of the city. Priorities of the City, as expressed in the Stonecrest LCI Study are to concentrate higher density residential development along major highway corridors and areas that are serviced by public transportation. Housing in the Klondike District is recommended for a residential conservation designation, coupled with historic preservation incentives to protect cultural heritage.

Vacancy in the city remains problematic. At the height of the Financial Crisis in 2010, the vacancy rate for the city's owner-occupied inventory was 12.8%. As of 2018, the vacancy rate remains high at 9.3%. By comparison, the metro average rate is around 6% for rental units, and 1.8% of "for-sale" units. This protracted vacancy rate could be attributed to excessive surplus of housing units built prior to 2009, a steep decline in property values – as much as 50% in 2012, and slow absorption of existing and new homes in the market with limited demand. Until more units are absorbed, and new construction catches up with market demand, the city may continue to be vulnerable to another housing crisis should there be another downturn in the local, state, or national economy.

Most of Stonecrest's homes are less than 30 years in age. As a result, we would expect to see less deferred maintenance in the more recently developed parts of the city. However, the southern portion of the community has more of the older housing stock, and may benefit from a subsidized housing rehabilitation program.

Housing affordability remains a concern for Stonecrest. The numbers of owner-occupied households spending more than 30% of household income on housing payments is 33.4% - by HUD definition, these household are considered "cost burdened" – of those, 11.9% are considered "severely cost burdened", spending greater than 50% of their household income on housing. Resources should be identified to help bring down the initial costs to homebuyers, as well at opportunities to maintain a level of affordable housing options for renters and homebuyers.

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3.4 Natural and Cultural Resources

This section provides an inventory of the City's natural resources including its water resources, watershed management plans, wastewater management plan, soils, rivers, groundwater recharge areas, and wetlands. In addition, this section identifies the programs, regulations, and activities currently in place to protect the City of Stonecrest natural and environmentally sensitive resources. Further this section addresses the issues, problems and opportunities associated with these resources.

Environmental Planning Criteria:
Natural resources are those that occur within the environment in their original and natural form, undisturbed by humanity. These natural resources are derived from the environment. While a few of these resources are used for the survival of residents like water and air, the rest of those resources are used for satisfying our daily needs like, coal, gas and oil. Natural resources also provide a variety of other environmental benefits, such as supporting wildlife, providing places for people to interact with nature, minimizing flood damage and increasing property values.

Environmental conditions place certain opportunities and constraints on the way that land is utilized. Many areas and resources that are vulnerable to the impacts of development require protection by government regulation and by other measures. These regulations and measures are needed to protect areas where residents can enjoy a hike along the Arabia Mountain PATH, or relax in the Browns Mill Park area.

The City of Stonecrest takes pride in the diversity of natural resources that lie within its city limits. As the city grows, the conservation and protection of environmentally-sensitive resources will become even more important to manage. One of the goals of Stonecrest is to balance growth and economic development with protection of the natural environment. This balance should be done in conjunction with the statewide goal for natural resources, which is to conserve and protect the environmental and natural resources of Georgia's communities. Currently, the city is under an intergovernmental service agreement with DeKalb County to manage and control the city's water resources.

The Georgia Department of Community Affairs Minimum Planning Standards requires that the City of Stonecrest review the Metropolitan North Georgia Water Planning District (Metro Water District) plans covering its area and there Rules for Environmental Planning Criteria to determine if there is a need to adapt local implementation practices, or development regulations to address protection of these resources. Regional Water Plans for the City of Stonecrest area are included in the DeKalb County Water Supply Conservation Management Plan, Watershed Management Plan, and Wastewater Management Plan, all promulgated by the Metro North Georgia Water Planning District. The Rules for Environmental Planning include criteria for protection of the following resources: water supply watersheds, groundwater recharge areas, wetlands, river corridors, and mountains.

Water Resources

The City of Stonecrest has rich and priceless streams, rivers, lakes and wetlands. These natural features support a wide variety for citizens, from drinking to recreation and irrigation. In addition, these resources provides wildlife habitat for both aquatic and terrestrial (land living) living. Both animals and humans depend on having a clean water source for survival. Therefore, it is important to understand the local water supply.

Regional Water Plans/Regulations

In 2001, the Georgia General Assembly created the Metropolitan North Georgia Water Planning District (Official Code of Georgia Annotated [O.C.G.A.] §12-5-572) to preserve and protect water resources in the 10-county metropolitan Atlanta area. The Metropolitan North Georgia Water Planning District (Metro Water District) is charged with developing comprehensive regional and watershed-specific water resource management plans to be implemented by local governments. The City of Stonecrest is located within the DeKalb County Metro Water District and has service delivery agreements to continue the use of DeKalb County utilities and services.

The Water Resource Management Plan brings together water supply and conservation, wastewater management, and watershed management into a single, integrated document. Combining these three plans enables the Metro Water District to look at water management in a holistic fashion, helping meet the future needs of the Metro Water District while protecting water quality and supply in the District, as well as downstream communities. Below is a summary of each Water Resource Management Plan and plan recommendations.

The Metropolitan North Georgia Water Planning District conducts its planning within the framework of Georgia's regional water planning process. Georgia Environmental Planning Division has established criteria for regional water plans, and the District ensures compliance with these criteria.

Water Supply and Water Conservation Management Plan

Since DeKalb County controls the water resources for the city through an intergovernmental service agreement, this plan addresses the existing water supply and treatment facilities, water demand forecasts, water conservation analysis, water conservation program, water supply sources, water supply facilities, water reuse, local planning recommendations, water supply issues, state and regional policy recommendations, education and public awareness, plan implementation, and future plan evaluation as outlined in the DeKalb County plan. Specific action items from the local water planning section of the plan include development of local water waster plans, local emergency water plans, water supply watershed protection and water system asset management.

DeKalb's Watershed Management department has been plagued over the years by including outdated meters, water billing issues and a decaying sewage system that is the source of regular spills. These plagues will negatively impact the development in Stone-

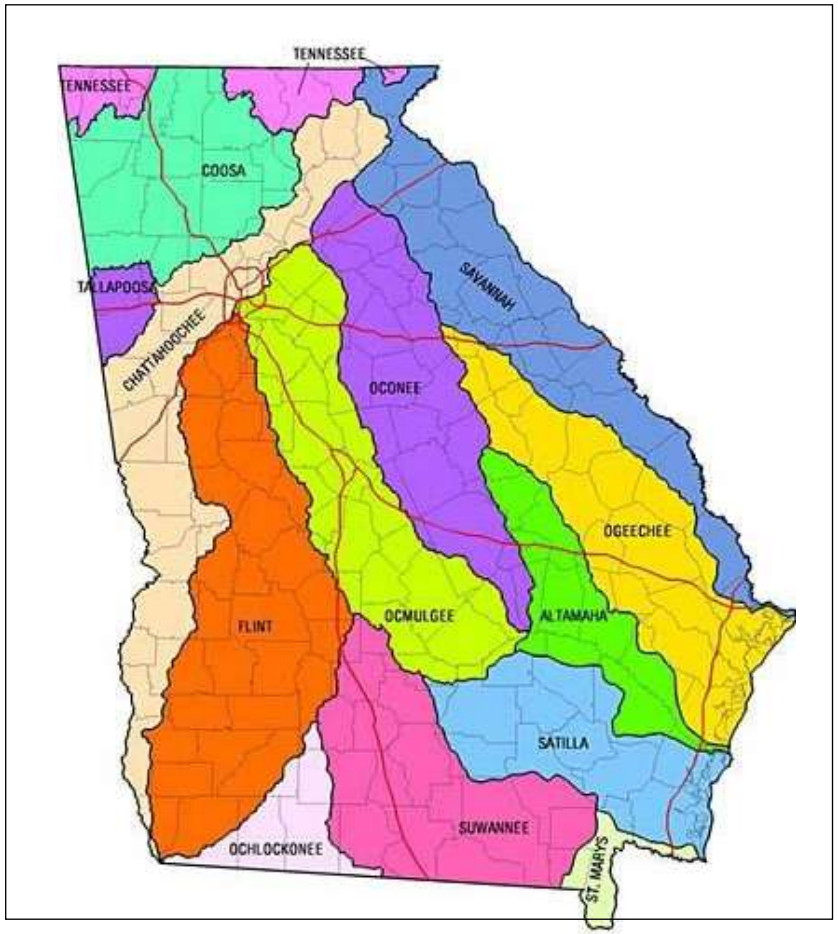

Figure NC-01— Watersheds in Georgia

crest. Studies should be undertaken on how to control the current issues with the permitting of water and sewer. The study should address best practices to mitigate impediments to development in Stonecrest.

Watershed Management Plan

The City of Stonecrest is located within the Upper Ocmulgee Watershed (03070103). Refer to Figure NC-01. The Watershed Management Plan includes strategies and recommendations for watershed and stormwater management and water quality protection for regional, state and local governments. Specific actions for local management measures include Post-Development Stormwater Management Ordinance, Floodplain Management Ordinance, Stream Buffer Protection Ordinance, Illicit Discharge and Illegal Connection Ordinance, Litter Control Ordinance, Comprehensive Land Use Planning, Sanitary Sewer and Septic System-Coordination, Greenspace and Green Infrastructure Tools for Watershed Protection, Stormwater Management Design Criteria and Standards, Local Education and Public Awareness Programs, and Watershed Improvement Projects.

Wastewater Management Plan

The Wastewater Management Plan includes long-term strategies for wastewater management, an implementation schedule for public wastewater treatment, comprehensive waste waster planning for sewer service areas, and management of privately owned septic systems. The plan states that local wastewater master plans must ensure that wastewater services are developed cost effectively, with a long-term regional perspective and good customer service. The plan's specific action items for implementation in local wastewater master plans include: Development of Local Wastewater Master Plans and Establishment of Policies for Connection to Public Sewers.

The City of Stonecrest, which has service delivery agreements with DeKalb County, conducts its water resource management planning within the framework of the state's regional Water Planning Council planning process and follows the guidance of Georgia EPD. The updated Water District Plan for DeKalb County provides a comprehensive approach to highlight the interrelationships between water, wastewater and watershed management. Figures NCR-1 describes the Major River Basins in the Metropolitan Atlanta Area.

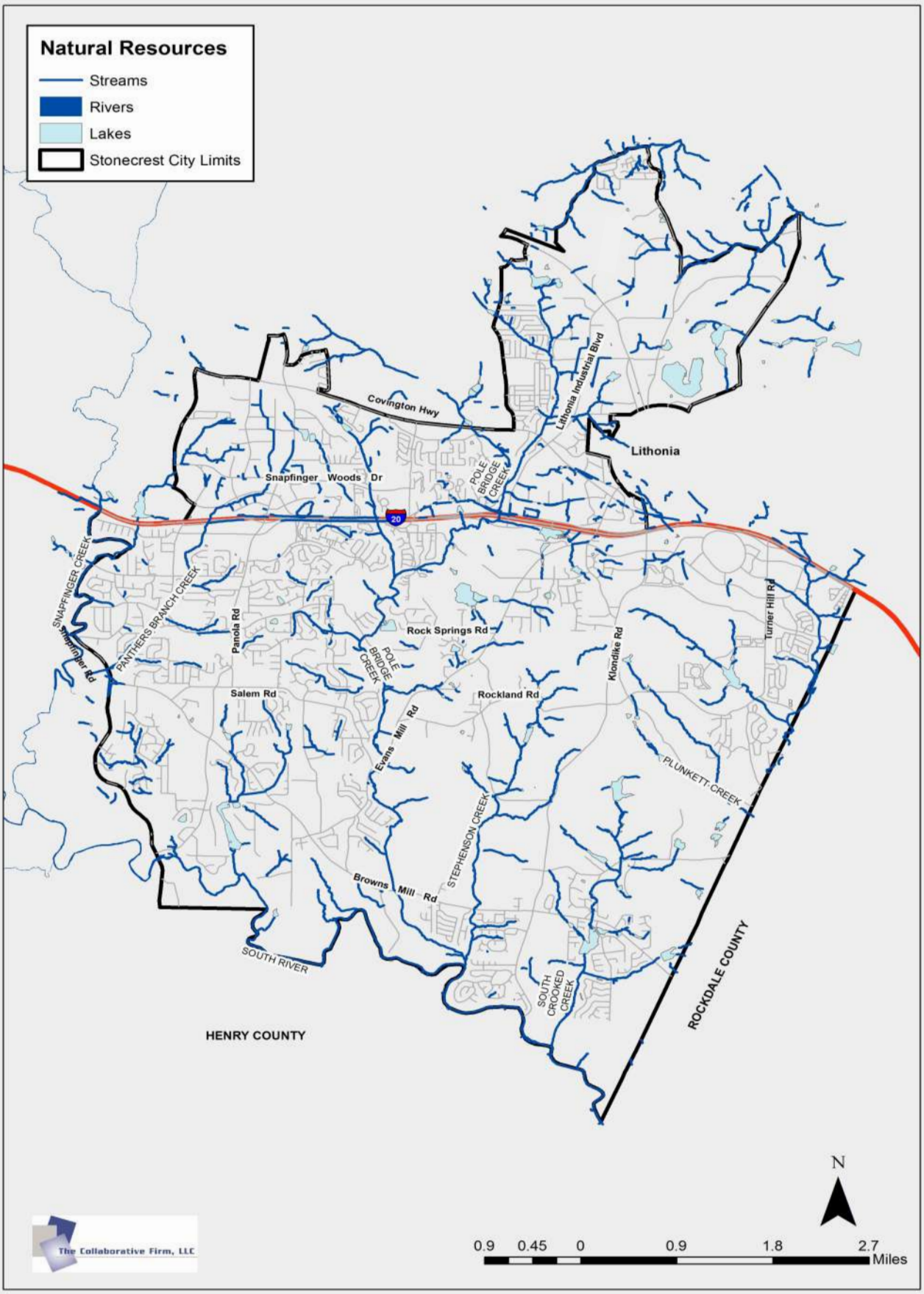

Figure NCR-1: Metropolitan North Georgia Water Planning District: Major River Basins

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Stonecrest is located in the southern part of DeKalb County which is located within the Gainesville Ridges District of the Piedmont Province. This area is characterized by a series of northeast trending, low, linear, parallel ridges separated by narrow valleys. The County's valuable resources have been inventoried and assessed for management, conservation and long-range benefits to the community.

The assessment also considers the potential vulnerability of the community's natural resources to land development and other human activities.

Erosion control is handled through the existing DeKalb County erosion and sedimentation control ordinance. Steep slopes, such as those on Stone Mountain may cause erosion but are protected by the erosion and sedimentation ordinance. Stone Mountain is protected as part of a public park governed by a state authority.

Additionally, the Davidson-Arabia Mountain Nature Preserve was designated a major resource park by DeKalb County in 1987. The area is over 2000 acres in size featuring a 950-foot granite mountain with a lake and nature trails, and interpretive tours on the endangered species, wildflowers, and geology found on Arabia Mountain. Several federally protected, endangered and threatened submerged plant species grow in the vernal pools located on the mountain. These species are native to scattered granite outcrops found in South DeKalb County. They are Blackspore Quillwort (Isoetes melanospora) and the Pool Sprite (Amphianthus pusillus) also known as the Little Amphianthus and Snorkelwort. These species are threatened by their limited distribution and the destruction of their habitat from quarrying, off-road vehicle use, dumping and adverse land use such as pastures and storage facilities.

Through December 2005, DeKalb County's Parks Bond and Greenspace program has added 1,250 acres to the Davidson-Arabia Mountain Nature Preserve. This designated area began as a County only effort, however as the project has developed, it has not only become a regional effort but also a State effort to protect this natural habitat.

Soils

The soils of DeKalb County fall into twelve U.S. Soil Conservation Service categories. The majority of the soils have a loamy surface layer with clay subsoil. The soil types range from poorly drained on nearly level ground to well drained soils on steep slopes. The eastern section of the County contains several hard granite outcroppings. These areas are Rock Mountain and Pine Mountain north of Lithonia, and Arabia Mountain which is in the City of Stonecrest. The soil which surrounds these rock outcroppings is typically shallow with depths that often prohibit the use of septic tank fields, sewer lines and foundations. These soil conditions occur in small areas and impose severe development restrictions. Continued preservation of this resource is important to the surrounding community and the citizens of Stonecrest and DeKalb County. Other development limitations occur along floodplains which have steep slopes and unstable sedimentary soils. Development in these areas is restricted by the County's environmental, zoning, and development ordinances.

DeKalb County Water Treatment Plan

DeKalb County Water Mains

Rivers

The Chattahoochee River is the major source of drinking water for Stonecrest, as well as other areas in metro Atlanta. Protecting that resource is of great importance. Responsibly managing the rivers that traverse the County continues to be a priority for DeKalb County as development pressures increase and erosion and flooding cause property damage. These river corridors also provide habitat for fish and other wildlife and allow the movement of wildlife to promote species diversity. Water conservation is an important element in meeting the City of Stonecrest's future water supply needs. The Regional Water Supply Plan prepared by the Atlanta Regional Commission shows that over 20 percent of the region's water supply must come from water conservation efforts. The need for water conservation has only been reinforced by disputes with neighboring states and difficulties encountered in building new or reallocating old reservoirs. A concerted effort is needed by governments, businesses and citizens to put conservation measures in place.

Stormwater Runoff

The County's wastewater treatment plants should eventually be able to treat sewage so adequately that most of the pollutants flowing to the streams will do so in stormwater runoff. This stormwater runoff pollution is known as non-point source pollution. As streets, structures and paving replace woods and fields, the layers of undisturbed soil, vegetation, and plant material that slow and filter runoff are lost. As a result, the rate and amount of stormwater runoff then increases and flows quickly into streams through a network of drainage pipes and channels. Pollutants, including dust, dirt, litter, animal droppings, motor oil, gasoline, pesticides, fertilizers and other toxic materials deposited on the land surface are flushed into streams each time it rains. Additionally, this fast moving runoff erodes construction areas and other bare soil, adding sediment to the runoff. The runoff and its load of pollutants and sediment pour into streams, resulting in the erosion and undercutting of stream banks, downstream sedimentation, and overall degradation in water quality. Non-point source pollution can quickly pollute a stream. Sediment smothers aquatic habitat and pollutants decrease oxygen and poison fish and wildlife. Erosion destroys stream banks and damages property and public facilities such

as bridges and utility lines. In the future, DeKalb County, along with other local governments, as well las industrial companies will need to develop programs to control both water quality and quantity of runoff.

Groundwater Recharge Areas

The Georgia Department of Natural Resources (DNR) has mapped all of the areas in the state which are most likely to serve as groundwater recharge areas. In DeKalb County, there are several areas with thick soils which indicate probable groundwater recharge areas. They range in size from (1 to 4 miles) and are located to the northeast of Dunwoody, around Doraville, around the City of Decatur, to the north of the Seaboard Coast Railroad, to the south of Belmont, north of Lithonia and a small portion located along the Rockdale-DeKalb County line.

These areas are classified "Significant Recharge Area" by the Georgia DNR which requires that an ordinance protecting these resources be adopted, implemented and enforced. According to DNR's Environmental Planning Criteria, this ordinance should limit development densities, the design of stormwater infiltration basins, and the handling of hazardous materials within the recharge area. Since Stonecrest is impacted by a groundwater recharge area (along the Rockdale-DeKalb County line), the city should adopt an ordinance to protect classified "Significant Recharge Areas."

Wetlands

According to maps prepared by the U.S. Department of Interior, Fish and Wildlife Service there are various wetlands in DeKalb County. The majority of the wetlands are located in flood prone areas of perennial creeks. Based on map analysis and field studies, two general wetland categories or systems are present in DeKalb County: Lacustrine and Palustrine. One Lacustrine wetland type is located in DeKalb County, the Lacustrine Limnetic Unconsolidated Bottom. This wetland includes all wetland and deep-water habitats with at least 25% cover of particles smaller than stones and a vegetative cover less than 30%. Unconsolidated Bottoms typically lack large stable surfaces for plant and animal attachment. Plants common to this wetland type includes bald cypress, duckweed, bladderworts and yellow-eyed grass. The Palustrine System includes all non-tidal wetlands dominated by trees, shrubs, persistent emer-

gents, emergent mosses or lichens, and all such wetlands that occur in tidal areas. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: 1) area less than 20 acres; 2) active wave-formed or bedrock shoreline features lacking; 3) water depth in the deepest part of basin less than 2m at low water; and 4) salinity due to ocean-derived salts. The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen, and prairie, which are located throughout the United States. It also includes the small, shallow, permanent or intermittent water bodies often called ponds. Palustrine wetlands may be located shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. Plant species common to this type of wetland includes barnyard grass, black gum, cattails, cottongrass, foxtail, and winterberry among others.

Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall ecosystem.

The criteria for wetlands protection give local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. The County wishes to adopt and enforce the Department of Natural Resources protection standards for wetlands. All future development in DeKalb County should be prohibited from wetland areas unless it can be demonstrated to the Board of Commissioners that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered by the County including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands. Additionally, the Board of Commissioners will consider aggressive techniques such as the development of wetlands mitigation banks which are being used successfully throughout the United States to protect and preserve wetland areas.

Since 2005, DeKalb County has been working on developing a greenway system with a comprehensive watershed approach that is result-oriented. This plan will preserve ecologically significant natural corridors along our headwaters, streams, flood plains, wetlands, and creeks. Greenways will also serve to preserve recharge areas for ground water infiltration. The Georgia DNR requires that the county adopt, implement, and enforce an ordinance protecting "Significant Recharge Areas." DeKalb's ordinance must include limits on impervious surface areas accompanying development, infiltration of storm water, and regulation for the handling of hazardous materials.

Arabia Lake—Davidson-Arabia Mountain Nature Preserve

3.5 Historic Resources

The City is fortunate to have one of only 49 National Heritage Areas (NHAs) in the country, located mostly within its corporate limits, as well as a National Register Historic District (NRHD). NHAs are designated by Congress as places where natural, cultural, and historic resources combine to form a cohesive, nationally important landscape. Through their resources, NHAs tell nationally important stories that celebrate our nation's diverse heritage. NHAs are lived-in landscapes.

Consequently, NHA entities collaborate with communities to determine how to make heritage relevant to local interests and needs. An NRHD is an historic district that is listed in the National Register of Historic Places. The National Register is our country's official list of historic places worthy of preservation. It includes individual buildings, structures, sites, and objects as well as historic districts that are historically, architecturally, or archaeologically significant. National Register listing recognizes the significance of properties and districts. By doing so, it identifies significant historic resources in a community.

Arabia Mountain National Heritage Area

The Arabia Mountain National Heritage Area sits in Districts 1, 4 and 5. The AMNHA encompasses 40,000 acres in portions of three counties: DeKalb, Rockdale and Henry and two incorporated cities: Stonecrest and Lithonia. Modern history of the area began in the early 19th century with Anglo-American settlement. At that time, the area was sparsely populated by Creek and Cherokee Tribes. It is believed that the area was a buffer between the two nations, used as a trade and transportation corridor. The land was ceded to the State of Georgia by the Creeks in 1821. The land was then distributed to settlers via the Georgia Land Lotteries. Throughout the rest of the 19th and most of the 20th centuries, the area remained very sparsely populated, with many of the roads remaining unpaved until the mid 1950's.

The creation of the Atlanta Augusta Railroad in 1845 allowed the granite quarrying industry in the area to flourish. Remnants of this industry can be seen throughout the National Heritage Area in the form of quarry office ruins, rock ledges, and the prolific use of stone on homes and businesses. Diversification came to the quarrying industry when it was discovered that adding granite grit to chicken feed helped with the birds' digestion. The Davidson family, which owned several quarries in the area, became the largest supplier of poultry grit in the world. It was claimed that the particles of mica in the grit helped the chicken's gizzard break down food.

The surrounding land was used for small-scale farming. Several historic farmsteads remain in the AMNHA, including the Lyon Farm, Vaughters' Farm, and privately owned parcels along Klondike and Goddard Roads. Small settlements developed along crossroads, such: the Klondike National Register Historic District; the South River (Ocmulgee River Watershed); the Flat Rock Community, and the railroad.

In 2001, after DeKalb County's Greenspace Referendum allocated $135 million to preserving the county's greenspaces, referendum funds were used purchase a nearly 1000-acre parcel of land between Panola Mountain and Arabia Mountain. In 2006 Congress voted to designate the Arabia Mountain National Heritage Area, now one of only 49 NHAs in the United States. Stewardship is handled by the Arabia Mountain Heritage Area Alliance (AMHAA), a non-profit which works to promote and preserve the natural, scenic, cultural and historic resources. The oversight board is made up of citizens or representatives from the three counties of the National Heritage Area as well as representatives of tourism sites, neighborhood organizations and conservation groups.

In 2007, the area along Klondike Road encompassing the three historic crossroads was added to the National Register of Historic Places as a designated NHRD. Of the 40,000 acres that make up the National Heritage Area, roughly one third is located within the City of Stonecrest.

Flat Rock Community & Archives

Flat Rock is one of the oldest continuously-occupied African-American communities in Georgia. Founded before the end of slavery, the Flat Rock Community stretches across Stonecrest's District 4. Two major historic features – the Flat Rock Archive and the Flat Rock cemetery – help tell the story of the Flat Rock community and connect local citizens to history in their back-yard.

The story of Flat Rock is one of community and resilience. As African-Americans left the South for opportunity for work and freedom from Jim Crow, small, rural communities struggled to survive. With acreage of his own, local farmer and businessman T.A. Bryant began selling pieces of his land. He sold as many as 30 parcels of his land to keep Flat Rock alive so that sharecroppers could own their own piece of Flat Rock. The result is a community that has endured and continues to thrive today.

Today, the Flat Rock Archives is housed in the historic T.A. Bryant homestead, built in 1917. Through programs and tours, this local non-profit preserves and shares the community story including stewardship of the Flat Rock Cemetery.

Flat Rock Archives & Flat Rock Cemetery

Klondike National Register Historic District

The Klondike Historic District is a rare surviving example of a rural crossroads community. It contains some of the oldest houses in the area. Many of the buildings in the historic district were built with granite quarried from nearby Arabia Mountain. The roughly T-shaped district is formed by the intersection of Klondike Road, which trends north to south, and South Goddard Road, which runs east to west. The district comprises mostly single-family residences, agricultural complexes, and a few corner stores. Agriculture is no longer practiced in the community, though some of the outbuildings survive. The rural character of the area is conveyed through the open fields and wooded lots located among the houses. Granite, quarried at nearby Arabia Mountain, was used to build many houses and outbuildings in the district. Regrettably, two contributing buildings in the Klondike National Register District were recently demolished.

Vaughters' Farm

S.B. Vaughters' Farm along Klondike Road Is the last dairy farm landscape in DeKalb County, once considered a hub for milk cows in Georgia and arguably the Southeast. The gray barn stands in the middle of a protected field. A PATH Foundation paved trail runs along the edge of the property. Vaughters' former farmhouse is located across the street. Built in 1946 by Mr. Vaughters and Johnny Waits, Sr., the house was framed with wood cut from the site and finished with locally quarried Lithonia granite. Mr. Vaughters witnessed many farm landscapes disappear with rapid development and wanted to see his farm landscape preserved.

The idea to turn the mid-century farmhouse into the center of operations for the National Heritage Area was conceived as part of the NHA planning process with the National Park Service.

Vaughters' Farm Barn

Mr. Vaughters sold the property to Georgia State Parks in 2002. His farmhouse is now the administrative hub of the Arabia Mountain National Heritage Area. A hiking trail follows that tree line along the former pasture and the recently rehabilitated barn is available for guided tours.

Lyon Farm

This family farm is one of the oldest homesteads in the area. The Lyon Family was one of the first white settlers along the South River and descendants lived here until 2006. It is now owned by DeKalb County Watershed Management. The main portion of the farmhouse dates to the 1850s and family history notes that slaves once lived in the basement. Outbuildings such as the barn, work shed and sorghum mill reflect the self-sustaining nature of the farm. The family raised cows, hogs, cotton, muscadines, bees and a fruit orchard.

Lyon Farm Residence

Evans Mill Ruins

Constructed and operated by the Evans family, this location on the creek took advantage of a drop in elevation. Dammed water was directed along the stone millrace to a wheel on the mill that would turn gears to grind grain. The mill ground wheat and corn. This was an active industry for the Evans family, who lived across the road. The mill was abandoned in the 1940s.

Evans Mill Remnants

Davidson-Arabia Mountain Nature Preserve

Arabia Mountain, a granite monadnock, is one of the most distinctive features of the National Heritage Area. The Arabia Mountain monadnock, or an isolated and exposed rock hill, is one of the few found in Georgia besides Stone Mountain and Heritage Area-sister, Panola Mountain. The unique topography and geology of a monadnock allows for unusual plant and animal species to thrive. Arabia Mountain has five species that are listed as both state and federally endangered.

Historically, Arabia Mountain was one of several locations where the quarrying of granite took place in the Area. Granite from Lithonia quarries, including Arabia Mountain, can be found throughout the United States, including in buildings at the U.S. Naval Academy, the Brooklyn Bridge, and as curb blocks. The evidence of quarrying activities are apparent in the industrial debris left on the mountain and of the abandoned structures once used by workers for storage, offices and shelter. The ruins of quarry buildings are found interspersed throughout the park and metal spikes that were used to split the granite are still embedded in the rock.

Quarry Operations Remnants

The Davidson family owned Arabia Mountain during much of the 20th century, and by the 1960s Davidson Granite Enterprises was the largest producer of granite in the world. In the 1970's, the Davidson family generously donated 500+ acres of Arabia Mountain and surrounding lands to DeKalb County. Since then, the park has been expanded several times and now includes 2,550 acres, several granite outcrops and two lakes.

Sunset at Davidson-Arabia Mountain Nature Preserve

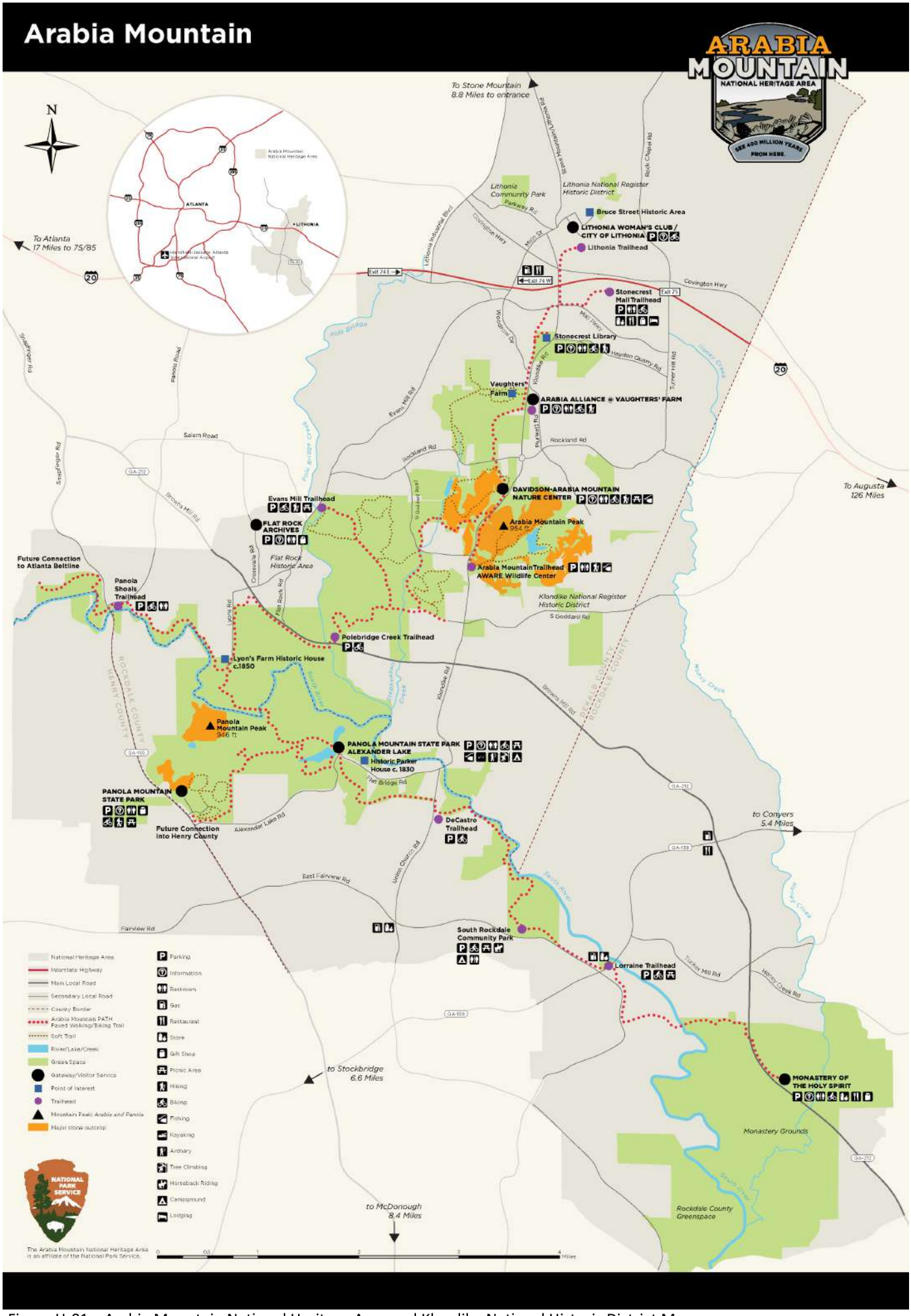

Figure H-01—Arabia Mountain National Heritage Area and Klondike National Historic District Map

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3.6 City Services and Facilities

The adequacy and capacity of community services and facilities are critical to maintaining a high quality of life in any community. The following sections provide a concise overview of existing community facilities, summaries of planned facilities and an evaluation of any deficiencies or considerations to be addressed as Stonecrest continues to grow over the next 25 years or so.

Public Safety Inventory & Assessment

Police

Public safety and police services are contracted through an *Intergovernmental Agreement* with DeKalb County. The DeKalb County Police Department's mission is to enhance the quality of life in DeKalb County by working cooperatively with the public and within the framework of the U.S. Constitution to enforce the laws, preserve the peace, reduce fear and provide for a safe environment.

The DeKalb County Police Department currently operates out of four area precincts. Within those precincts are approximately 860 sworn police officers and 232 support staff employees. The

Facebook.com/DeKalb County Police

City of Stonecrest is served primarily through the DeKalb Police Department – East Precinct, located at 2484 Bruce Street, Lithonia, GA 30038.

Divisions include Criminal Investigation Division, Internal Affairs, Special Services, Uniform Division, E911 Communications, Central Records, and Animal Services and Code Enforcement.

The DeKalb County Police Department is an accredited organization by the Commission on Accreditation for Law Enforcement Agencies

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(CALEA). Its members are devoted to ensuring the community is a safe place to live and work.

Emergency Medical Service (EMS)

The City of Stonecrest does not provide ambulance or Emergency Medical Service directly. Two of the four Fire Stations that serve the City of Stonecrest have Rescue Units, which, along with other fire department first responders also includes emergency medical personnel. Ambulance and Emergency Medical Technicians (EMT) are contracted through DeKalb County and are typically handled by private sector service providers.

Fire Protection

Fire Protection Services in Stonecrest are performed through an *Intergovernmental Agreement* with DeKalb County. The DeKalb County Fire Rescue Department (DCFRD) is a modern, all-hazards organization that responds to calls for fire suppression, emergency medical services, and other hazardous conditions impacting our community. The department is currently recognized by the Insurance Services Office (ISO) as being an ISO Class 2 fire department which places DeKalb County in the top three percent of recognized fire departments in the United States.

The department provides countywide coverage from 26 strategically located fire stations across DeKalb County. DCFRD serves all of the unincorporated areas of DeKalb County as well as the cities of Avondale Estates, Brookhaven, Chamblee, Clarkston, Doraville, Dunwoody, Lithonia, Pine Lake, Stone Mountain, Stonecrest and Tucker. The department also provides a wide arrangement of non-emergency services in the community through the Public Education Division, Fire Marshal's Office and the Investigations Unit.

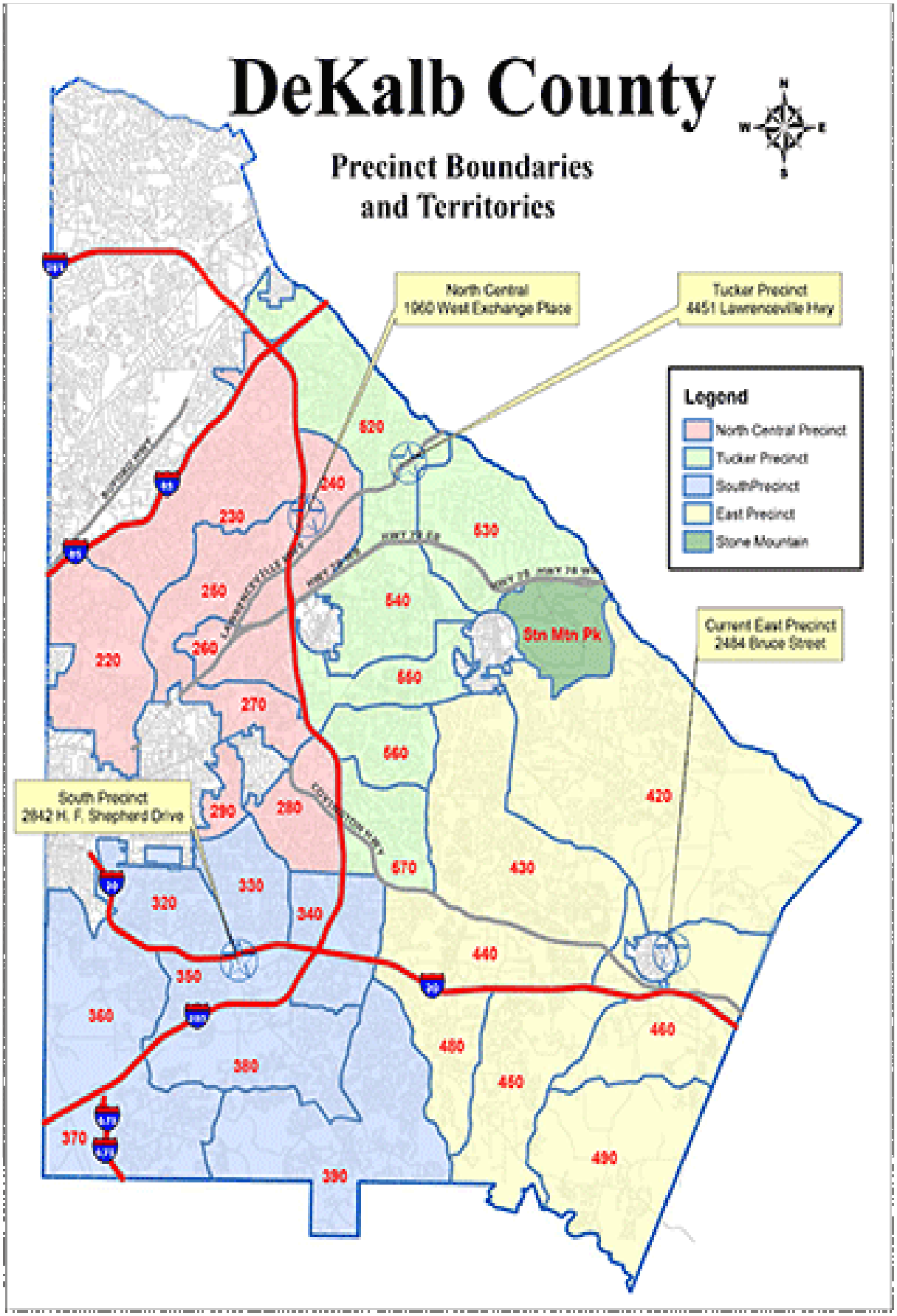
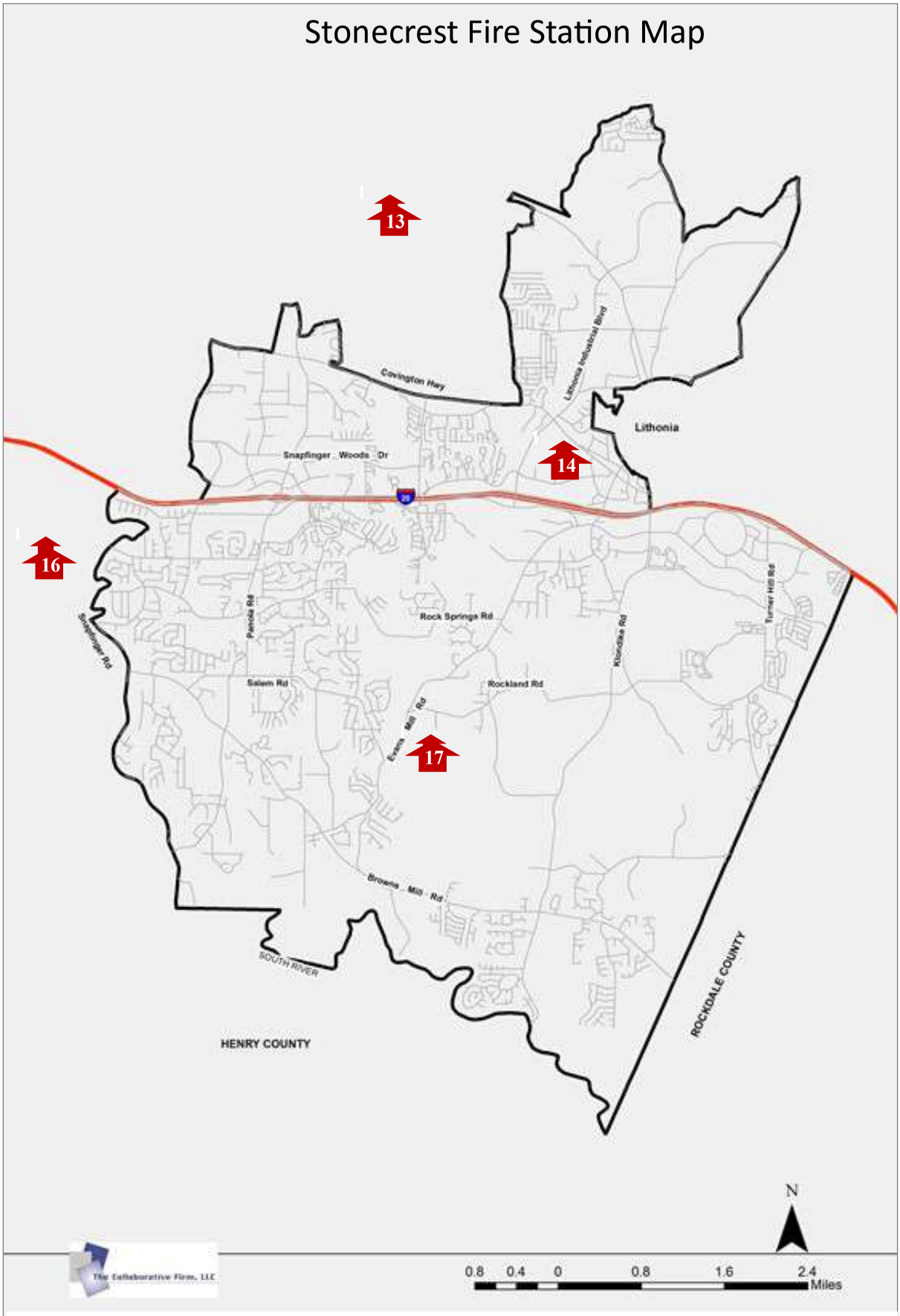


Figure CF-01 – DeKalb Police Precincts Map



Fire Stations 13 and 16 are not located within the City Limits of Stonecrest, but their service delivery area includes portions of the city.

Figure CF-02 – Fire Department Station Location Map

The following fire stations provide coverage for the City of Stonecrest.

Photo: DeKalb Fire and Rescue

Photo: DeKalb Fire and Rescue

Fire Station 13 – "Lucky 13"

Fire Station 13 originally opened in 1965 and its primary response area is the unincorporated Redan community, as well as portions of Stonecrest south of Covington Highway, from Panola Road to Miller Road on the city's southwest side. Station 13 is part of the Fourth Battalion, and Engine 13 and Res-

Fire Station 14 – "Guard Dawgs"

Fire Station 14 originally opened in 1965 to serve the City of Lithonia and the surrounding areas. Station 14 is part of the Fourth Battalion, and Engine Company 14 is assigned to the station. Address: 7207 Covington Highway.

Fire Stations 13 and 14 are not physically located within the city, but their

Fire Station 16 – "The Fighting Sixteenth"

Fire Station 16 opened in 1967 to serve the Wesley Chapel community, including parts of northwest Stonecrest. Station 16 is part of the Fourth Battalion, and Engine 16, Truck 16, and Rescue 16 (ALS) are assigned to the station. Address: 2770 Pleasantwood Drive.

Photo: DeKalb Fire and Rescue

Fire Station 17 – "Arabian Knights"

Fire Station 17 was opened in 1976 to serve the communities surrounding Arabia Mountain. Station 17 is part of the Fourth Battalion, and Quint 17 (pump and ladder truck), Battalion Four, and Wild Land Team are assigned to the station. Address: 3900 Evans Mill Road.

Photo: DeKalb Fire and Rescue

Library Facilities Inventory and Assessment

Residents of Stonecrest have access to two quality public libraries – Salem-Panola Library and Stonecrest Library. Collections offered at both branches consists of books for adults, teens, and children, including adult learning, audiobooks, newspapers and periodicals, and DVDs. Public facilities at these locations include a library café, conference rooms, meeting rooms, seminar/study rooms, teen areas, and youth services areas.

The libraries offer public access computers, internet access, MS Office, free Wi-Fi, and access to monochrome and color printers. The facilities boasts copier services, a "Friends Group", ongoing book sale, self-checkout, and voter registration. Library facilities and services are considered to be excellent and far exceed minimum standards established by the American Library Association (ALA).

Salem-Panola Library - 5137 Salem Road

Stonecrest Library - 3123 Klondike Road

Educational Facilities Inventory & Assessment

Public Schools

Schools serving residents of the City of Stonecrest are operated through the DeKalb County Board of Education. Stonecrest is robust with public educational opportunities for students of all ages, to include eleven (11) public schools. Located within the City Limit are three high schools, one charter school, one middle school, and seven elementary schools. Reference Figure CF-04for a list and location of public schools in Stonecrest.

Lithonia High School

Lithonia High School is a public high school located in Stonecrest, Georgia, near Lithonia. A part of the DeKalb County School District, it serves 1,450 students in grades 9-12. The school offers many clubs and extracurricular activities, including book club, Future Business Leaders of America, robotics, marching band, and chorus. Sports include baseball, football, basketball, volleyball, swimming, golf, tennis, soccer, track, gymnastics, cheerleading, softball, and wrestling.

Miller Grove High School

Miller Grove is the largest constructed high school in DeKalb County. All instructional spaces receive natural daylight through walls of windows. The media center and cafeteria are state of the art, and the gymnasium comfortably seats over 2,000 people.

Arabia Mountain High School

Arabia Mountain High School Academy of Engineering Medicine and Environmental Studies is located on the edge of the Davidson-Arabia Mountain Nature Preserve. This public high school opened in August 2009. It is a LEED-certified building and uses the "Environment as an Integrating Context for learning" (EIC) curriculum. It is connected to the DAMNP via a spur of the Arabia Mountain PATH.

Leadership Preparatory Academy (Charter)

Leadership Preparatory Academy opened its doors in August 2010, with the vision of becoming the highest performing charter school in the nation that produces well rounded leaders for the 21st century. Leadership Preparatory Academy develops scholars through a rigorous academic program that engages all stakeholders to maximize students' potential to lead in the 21st century.

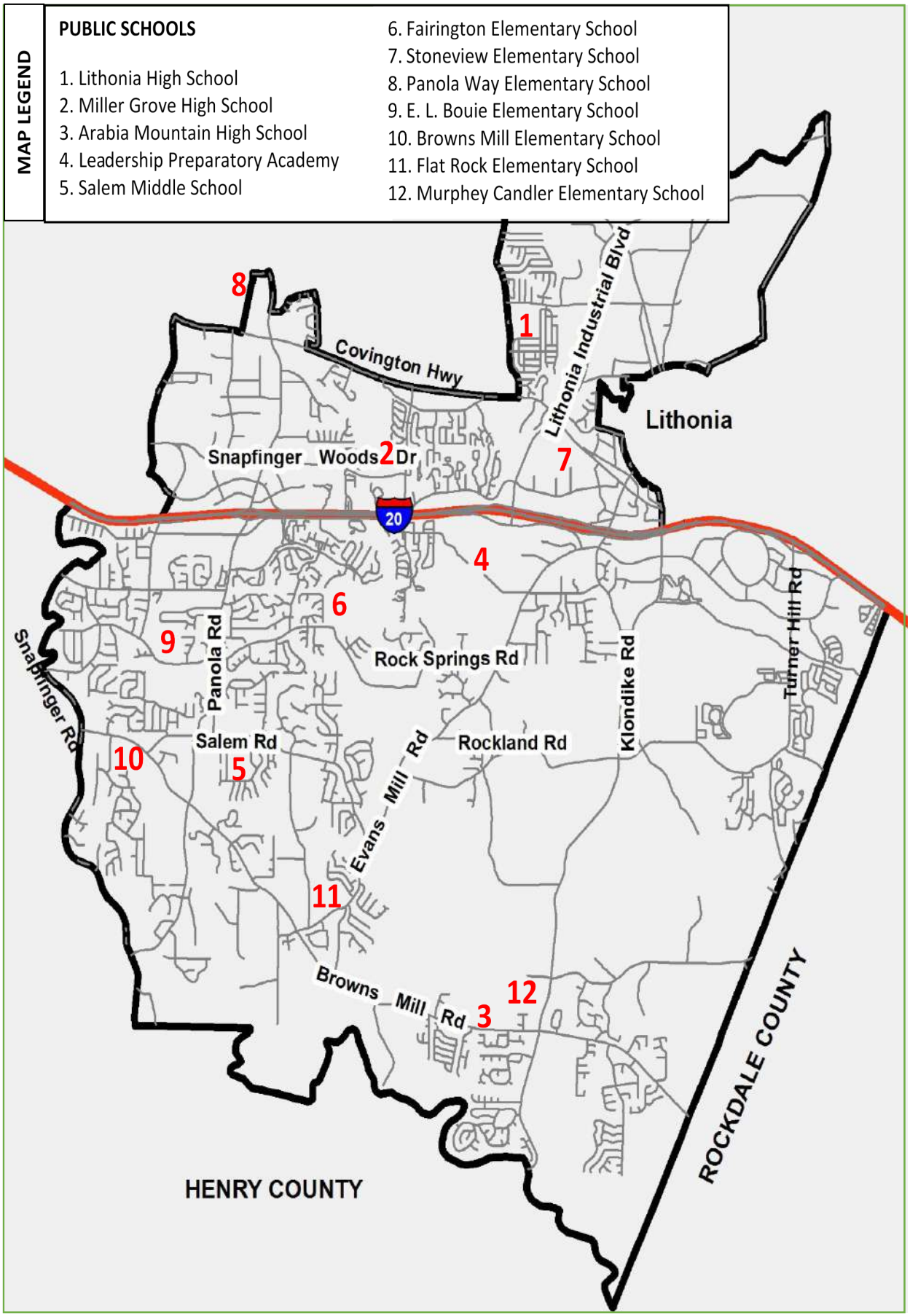


Figure CF-03 – Public Schools Map

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Salem Middle School

There are 13 extra-curricular organizations offered for student participation, including two academic-driven programs which provide Salem students with instructional and extra-curricular opportunities that keep them actively engaged in the learning process. The vision of Salem Middle School to achieve academic excellence with the collaboration of all stakeholders for all students by providing a world-class educational program.

Fairington Elementary School

Fairington Elementary School, founded in 1975, is one of 83 elementary schools in the DeKalb County School System. The students are served by a dedicated staff of administrators, counselors, teachers, specialists, and other support personnel. The mission of Fairington Elementary in partnership with staff, parents and community is to provide educational experiences that will enable students to become college and career ready citizens able to compete in a global society.

Stoneview Elementary School

Stoneview Elementary School, located outside the city limits of Lithonia, Georgia, officially opened in 1963. As the community has grown, so has Stoneview's student population; resulting in ten classrooms and a gymnasium added in 1998. The school's enrollment is approximately 930 students in Pre-K through 5th grade. Stoneview Elementary School provides a nurturing environment for all students.

Panola Way Elementary School

Panola Way Elementary School opened in 1986 and is located in Stonecrest, Georgia. A new addition was added to the original structure in 2004. Currently, the school serves students in grades Pre-Kindergarten through 5th Grade.

E. L. Bouie Elementary School

The mission of Edward L. Bouie, Sr. Traditional Theme School is to provide educational opportunities that will enable all students to achieve their highest potential. Bouie Elementary is a school within a community that attracts elementary students from neighboring schools because of the unique features designed to meet the needs of students and parents. The Traditional Theme School is designed to offer students a comprehensive, interdisciplinary educational pro-

gram in a highly structured setting. Students are active participants in a challenging program which includes home study projects and exposure to a world language.

Browns Mill Elementary School

Over 700-plus students call Browns Mill Elementary home. In addition to a rigorous academic program, students are also able to take advantage of Art, Music, Spanish, Health/Physical Education and Computer Lab. The school's motto: Maintaining positive and respectful means of communication with students, staff, parents and other stakeholders. Mission: To build our community of learners by motivating and educating our students to succeed.

Flat Rock Elementary School

Flat Rock Elementary is one of Stonecrest's newest elementary schools. The state-of-the-art two story building houses 60 classrooms, a computer lab, a science lab, a library/media center, and a cafeteria. The school officially opened at the beginning of the 2007 – 2008 school year. The mission of Flat Rock Elementary is to provide each child with a quality and nurturing educational environment to become productive citizens embracing life-long learning.

Murphey Candler Elementary School

Charles Murphey Candler Elementary School's vision is to foster an environment of intentional problem solvers and critical thinkers for future generations. MCE Mission Statement: Through a nurturing culture that embraces diversity, promotes academic rigor, and fosters integrity, Charles Murphey Candler Elementary School will develop respectful, responsible college and career ready students in a safe, risk-free learning environment.

Educational Facilities Inventory & Assessment—Higher Education

Strayer University

Strayer has nine (9) campuses within the state of Georgia, and one is located within the City of Stonecrest. This university offers both on-campus and online classes, with degree opportunities in accounting, business & finance, criminal justice, education & training, health services administration, and information technologies, at the Lithonia/

Stonecrest Campus. Strayer provides associate, bachelor, and doctoral degree programs, and is considered to be a more affordable option to state colleges and universities. Strayer University is authorized to operate in the State of Georgia by the Georgia Non-public Postsecondary Education Commission.

Luther Rice College & Seminary

Luther Rice College & Seminary was founded in 1962 in Jacksonville, Florida. In 1988, a church building and property were donated in Stonecrest, and the college moved its main campus there in 1991. Luther Rice College & Seminary is approved by the State of Georgia to participate in the National Council for State Authorization Reciprocity Agreements (GA-SARA). GA-SARA is a voluntary, regional approach to state oversight of postsecondary distance education. The school offers both online and on-campus learning opportunities. Degree programs include Bachelor of Arts, Master of Arts, and Seminary Programs, including Master and Doctorate of Ministry. Luther Rice ranked in the top 5 of online colleges in the state of Georgia, and has a top 5 nationwide ranking for religious studies.

Technical Schools and Colleges

Georgia Piedmont Technical College (GPTC) - Regional Transportation Training Center

GPTC's South Campus is located just outside the city on Wesley Chapel Road. The College operates the Regional Transportation Training Center within the city of Stonecrest. The standard curriculum for this 8-week program consists of 220 hours of instruction to include classroom, lab, range, and an equivalent of 750 miles over the road. Successful graduates are eligible to test for a Commercial Driver's License (CDL) Class "B" or "Class A" license, a Technical Certificate of Credit from GPTC, and a defensive driving certificate.

Gupton-Jones College of Funeral Service

The college was founded in 1920 in Nashville, Tennessee, and moved to Atlanta in 1972. After outgrowing several locations, the College bought land on Snapfinger Woods Drive and built its new educational facility there in 1992. The Associate of Science curriculum at Gupton-Jones College of Funeral Service is designed to meet the prerequisites for licensure and employment in funeral service. The bachelor degree allows American Board of Funeral Service Education (ABFSE) funeral service associate degree graduates, who have passed both National

Board Exams (NBE) or is a licensed Funeral Director/Embalmer, to enroll in the program.

Premiere Beauty & Barber College

Premiere Beauty & Barber College (PBBC) has put together an educational training program catered to individuals in the hair-care and cosmetology industry. PBBC is ranked as one of the industry's Premiere Education facilities in the state of Georgia. Curriculum includes a Master Barber Program, Master Cosmetology Program, Student Instructor Program, CrossOver Program, Nail Technician, and Esthetician Program. Admission is open to prospective students (16 years or older) with a high school diploma or General Education Development certification (GED).

Key Findings

Given the population projections for the City, Stonecrest has adequate education provisions for children and young adults, from pre-k, to post-educational degrees. With eleven (11) public schools serving the residents of Stonecrest, the educational needs of young families appears to be satisfied. However, with seven (7) of those schools being Elementary Schools, and only one (1) Middle School, there may be a need to build additional Middle Schools to serve the area in the near future. For young adults, there are local opportunities for continued education and degree programs, as well as opportunities for technical educations in Stonecrest and nearby institutions of higher learning.

Recreation Facilities Inventory & Assessment

Davidson Arabia Mountain Nature Preserve

In the 1970's, the Davidson family generously donated 500+ acres of Arabia Mountain and surrounding lands to DeKalb County as a nature preserve for local residents to enjoy. Since then, the park has been expanded several times and now includes 2,550 acres, several granite outcrops and two lakes.

Today, the Davidson-Arabia Mountain Nature Preserve is a great place to hike, bike, and explore the fantastic natural wonders of a monadnock. In conjunction with the PATH foundation, miles of paved bike trails now meander through the preserve and provide a wonderful way to experience this one-of-a-kind natural and cultural resource.

ARABIA MOUNTAIN **PATH**

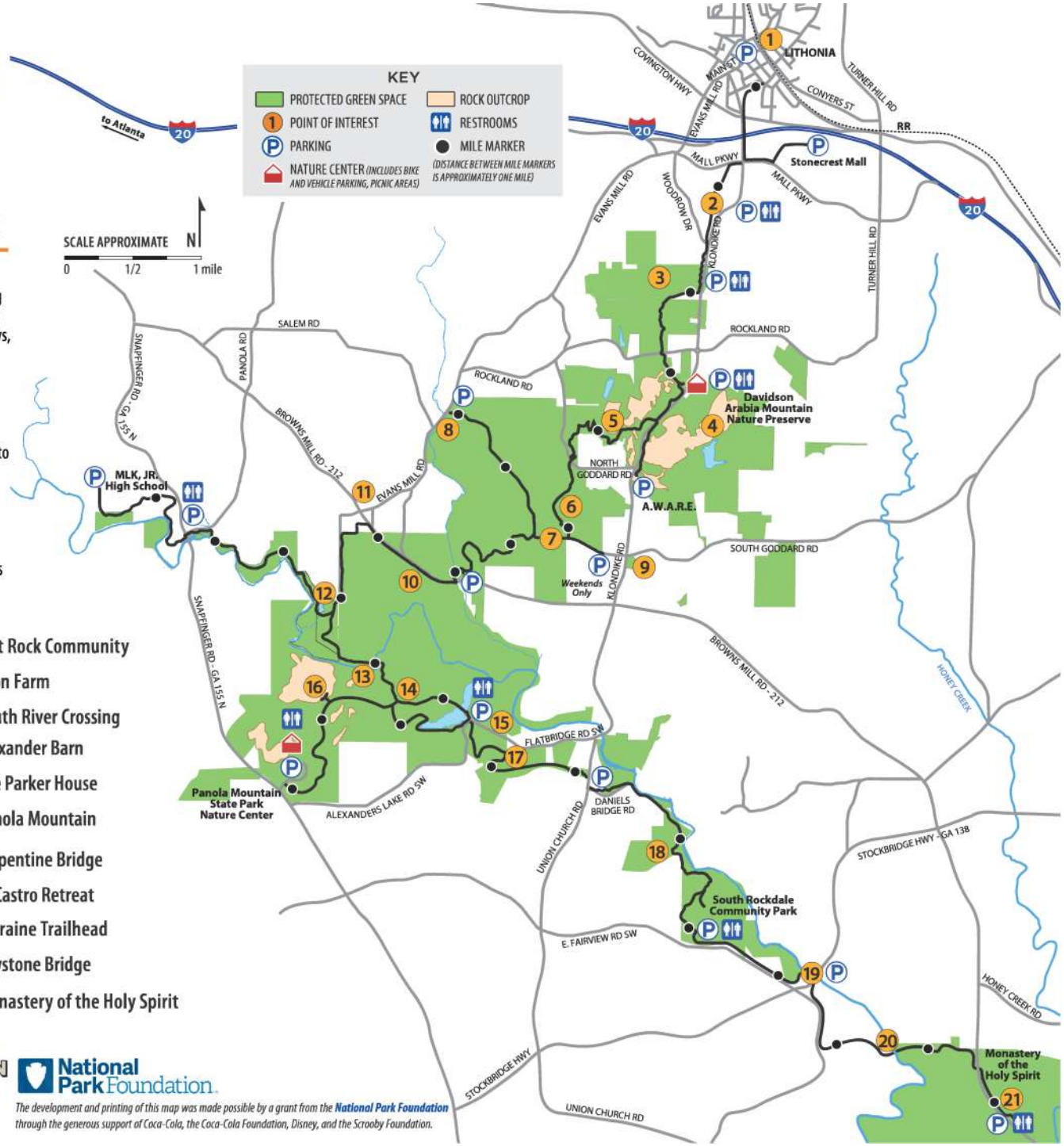
SELF-GUIDED PATH TOUR

Explore a land 400 million years in the making! The Arabia Mountain National Heritage Area (AMNHA) is a breathtaking landscape just east of Atlanta along I-20. Dominated by two massive granite outcrops, it offers visitors unparalleled views, compelling history and heart-pumping adventures.

The AMP is designed to link cultural, scenic, natural and historic sites and we've highlighted some of our favorite landmarks for you here. More than 30 miles of dedicated, paved trails are open to bikers and hikers. If you would like to explore soft trails, the Davidson-Arabia Mountain Nature Preserve offers bike racks at several trailheads.

Remember to always be prepared for your ride, take plenty of water, a cell phone, a trail buddy, and sunscreen. The terrain is hilly and cyclists should be aware that some climbs are particularly strenuous.

1. Historic District of Lithonia
2. Railroad Cut
3. Vaughters' Farm
4. Arabia Mountain & Quarry Remnants
5. Quarry Office Ruins
6. Farming Terraces
7. Horace King Commemorative Covered Bridge
8. Evans Mill Ruins
9. Historic District of Klondike
10. Pole Bridge Creek Wastewater Treatment Plant
11. Flat Rock Community
12. Lyon Farm
13. South River Crossing
14. Alexander Barn
15. The Parker House
16. Panola Mountain
17. Serpentine Bridge
18. DeCastro Retreat
19. Lorraine Trailhead
20. Keystone Bridge
21. Monastery of the Holy Spirit



The AMP was designed and built by the PATH Foundation in cooperation with the partners of the Arabia Mountain Heritage Area Alliance.

*The development and printing of this map was made possible by a grant from the **National Park Foundation** through the generous support of Coca-Cola, the Coca-Cola Foundation, Disney, and the Scrooby Foundation.*

Figure CF-04– Arabia Mountain PATH Map

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Arabia Mountain PATH

Linkages from Historic downtown Lithonia, Arabia Mountain National Heritage Area, Historic District of Klondike; South River greenbelt, and Panola Mountain State Park. The Arabia Mountain PATH includes over 33 miles of scenic recreational trails.

Browns Mill Park Recreation and Aquatic Center

The Browns Mill Park facility located at 5101 Browns Mill Rd in Stonecrest, Georgia, was built in 1970. It comprises 29,489 gross square feet across 62.2 acres. Each facility listed below was visited by Jacobs Engineering on September 24 and 25, 2018 for the City of Stonecrest.

Recreation Center

- 54 Acres
- Gym, Game Room, Classroom
- Offices
- Concession Stand
- Tennis Courts (2)
- Pavilion & Playground

Aquatic Center

- 34,000SF Facility
- Facility Rental
- Concessions
- Parking, Lockers, Lighting
- Seasonal Operations May-September

DeKalb Southeastern Athletic Complex

- 97.5 Acres
- Eight (8) Soccer Fields
- Five (5) Softball Fields
- Concession Stand, Restrooms
- Drinking fountains
- Athletic Field Lighting

Assessment

The National Recreation and Park Association (NRPA) has been involved in developing standards for recreation, parks and open space for over 40 years. NRPA standards are the most widely used and accepted standards of their type. The standards help guide local governments design their own specific set of criteria.

The NRPA standards recommend a core system of parks with a total of 6.25 to 10.5 acres of developed open space per 1,000 population. Based on the 2018 American Housing Survey population of 53,184, the city should have a dedicated park acreage ranging from 332 to 558 acres. The existing park/greenspace acreage for Stonecrest is roughly 3,133 acres, a surplus of 2,575 to 2,801 acres.

The City of Stonecrest remains committed to providing its residents with a variety of modern and safe recreational amenities through relationships with private and non-profit recreation sources. The city has been active in pursuing funds from non-profit initiatives such as the PATH Foundation. Other funding opportunities may be available from the Arthur Blank Foundation, Georgia State Department of Natural Resources Land and Water Conservation grant, Community Development Block Grant, and resources from the Atlanta Regional Commission.

Facility	Size (Acres)	Athletic Fields	Baseball-Softball Fields	Green-space Open Space	Basket-ball Courts	Tennis Courts	Swim-ming Pool	Play-ground	Walking Trails	Picnic Pavil-ions	Special Amenity
Browns Mill Park	62.2	X	X			X	X		X	X	Recreation and Aquatic Center
DeKalb Southeast Ath-letic Complex	97.5	X	X								8 Soccer Fields 5 Softball Fields
Miller Grove/Gregory Mosely Park	17.8			X	X			X			
Fairington Park	14.5	X									
Salem Park	11				X			X	X		

Figure CF-05—City Park & Recreation Facilities and Amenities

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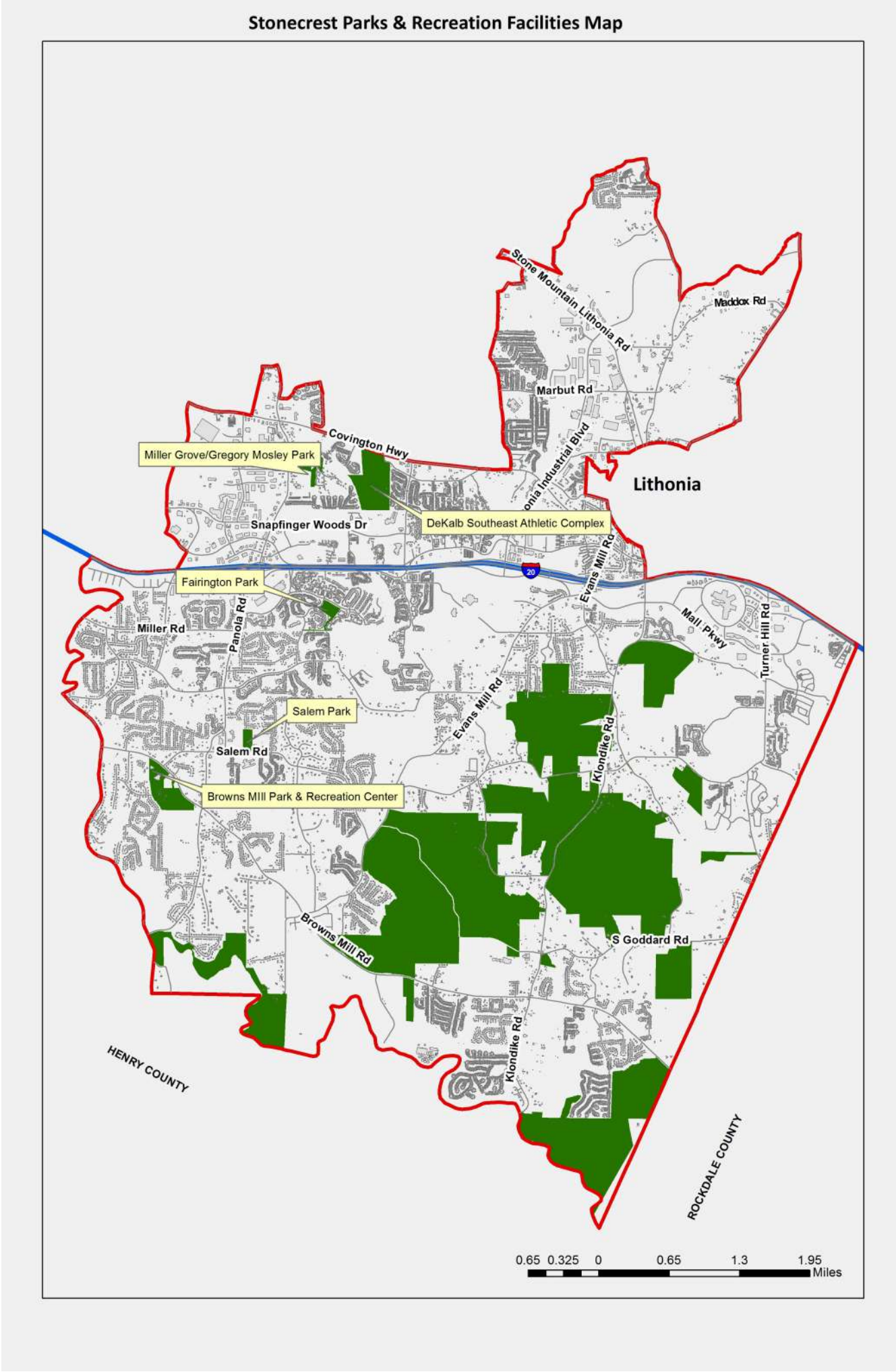

Figure CF-06— Stonecrest Parks, Recreation, and Greenspace

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Public Water and Sanitary Sewer Inventory & Assessment

The City of Stonecrest is provided public water and sanitary sewer service through an Intergovernmental Agreement with DeKalb County. All customer accounts are handled directly by the County. Further, DeKalb County operates and maintains 282.5 miles of public sewer and 385 miles of water lines. There are 127 miles of natural stream channels and approximately 1.76 million square feet of man-made open storm water lakes and retention ponds in Stonecrest. Related to water treatment/water distribution and wastewater collection & treatment, these services are provided by DeKalb County as an enterprise fund paid for by user fees. There is no fee differential between customers living in incorporated cities and unincorporated parts of the county.

Assessment

The DeKalb County Department of Watershed Management (DWM) currently services over 5,000 miles of water and wastewater pipes in the county system. Major facilities operated and maintained by the department include the Scott Candler Treatment Plant, Pole Bridge Advanced Wastewater Treatment Plant, Snapfinger Advanced Wastewater Treatment Plant and the John A. Walker Memorial Pumping Station. The Pole Bridge Advanced Wastewater Treatment Plant is located on the southern border of Stonecrest north of the South River.

Water Treatment and Distribution

DeKalb County draws its water supply from the Chattahoochee River along with Gwinnett County, North Fulton County, and the Gainesville area. Currently DeKalb County is permitted to withdraw 140 million gallons per day (MGD) from the river at the intake point on Holcomb Bridge Road in Fulton County. There are six 35 MGD capacity pumps which remove water from the Chattahoochee River providing a maximum of 210 MGD to three raw water storage reservoirs. The 43-acre reservoir No. 3 has a capacity of 324 MGD and together with the 37.7 -acre No.1 reservoir and the 28.8-acre No.2 reservoir provide the county with a total capacity of one billion gallons which feed into the county's water treatment plant, the Scott Candler Filter Plant.

This facility also includes 16 settling basins, 32 high rate storage filters, and a total capacity of 66.5 millions of gallons of treated water

storage capacity. Approximately, 255 MGD can be delivered to the distribution system through service pumps. The county constructed an additional water production facility in 2005, which processes 150 MGD and has the capability of expanding to 200 MGD.

Sanitary Sewer and Wastewater Facilities

In total, there are approximately 254,000 sewer customers in DeKalb County. These customers are served by over 2,000 miles of sewer pipeline. Because the county's drainage patterns rarely conform to political boundaries, the county has established a number of shared facilities and joint use agreements with adjacent municipalities and counties. There are two primary drainage basins in the county which are delineated to the north and south by the CSX Railroad.

To the south of the railroad, sewage flows to Atlanta's Entrenchment Creek Plant and to DeKalb's Snapfinger and Pole Bridge Wastewater Treatment Plants. A small portion of southeast DeKalb is served by Atlanta's South River Treatment Plant. All of these plants including DeKalb's Pole Bridge and Snapfinger plants are Advanced Secondary Waste Treatment (ASWT) plants.

As one of the fastest-growing counties in the country, DeKalb County's population of 740,000 is expected to increase to nearly 900,000 by 2025. In an effort to increase wastewater treatment capacity to support population growth, the County has expanded its Snapfinger Wastewater Treatment Plant from 36 million gallons per day (MGD) to 70 MGD, and Pole Bridge Wastewater Treatment Plant from 20 MGD to 40 MGD.

Future Water and Sewage Capacity

A flow study completed in the 1980's showed that the biggest problem in DeKalb County's sewer and water system is deteriorating water lines and the need to replace old pipes which are substandard or made out of high maintenance materials. As a result, ongoing projects include surveying, inventorying, identifying and replacing old and undersized pipes. Other projects include maintaining and repainting interiors and exteriors of water tanks, further automating sewage treatment plants, and replacing existing water meters with more efficient electronic meters. With the expansion of the Snapfinger and Pole Bridge facilities, the County, and the City of Stonecrest,

should have adequate sewer capacity over the term of the Stonecrest Comprehensive Plan 2038.

Storm Water Management Inventory and Assessment

Stormwater management is administered by DeKalb County through an Intergovernmental Agreement with the City. Stonecrest is located on the Atlanta Plateau in the north central part of the Georgia Piedmont. Topography is rolling, with elevations ranging between 900 and 1,070 feet above sea level. Stonecrest has ten (10) primary watersheds— Honey Creek, Johnson Creek, Panthers Branch, Plunket Creek, Pole Bridge Creek, Snapfinger Creek, South Crooked Creek, Stephenson Creek, Swift Creek, South River, and numerous tributaries. Due to Stonecrest's location south of the sub-continental drainage divide, water from the city flows primarily southward draining into the Atlantic Ocean.
The citizens of DeKalb County, including areas of Stonecrest, are facing an increasingly acute and complex set of stormwater infrastructure challenges as the County continues to develop. An effective stormwater management and infrastructure system is required to protect properties from flooding, to preserve and enhance the environmental quality of area watersheds, and to comply with National Pollutant Discharge Elimination System (NPDES) requirements. NPDES is part of the Clean Water Act enforced by the Georgia Environmental Protection Department.)

Stormwater utility fees were identified as a reasonable and effective funding mechanism to address stormwater problems. In December 2003, the DeKalb County Board of Commissioners adopted a revised ordinance authorizing collection of fees from stormwater utility users, defined as DeKalb County property owners. The fee appears annually on the county tax bill. The collected fee will be used only on water resource projects. The fees provide for an equitable assignment of costs because customers will pay stormwater utility fees in proportion to the demand placed on the drainage system by their property's runoff.

The top five stormwater spending priorities are:

- Repair and maintenance.
- Drainage problems.
- Capital Improvement Projects (CIPs).
- Water quality.
- Flooding issues.

Solid Waste Collection and Disposal Inventory and Assessment

DeKalb County provides all standard municipal solid waste collection and disposal requirements for residential and commercial properties in Stonecrest. Businesses that require nonstandard collection services that are not available by the DeKalb County Sanitation Division are able to utilize private-sector companies, such as BFI. In addition, residents and businesses are able to utilize open subscription agreements for construction and demolition solid waste collection and disposal services.

Using an average per capita daily MSW disposal rate for the years 2000 to 2004 of 3.44 pounds per day per person, planning area waste disposal projections for Stonecrest are calculated at 33,889 tons of garbage per year. Additionally, separate calculations of construction and debris are calculated as an average of 6% of all sanitation disposed of at DeKalb's Seminole Road Landfill. The cumulative total of all trash and debris for Stonecrest is 35,922 tons disposed of per year.

Ideally, solid waste management combines an integrated approach to reducing the overall waste stream through such methods as source reduction, reuse, and recycling prior to disposal. Generally, market conditions and product manufacturing determine source reduction. Any significant source reduction requires legislative changes to influence how products are packaged, shipped, and sold.

Reuse of existing materials is achieved through education and convenience to the consumer. Today, the Salvation Army, Goodwill, churches, yard sales, antique malls, and other outreach programs are leading in the reuse method. Other common reuse methods are secondary scrap tire sales, appliance salvage, automobile refurbishments, and secondary building materials. The local jurisdiction must take a leadership role in educating the general population of the reuse methods available and how to make reuse more convenient for the average consumer.

Recycling is the most common method of the three reduction elements. Today, DeKalb County offers a variety of options to residents and business consumers. Curbside recycling for residents is available throughout DeKalb County. Residents of the City of Stonecrest receive curbside collection of yard debris; appliances; tires; metal objects such as play sets, lawn mowers, and grills; newspapers, and aluminum cans.

Comprehensive curbside recycling for residents is available to City of

Stonecrest at a minimal extra cost. The program includes once per-week collection of the following material: All grades of mixed papers, seven grades of plastic containers, four colors of glass bottles, tin and aluminum cans.

Stonecrest businesses have a wide range of options available to them. Most businesses subscribe to cardboard, newspaper, and mixed paper recycling services. Some businesses also bale cardboard and collect office paper. Better education and increased interoffice collection will increase business recycling in Stonecrest.

Assessment

Because the absence of landfill opportunities within the city, the City of Stonecrest will likely rely on DeKalb County to meet its solid waste disposal needs. The city is participating with DeKalb County in the preparation of its Solid Waste Management Plan (SWMP), as required by the State Solid Waste Management Law. DeKalb County provides its unincorporated residents, businesses and residents of the City of Stonecrest comprehensive collection services. The recipients of these services make up over 90 percent of the SWMP planning area.

Hospitals and Other Public Health Facilities Inventory and Assessment

Emory Hillandale Hospital

Emory Hillandale Hospital in Stonecrest is easily accessible and offers a wide range of treatments and services, including radiology, surgery, emergency care and infusion services. The hospital has a broad array of physicians and specialists on staff with expertise in areas such as cardiology, endocrinology, hematology, orthopedics and many more. Their facility contains state-of-the-art equipment, including digital imaging machines for CTs, mammograms and MRIs. Hillandale Hospital is a full-service medical facility with emergency services. The hospital boasts 84 beds.

Kaiser Permanente Stonecrest Medical Center

Kaiser Permanente (KP) operates a health clinic with doctors' offices at their Stonecrest location. The facility treats patients who carry HMO, Multi-Choice or POS, or Senior Advantage healthcare insurance. The KP Stonecrest Medical Center offers Adult Medicine, Behavioral Health, Family Medicine, Gynecology, Laboratory, Magnetic Resonance Imaging (MRI), Pediatrics/Adolescent Medicine, Pharma-

cy, Psychiatry, Psychology, and X-ray. The facility is open seven (7) days a week, from 8:00 AM to 8:00 PM.

Emory Clinic at Stonecrest

The Emory Clinic is a division of the Emory Healthcare System. The clinic is co-located in several offices in the Stonecrest area. 2491 Panola Road is a location that houses multiple members of the Emory Healthcare Network, including family medicine and primary care. A secondary location includes 5040 Snapfinger Woods Drive, houses their Otolaryngology, Internal Medicine, and Primary Care practices. At the 5461 Hillandale Drive location, the focus is primarily on patients' years 18 and older. In addition to delivering preventative care and wellness, they treat minor injuries, infections, flu and sprains. Plus, primary care clinics can also manage chronic diseases, like diabetes and high blood pressure.

Emory HIllandale Hospital

Assessment

The array of medical services, both private and public, available to the City of Stonecrest residents are considered to be excellent and will meet the needs of the city's residents through the planning period.

3.7 Broadband

Pursuant to DCA Rules Local Comprehensive Planning 110-12-1-.03, a Broadband Services Element must now be included in the local jurisdiction's Comprehensive Plan. Although it is required for all jurisdictions, updates will be at the discretion of the local government. This legislation, known as the "Broadband Strategy for All of Georgia Act," creates a voluntary certification program for local governments as "Broadband Ready Communities" through the Georgia Department of Economic Development. Providers who build or expand networks in broadband-ready communities would be exempt from the state's sales and use tax on equipment used for the construction as long as minimum download speeds of 10 megabits per second are offered.

The Federal Communications Commission's (FCC) Connect America program is intended to address census tracts containing deficiencies in broadband coverage. Eligible census blocks are grouped into census block groups for bidding in The Connect America Fund Phase II Auction (Auction 903). The Connect America Fund Phase II Auction, Auction 903 uses competitive bidding to award up to $1.98 billion of universal service support over 10 years to areas currently unserved by broadband. Broadband has become a necessity to participate in our economy and society.

Currently, there are only two areas within the City of Stonecrest that are eligible for the Connect America Phase Auction for broadband infrastructure funding. The first of the two is a small portion on the northern edge of the city – and area bound by Rogers Lake Road (west), Maddox Road (south), Rock Chappell Road (east), and Lithonia Industrial Boulevard (north). This area is primarily industrial with rock quarries and associated businesses, or undeveloped woodlands. The second area eligible to participate is southwest of the Davidson-Arabia Mountain Nature Preserve. This area is bound by Salem Road (north), Panola Road (west), Flat Rock Road (east), and the DeKalb/Rockdale County Line. The Miners Creek area of the city has a mix of suburban housing and conservation/open space.

In both areas, a closer inspection of the Connect America Fund (CAF) Eligible Areas show very small gaps in residential broadband coverage. In fact, residential areas located within these areas, show existing residential broadband connections of at least three providers, which is considered standard in the Metropolitan Atlanta Region. See Figure B-01—CAF Eligible Area Map .

Few, if any, deficiencies exist or have an adverse effect on residents of Stonecrest. In areas lacking high-speed internet, DSL, satellite, and cellular internet access are available. There are no specific policy recommendations related to the expansion of broadband in the City of Stonecrest. See Figure BB-3. However, Stonecrest should develop a broadband policy outlined in a Broadband Network Projects Ordinance in compliance with DCA standards.

The City would not be eligible for certification unless there is a broadband network projects ordinance that outlines the process for reviewing applications and issuing permits, and also includes the following:

- A single point of contact for all broadband network project matters;
- The local government to review the application and notify the applicant in writing of the status within 10 days of the review;
- The local government must specify in detail what is still required of the applicant if the application is incomplete;
- The applicant to be able to resubmit an application as often

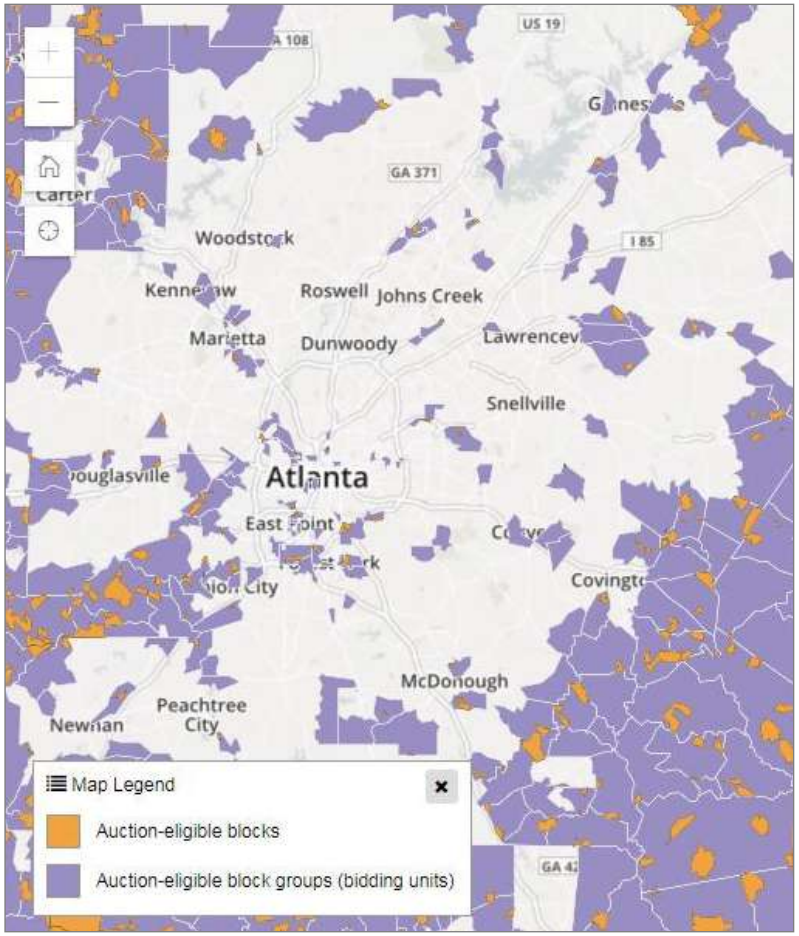

Figure: B-02— CAF Eligible Area Map

as necessary until complete;

- The local government must either approve or deny the application in writing, within 60 days of receiving a complete application, and if denied must include evidence that denial was not arbitrary and capricious;
- A requirement if written notification is not provided, the application will be considered approved;
- The application fee required by the local government to be reasonable and cost based.

Should the local government not comply with the ordinance, the Department of Economic Development could decertify them at the request of a broadband service provider.

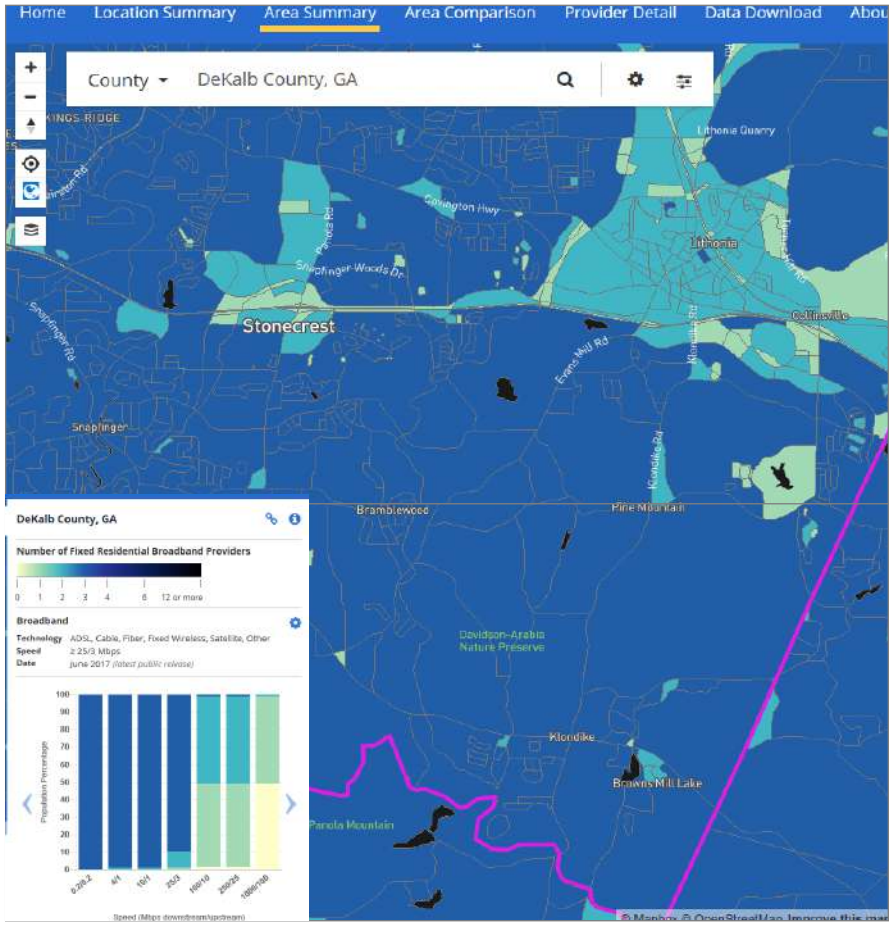

Figure: B-02— Fixed Broadband Deployment Map

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3.8 Existing Land Use

The City of Stonecrest contains a land area of approximately 30 square miles. Today, there are remnants of previous land uses, some of which still continue. In the 19th century to the latter part of the 20th century, the area was dominated by agriculture and the quarrying of granite. The Arabia Mountain area still contains signs of the quarry industry, and the portion of the city north of Lithonia has active stone quarries and ancillary businesses. Within the Arabia Mountain National Heritage Area, former agricultural operations make up a large portion of green space and conservation lands. Currently, the land use categories of Arabia Mountain and Conservation/Open Space comprise slightly more than 12% of the land area in the city.

A prominent feature of the city's development pattern is composed of Regional Center and Industrial land uses, making up approximately 90% of the I-20 corridor. The remainder of the corridor contains church and highway corridor land uses, as well as small pockets of Suburban land use. North of the I-20 corridor, the city is largely made up of industrial land use interspersed with Town Center and Suburban land uses. Overall, the majority of Suburban land use is located south of I-20, bordering the Industrial land uses, and to the west and south of the Davidson-Arabia Mountain Nature Preserve.

Since the late 20th century (1980's), suburban residential development has become the dominant land use pattern west of Evans Mill Road and in the southeast corner of the city near the intersection of Browns Mill Road and Klondike Road. Contained within the Suburban land use area are undeveloped large tracts. The area surrounding Arabia Mountain predominantly contains low density development defined as Rural Residential land use and consist of large lot residential properties.

Land Use Trends

Proximity and access to Atlanta via I-20 spurred residential development within the last 30 years. Coupled with the residential development in the County, north of Covington Highway and west of Snapfinger Road, commercial development occurred near I-20/Panola Road interchange and the I-20/Turner Hill interchange, which provides easy access and visibility. As commercial space follows resi-

LAND USE	ACRES	%
Arabia Mountain	922.77	4.20%
Church	271.14	1.24%
Conservation/Open Space	1727.18	7.87%
Institutional	773.87	3.53%
Town Center	548.05	2.50%
Neighborhood Center	592.35	2.70%
Light Industrial	1996.92	9.10%
Industrial	1117.72	5.09%
Rural Residential	3075.34	14.01%
Suburban	9540.82	43.46%
Traditional Neighborhood	75.76	0.35%
Regional Center	1044.02	4.76%
Office Professional	0	0.00%
Highway Corridor	183.61	0.84%
Commercial R'dvlpmt Corridor	83.78	0.38%
TOTALS	21953.33	100.00%

Figure: LU-01— Distribution of Existing Land Uses

dential rooftops, the commercial development along I-20 serves not only residents of Stonecrest, but also residents from south DeKalb County, Rockdale County and Henry County. Opened in 2001, the Mall at Stonecrest is a regional retail attraction and takes up a majority of the land between Mall Parkway and I-20. Retail and restaurant out parcels have been developed mainly to the east of the mall, adjacent to Turner Hill Road, due to the freeway accessibility. Parcels to the west of the Mall, adjacent to I-20, are largely undeveloped. These parcels have been graded in advance of development. Two Wal-Mart Super Centers exist: one in the Town Center land use area off Panola Road, and one in the Regional Center land use area east of Turner Hill Road. Other retailers and commercial tenants in this portion of the study area include Strayer University and Stonecrest Toyota. Five hotels sit along I-20 just west of the Mall at Stonecrest.

Potential exists for Industrial land use areas to experience growth, as there are large vacant tracts close to existing industrial operations. Though quarry operations are not expanding, other uses providing jobs and expanded tax base should be sought to occupy available property. Similar to other land uses, growth will be dependent upon available road capacity.

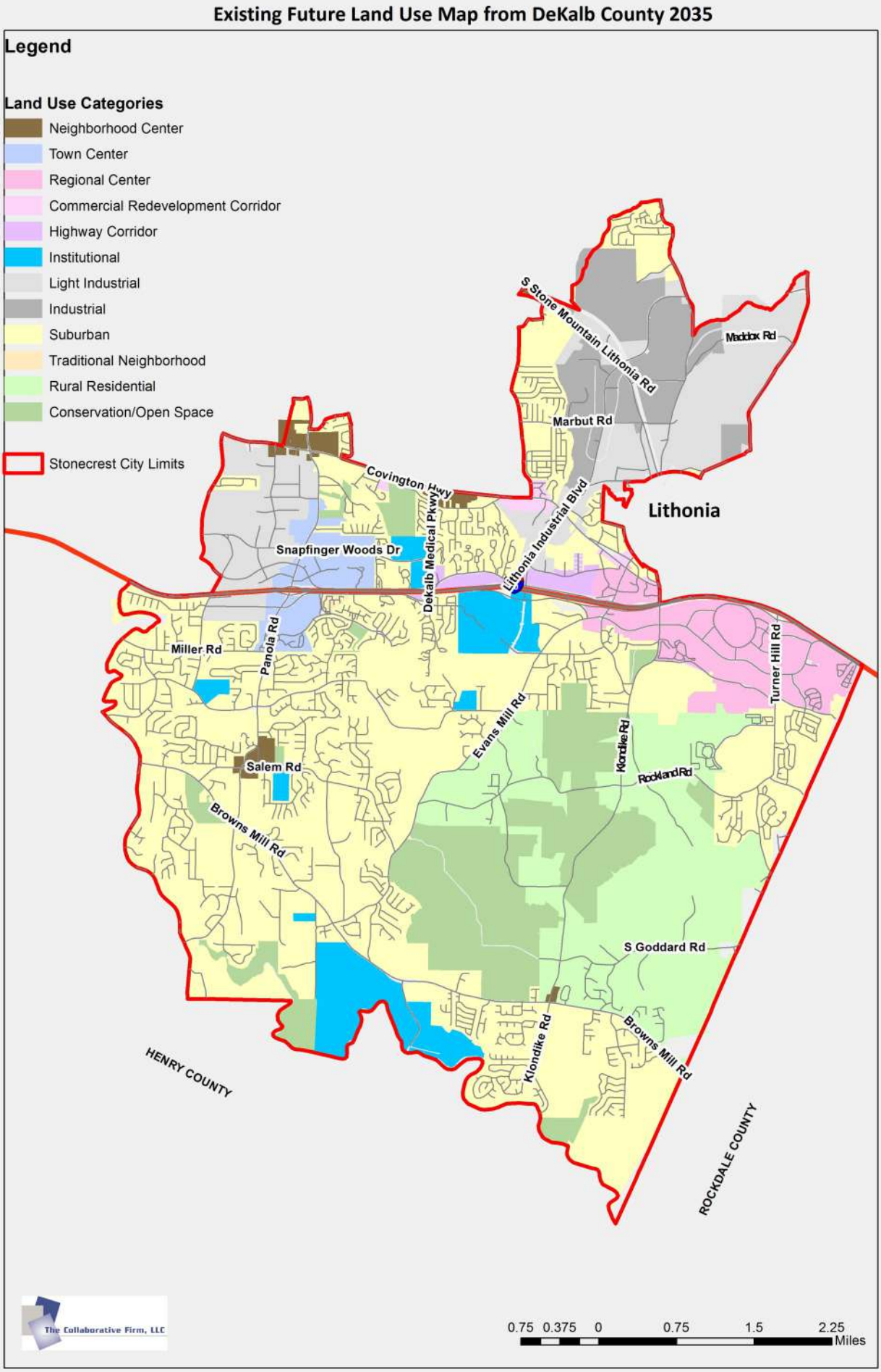

Figure: LU-02— Existing Future Land Use Map DeKalb 2035

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Within the Suburban and Rural Residential land use categories, there are numerous vacant parcels, which may provide for further residential development. Without proper road capacity and/or potential negative impacts to the Arabia Mountain National Heritage Area could offer the opportunity for these vacant tracts to act as a buffer in the form of greenspace.

Future Land Use

Future land use is an important component to the overall comprehensive planning process. The designations listed in this section act as a guide and policy framework for making land use decisions within the city. The future land use classifications should be used to provide a clear understanding of what the community expects for new development in areas throughout the city.

Four (4) Land Use Categories, with eleven (11) Character Area Designations, have been created to allow for development of a broad spectrum of land uses throughout the city. The location of these categories has been determined based on the analysis of existing or proposed road improvements, the availability of basic services such as water and sewer, existing land uses, environmental constraints, and other accepted planning principles.

Listed in Figure LU-3 are the Future Land Use Character Areas to be used by the City in accordance with the Georgia Department of Community Affairs— Chapter 110-12-1 *Minimum Standards and Procedures for Local Comprehensive Planning*. The Stonecrest Future Land Use Map (FLUM) reflects the County's FLUM prior to the

LAND USE	CHARACTER AREA	ABREV
Conservation/Public	· Conservation/Open Space	(COS)
	· Institutional/Public	(IP)
Residential	· Rural Residential	(RR)
	· Suburban Neighborhood	(SN)
	· Urban Neighborhood	(UN)
Commercial	· Neighborhood Center	(NC)
	· City Center	(CC)
	· Regional Center	(RC)
	· Office Professional	(OP)
Industrial	· Light Industrial	(M-LI)
	· Heavy Industrial	(M-HI)

Figure LU-03— Future Land Use Categories and Character Areas

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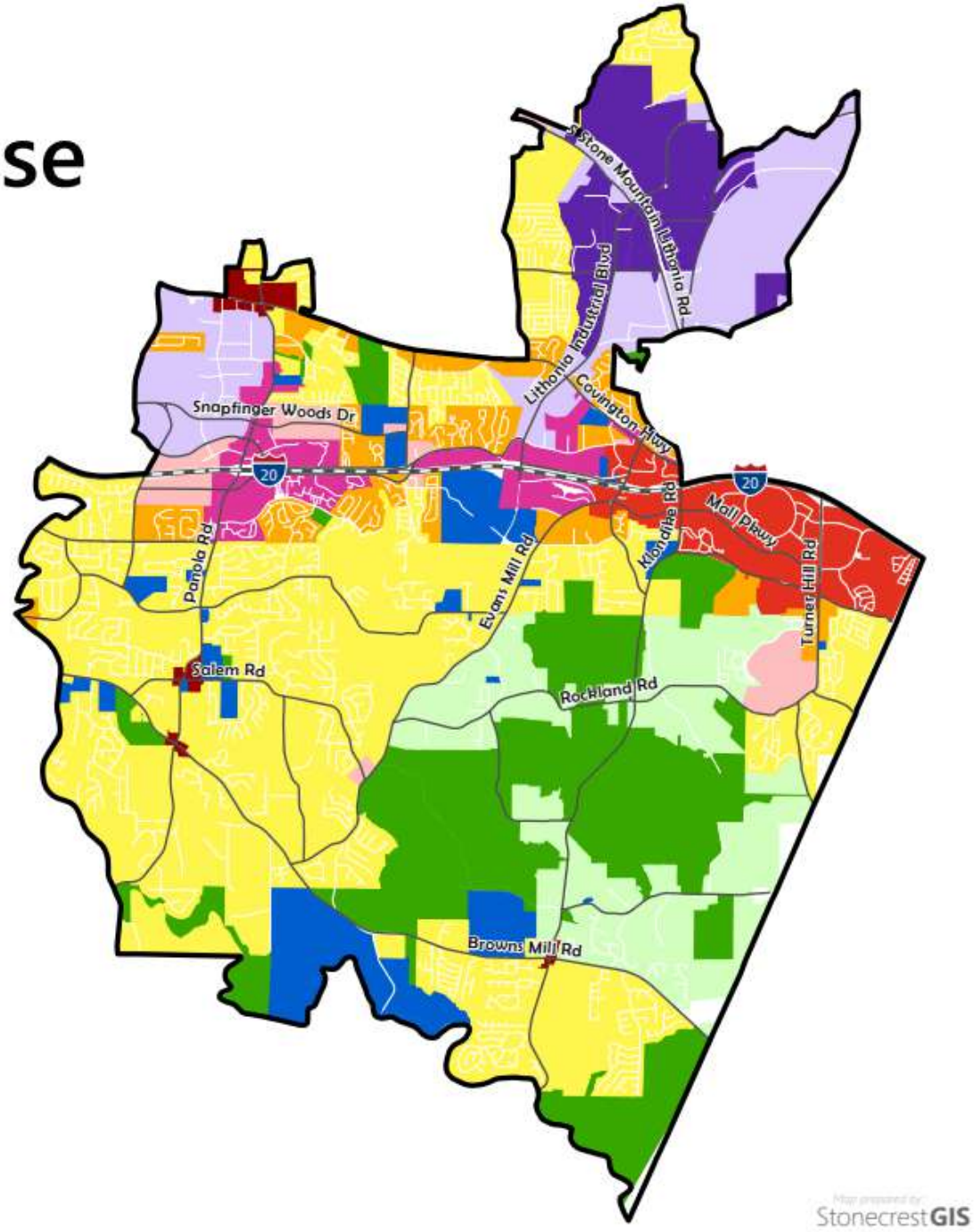
2038
Future Land Use
Map



- Conservation/Openspace
- Rural Residential
- Urban Neighborhood
- Suburban
- Institutional
- Office Professional
- Neighborhood Center
- City Center
- Regional Center
- Light Industrial
- Heavy Industrial

Figure: LU-04— Stonecrest Future Land Use Map 2038

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city's incorporation, but consolidates the County's Land Use Categories in an effort to make the Stonecrest FLUM more functional and practical.

Future Land Use Categories

The intention of the Land Use Element of a comprehensive plan is to lay out a framework and vision for how a community wants to develop or redevelop its land over the 20-year life of the plan. This vision is often shaped and guided by other plans that may have been created for a community, including the Stonecrest Livable Centers Initiative (LCI) Plan. As a new city, Stonecrest is setting a new course to follow, taking the input from its citizens as the guidepost from which to chart that path.

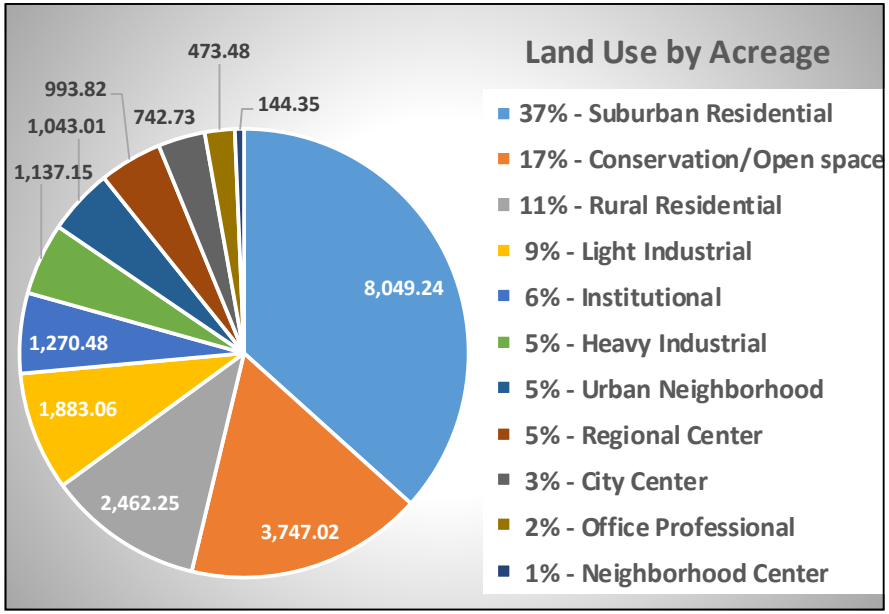

Figure: LU-05—Comparative Future Land Uses (Acreage/%)

Future land use differs from zoning in that it may or may not reflect what is currently happening on the land. Some adjustments may need to be made to the underlying zoning in order to align with the Future Land Use Map districts. City planning staff must utilize the Future Land Use Categories and Character Areas when writing a recommendation for land use petitions and amendments. Failure to follow the recommendations of the adopted future land use map weakens its significance over time and prevents the community from achieving its desired development pattern.

Future Land Use Map and Designations

The Future Land Use Map provides specific and detailed future development patterns for the City. This Future Land Use Map (FLUM) consist of land use designations also referred to in this Plan as Land Use Categories. These land use categories identify the type of land uses suitable for the area and the zoning classification allowed within the Land Use Category. The land use designations are based on the desired land use pattern for the area, taking in consideration the surrounding uses and infrastructure available for future development.

There are eleven (11) Character Area designations identified in the FLUM representing a variety of existing and anticipated land uses ranging from residential to commercial types.

- Conservation/Open Space
- Institutional/Public
- Rural Residential
- Suburban Residential
- Urban Residential
- Regional Center
- City Center
- Neighborhood Center
- Office Professional
- Light Industrial
- Heavy Industrial

These Character Areas are at various locations throughout the City of Stonecrest and are identified on the color coded Future Land Use Map. This Map consists primarily of the development nodes which emerged from the land use analysis leading up to the concept map.

The scale and densities associated with a particular land use vary by Character Area. Figure LU-06 on the following page, categorizes a variety of development types by zoning description, and associates them within specific Character Areas.

		Land Use Character Area										
Land Use Type	Zoning Category Description	Regional Center	City Center	Neighborhood Center	Office/Professional	Institutional/Public	Suburban Neighborhood	Urban Neighborhood	Rural Residential	Conservation/Open Space	Light Industrial	Heavy Industrial
Residential	Neighborhood Conservation					✓	✓		✓	✓		
	Small Lot Residential Mix		✓	✓		✓		✓		✓		
	Residential Medium Lot					✓	✓	✓	✓	✓		
	Residential Large Lot					✓			✓	✓		
	Residential Estate					✓			✓	✓		
	Urban Density Residential		✓	✓		✓		✓		✓		
	High Density Residential	✓	✓			✓				✓		
	Mobile Home Park					✓			✓	✓		
Mixed Use	Mixed Use Low Density	✓	✓	✓	✓	✓		✓		✓		
	Mixed Use Low-Medium Denisty	✓	✓	✓	✓	✓		✓		✓		
	Mixed Use Medium Density	✓	✓	✓	✓	✓		✓		✓		
	Mixed Use High Density	✓	✓			✓				✓	✓	
	Mixed Use very High Density	✓	✓			✓				✓	✓	
Commercial	Neighborhood Shopping			✓	✓	✓	✓	✓	✓	✓		
	Local Commercial	✓	✓	✓	✓	✓		✓		✓		
	General Commercial	✓	✓			✓		✓		✓	✓	
	Office-Distrubution					✓				✓	✓	✓
	Office-Institutional	✓	✓	✓	✓	✓	✓			✓		
	Office-Institutional-Transitional	✓	✓	✓	✓	✓	✓			✓		
Industrial	Light Industrial					✓				✓	✓	✓
	Heavy Industrial					✓				✓		✓

Figure LU-06— Land Use Types and Character Areas by Zoning Category

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Land use considerations and guidance are at the core of any comprehensive city plan. Effective land use planning provides a framework for successful economic development efforts, for quality and sustainable residential development, for timely investment in new and upgraded infrastructure, and for coordinated extension of the public park system and a range of other municipal services, especially critical public safety services.

Introduction to Character Areas

The concepts of land use and community character are integral to other components of the Stonecrest Comprehensive Plan. It is the design of individual uses, districts, and neighborhoods that influence the "character" of development more than the use itself. The "character" of an area is more distinctly defined by the intensity (height and scale) of development, the relative arrangement of buildings and parking areas, the preservation and use of open space, and other aesthetic design features.

The Stonecrest Comprehensive Plan embraces this understanding by establishing Character Areas that first define the desired look or "feel" of an area and then provide more detailed guidance relevant to the specific use of land within those areas in order to achieve the desired overall character. This approach gives growth an enhanced capacity to fit into the "big picture" in terms of achieving the overall land use goals of the Comprehensive Plan, while still addressing development issues or concerns of particular importance to specific areas of the community. By placing a larger focus on the character of an area, greater flexibility can also be applied to future development decisions while still maintaining an area's overall sense of place.

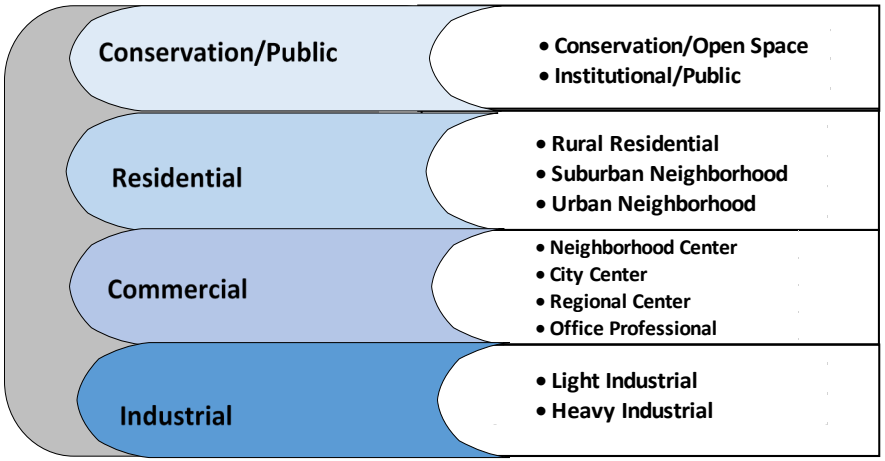

Figure: LU-07—Future Land Use Character Areas

	Land Use Designation	Use Description	Maximum Density Units/Acre	Permitted Districts
Conservation/Public	**Conservation/Open Space (COS)**	Passive Parks, Nature trails; Flood plains, Wetlands, Watersheds; Golf Courses; Athletic Fields; Amphitheaters	N/A	All
	Institutional/Public (IP)	Schools, Colleges, Hospitals, City Community and Recreation Centers, Public Cemeteries, City Hall, and Post Offices, Public & Civic Facilities and Public Parks, Places of Worship	Up to 8	ALL
Residential	**Rural Residential (RR)**	Low-density single family detached; Tiny Homes, Agricultural related; Cultural and Historic; Institutional	Up to 4	NS, RE, RLG, R100, RNC, MHP
	Suburban Neighborhood (SN)	SF detached; Townhomes; Assisted Living facilities; Neighborhood Retail; Schools; Libraries; Parks and Related; Health Care, Civic	Up to 8	OI, OIT, NS, RSM, R100, R85, R75, R60, RNC
	Urban Neighborhood (UN)	Townhomes; Multi-family; Neighborhood Rentals; Small Scale Retail/Commercial	Up to 12	MU1-3, C1, C2, RSM, R100-85, R75-60, MR1-2

Figure LU-08 – Character Area/Land Use Summary

	Land Use Designation	Use Description	Maximum Density Units/Acre	Permitted Districts
Commercial	**Neighborhood Center (NC)**	Townhomes; Condominiums; Apartments; Local Retail and commercial; Office; Park & Rec; Institutional; Civic	Up to 24	MU 1-2-3, MR-1-2, NS, C1, OI, OIT, RSM
Commercial	**City Center (CC)**	Condominiums; Apartments; Retail and Commercial; Office; Park & Rec; Institutional; Civic; Entertainment & Cultural; Health Care	Up to 40	MU 1-2-3-4-5, MR-1-2, HR 1-2, C1, C2, OI, OIT, RSM
Commercial	**Regional Center (RC)**	Townhomes; Condominiums; Apartments; Retail and commercial; Office; Park & Rec; Institutional; Civic; Entertainment & Cultural; Health Care, Technology Centers	Over 60	MU 1-2-3-4-5, HR 1-2-3, C1, C2, OI, OIT
Commercial	**Office Professional (OP)**	Business Parks; Research and Development; Mixed Use Structure, Self-storage units, Technology Centers and Corporate Headquarters	N/A	MU 1-2-3, NS, C1, OI, OIT
Industrial	**Light Industrial (M-LI)**	Warehouse Distribution; Wholesale/Trade; Automotive; Entertainment	N/A	OD, C2, MU 4-5, M
Industrial	**Heavy Industrial (M-HI)**	Manufacturing; Warehouse Distribution; Wholesale/Trade; Automotive	N/A	OD, C2, M, M2

Figure LU-08 – Character Area/Land Use Summary—*Continued*

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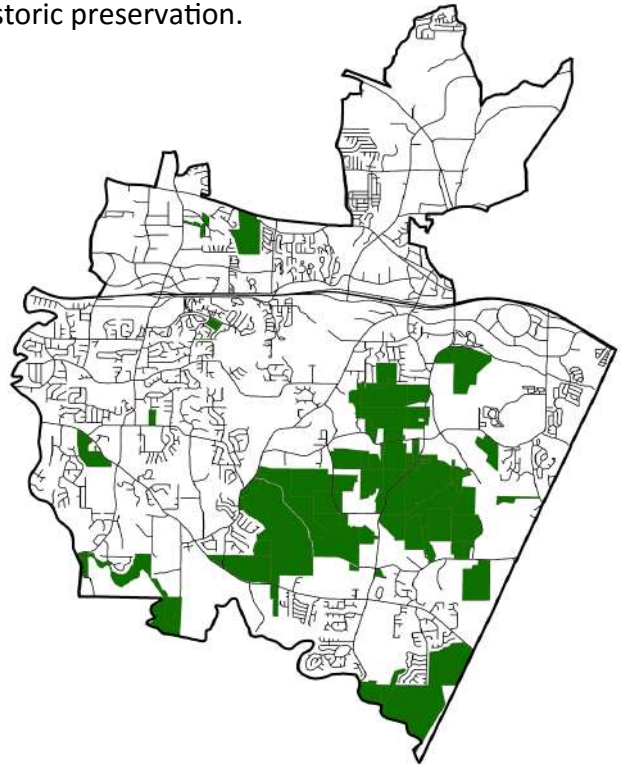
Conservation/Open Space (COS) Character Area

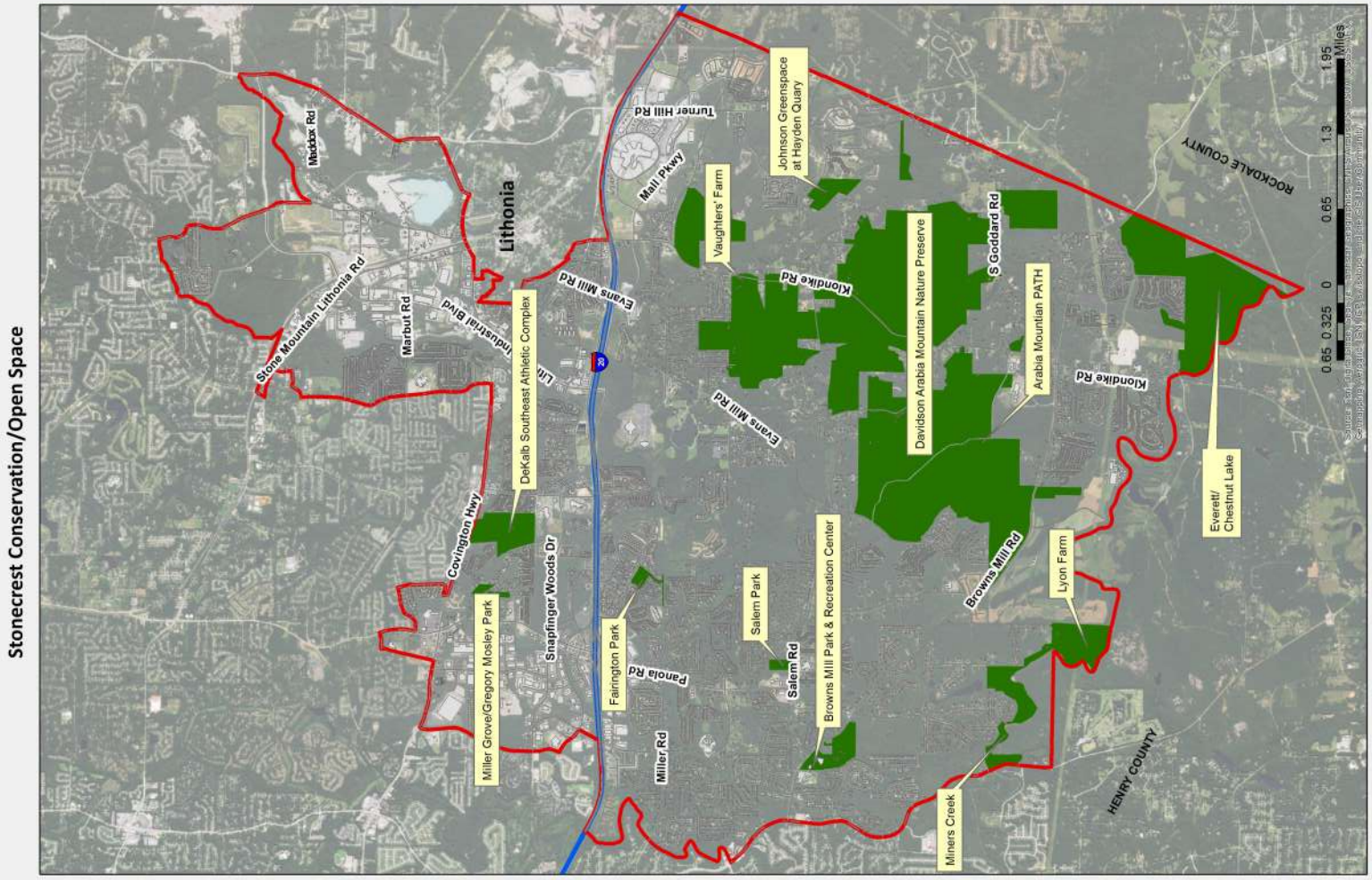
The intent of the Conservation and Open Space Character Area is to preserve areas in the city with significant natural and ecological features, as well as environmentally sensitive recreational facilities for public enjoyment. These areas consist of undeveloped natural lands, environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities with some land designated for cultural and historic preservation.

Conservation/Open Space Area

- Davidson Arabia Mountain Nature Preserve/Arabia Mountain National Heritage Area
- Arabia Mountain PATH
- Browns Mill Park
- DeKalb Southeast Athletic Complex
- Miller Grove/Gregory Mosely Park
- Fairington Park
- Arabia Hayden Quarry
- Lyons Farm
- Miner's Creek Park
- Everett/Chestnut Lakes
- Salem Park



Conservation/Open Space (COS)



Conservation/Open Space (COS) Primary Land Uses

- Passive Parks and Nature trails
- Flood Plains, Wetlands, and Watersheds
- Golf Courses
- Athletic Fields and Recreation Facilities
- Amphitheaters

Permitted Zoning in COS Areas

ALL Zoning Districts

Conservation/Open Space Development Policies

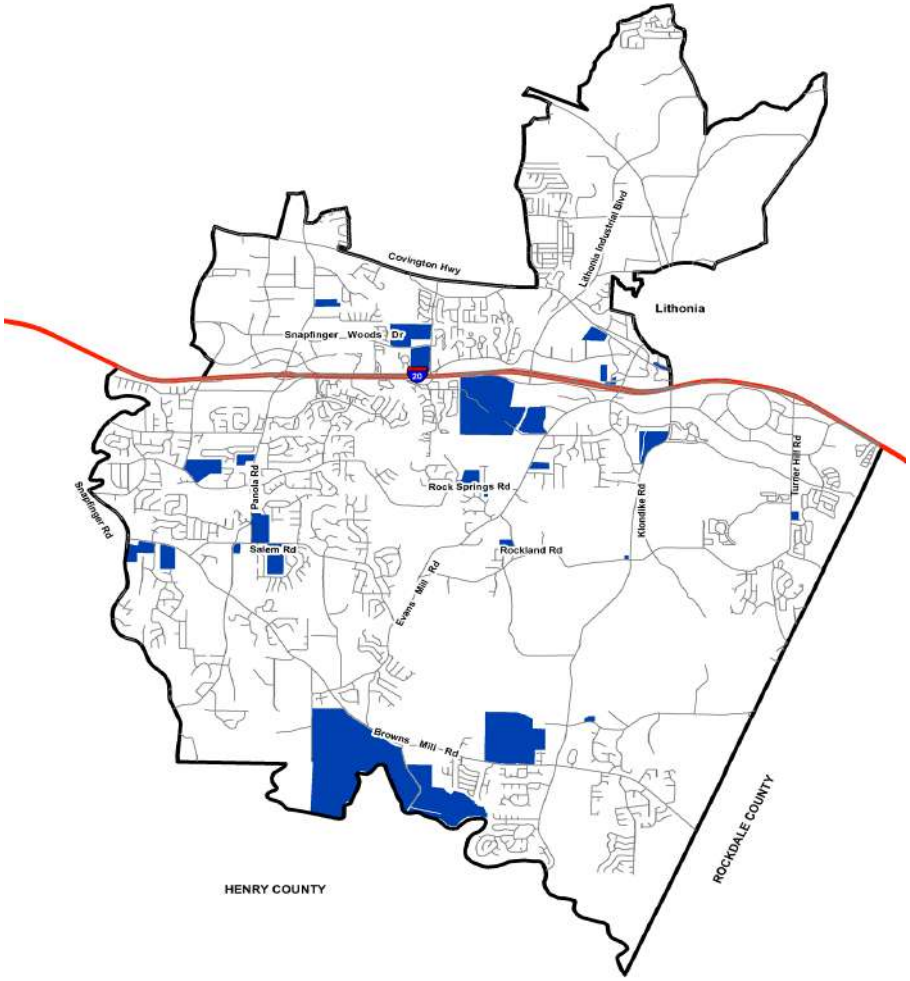
1. **Preservation –** Preserve open space, natural and critical environmental areas throughout the city.
2. **Environmental Sensitive Areas –** Protect environmentally sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.
3. **Connectivity –** Increase the amount, quality, connectivity and accessibility of greenspace.
4. **Trails –** Create a network of safe and pleasant trails and greenways.
5. **Partnerships –** Coordinate with non-governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
6. **Acquisition –** Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
7. **Zoning Tools –** Design, implement and enforce land use and zoning tools (not limited to overlay districts or conservation subdivision districts) that preserve conservation lands green space and water resources.
8. **Recreation Destinations –** Promote conservation and greenspace areas as passive use and recreation destinations.
9. **Land Use Compatibility –** Limit land uses within and near established preservation areas to compatible activities.
10. **Set Asides –** Require that open space is set aside for all major developments.
11. **Connectivity –** Interconnect existing trails and recreation areas wherever possible.
12. **Right-of-way Acquisitions –** Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.
13. **Neighborhood Parks –** Promote the development of communities that feature greenspace and neighborhood parks.
14. **Way Finding –** Provide way finding/markers and appropriate signage along trail routes.
15. **Pedestrian Access –** Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.

9.2.15 Institutional/Public (IP) Character Area

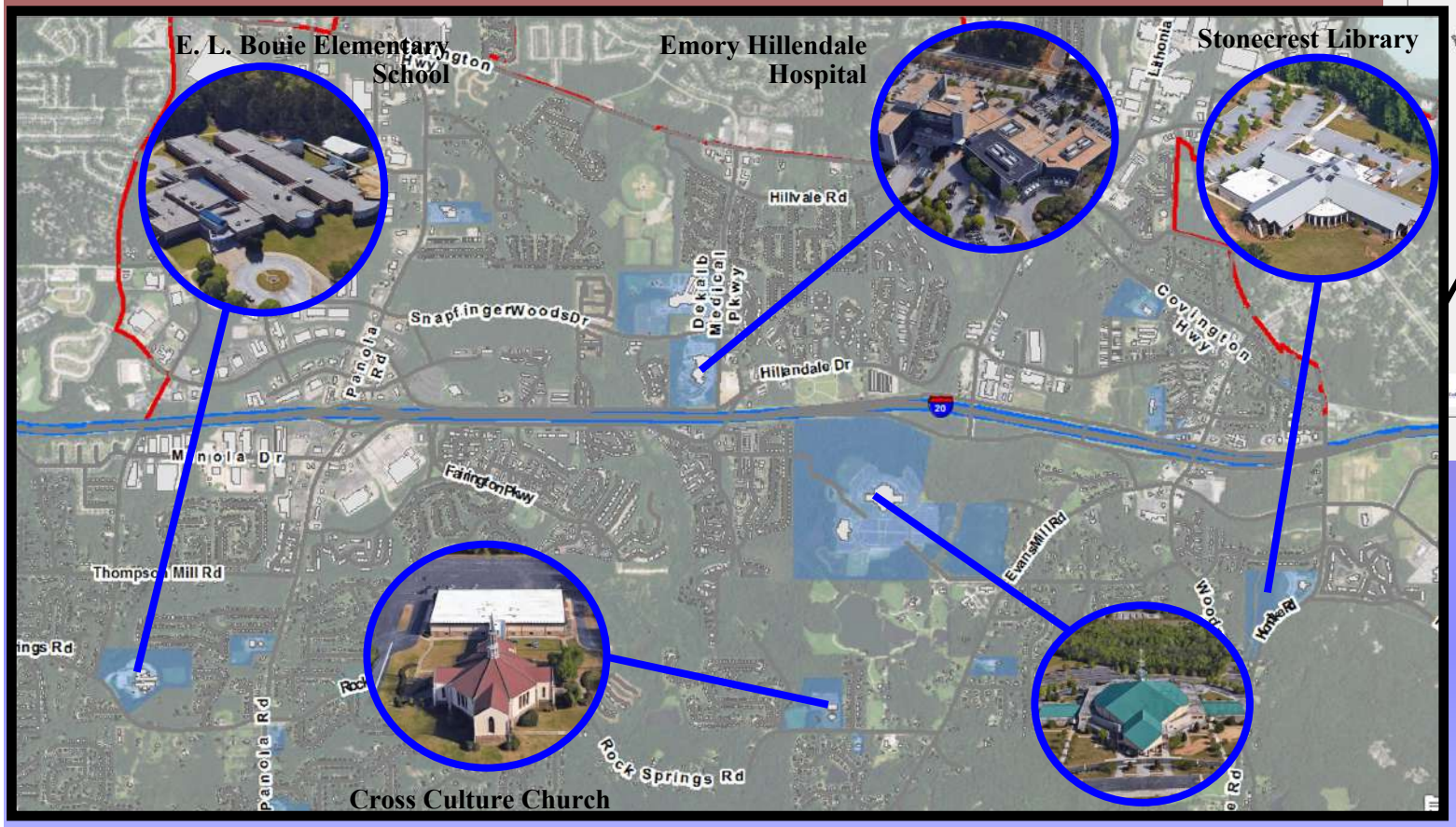
The intent of the Institutional/Public Character Area is to designate specific areas that provide institutional and public services. These areas consist of large areas used for religious, civic, educational and governmental facilities. These areas are integrated into the rural, suburban and traditional neighborhood character areas as secondary uses and are considered residential support uses.

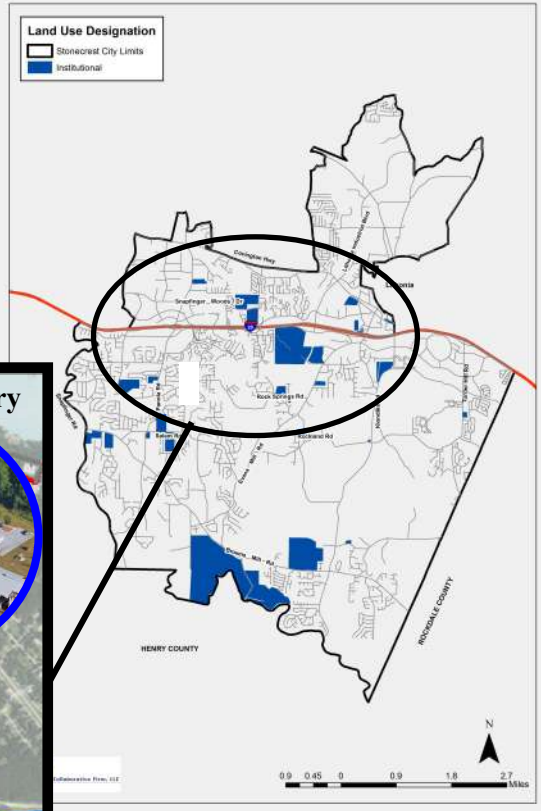
Institutional/Public Character Area Locations

- DeKalb Medical Way
- Chupp Way and Woodrow Road
- Salem Road and Panola Road
- Browns Mill and Flat Bridge Road
- Klondike Road and Browns Mill

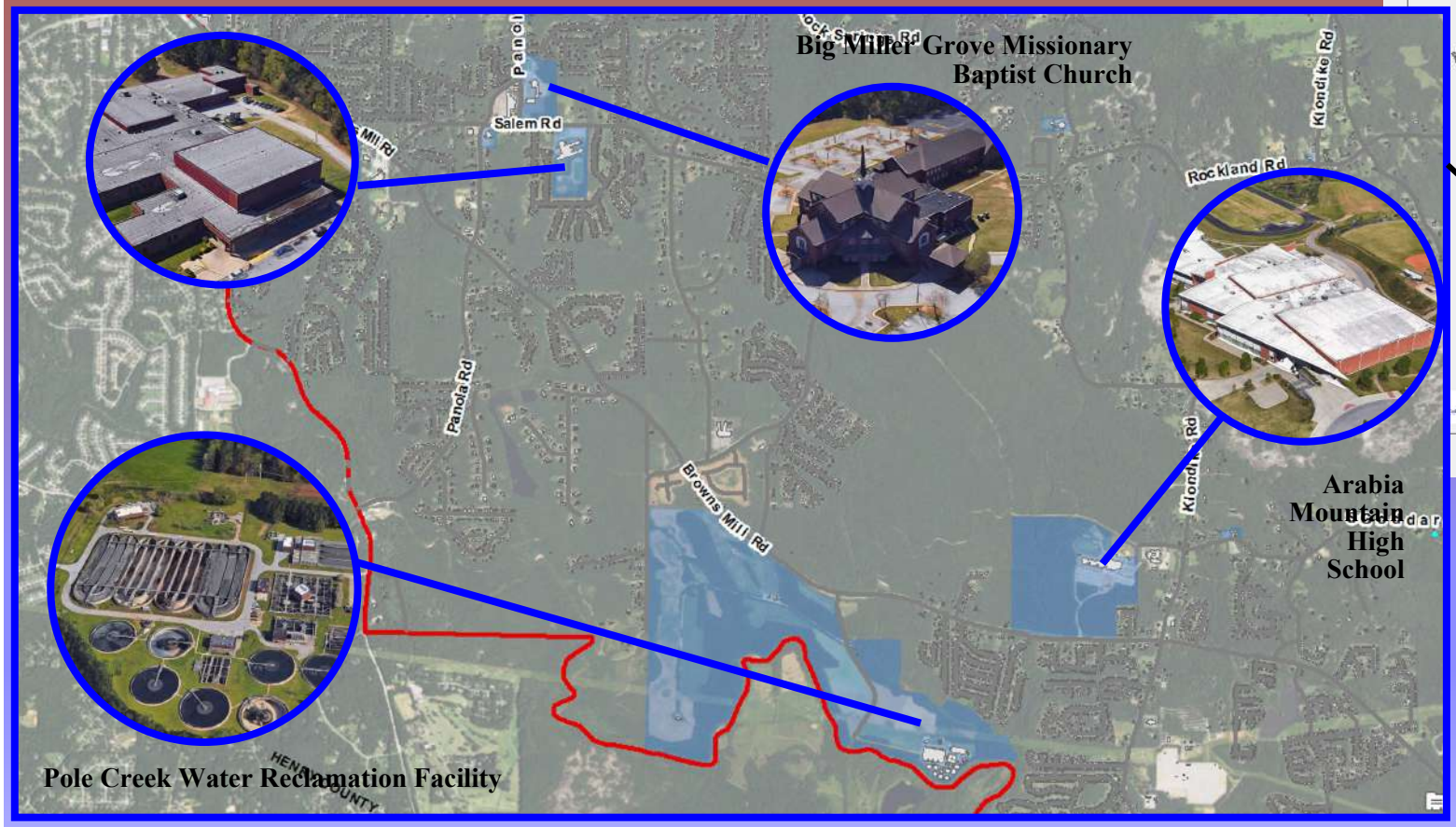


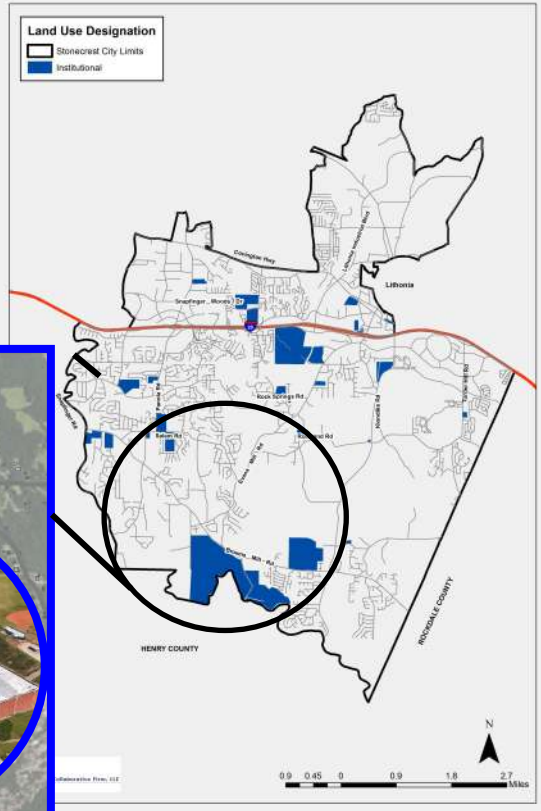
Institutional/Public (IP)





Institutional/Public (IP)





Institutional/Public Primary Land Uses

- Cemeteries
- Civic Facilities
- Emergency Service Centers
- Churches and Religious Institutions
- Government Buildings
- Hospitals and Rehabilitation Centers
- Colleges and Universities

Permitted Zoning in IP Areas
All Zoning Districts

Institutional/Public Development Policies

1. **Compatibility**—Ensure that institutional land is compatible with adjacent uses.
2. **Transportation**—Provide transportation alternatives to reduce automobile dependency.
3. **Infrastructure**—Locate developments in areas with direct access to existing infrastructure.
4. **Future Development**—Provide opportunities for the development of institutional uses within the County.
5. **Buffer**—Use landscaping and other buffering to separate developments from surrounding uses.
6. **Aesthetics**—Create and implement performance and aesthetic standards to protect adjacent properties.
7. **Access Management**—Create and implement driveway controls and access management standards.
8. **Commercial Uses**—Promote the location of accessory commercial uses to support worker activity.
9. **Connectivity**—Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.
10. **Traffic Calming**—Organize circulation patterns through traffic calming techniques and access management.
11. **Walkability**—Locate development and activities within easy walking distance of transportation facilities.

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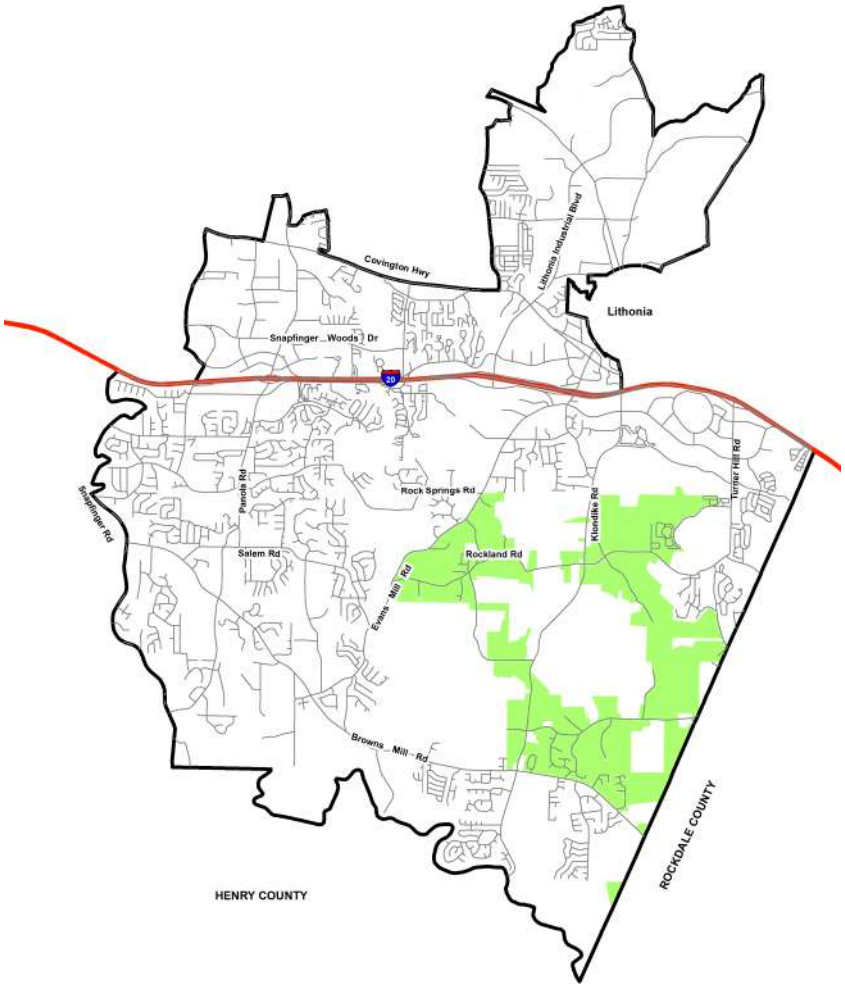
Rural Residential (RR) Character Area

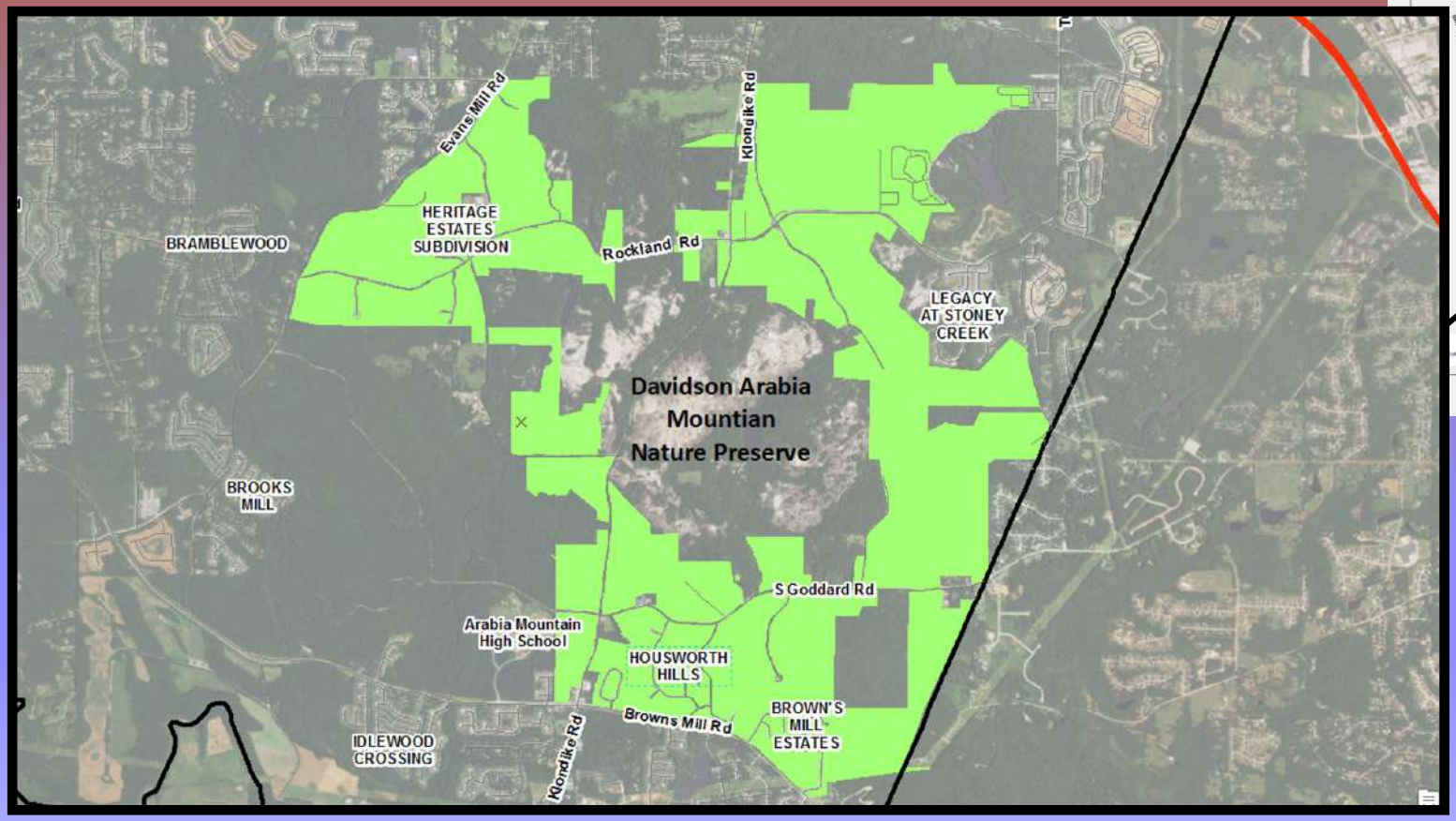
The purpose of the Rural Residential category is to provide for areas that are suitable for low-density housing with densities of up to four (4) dwelling units per acre. Single-family detached housing is the most appropriate type of development for this district. Stable Low-Density Residential Districts should be protected from encroachment of higher density or high intensity uses.

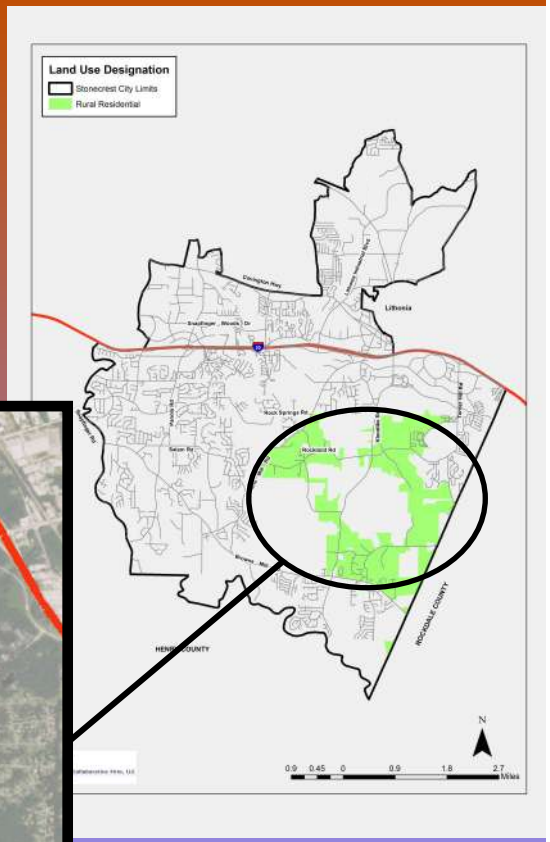


Rural Residential Character Area Locations

- Rockland Road
- Klondike Road
- Plunkett Road
- North Goddard Road
- Evans Mill Road
- Browns Mill Road

Rural Residential (RR)





Rural Residential Primary Land Uses

- Low-density single family detached
- Agricultural related
- Cultural and Historic
- Institutional

healthline.com

gardenscapedesign.com

Permitted Zoning in RR Areas

NS, RE, RLG, R100, RNC and MHP.

Arabiaalliance.org

zilllow.com

Rural Residential Development Policies

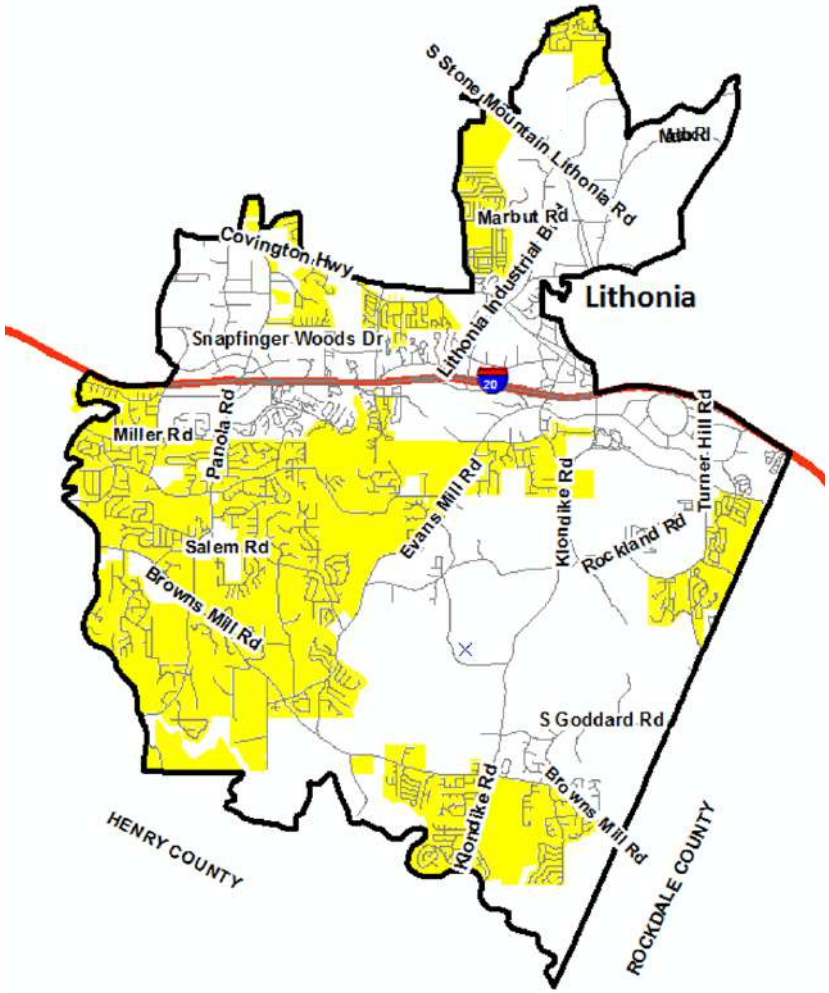
1. **Walkability—**All residential areas should encourage walking and provide multiple routes to most neighborhood destinations.
2. **Scale**—Proposals with lower residential densities shall be encouraged in areas that are currently developed at similar densities.
3. **Infrastructure Availability**—Proposals with higher residential densities shall be encouraged in areas that are currently developed at similar densities and in areas where adequate public facilities and services can accommodate such densities.
4. **Transect Density**—Proposals with higher densities, compared to the surrounding community, may at times be appropriate as transitions between existing communities and higher density or non-residential developments**.**
5. **Character Preservation**—New residential uses should be developed in a manner that helps protect the character of the surrounding area.
6. **Non-Residential Uses**—Other uses that may, at times include: parks and recreational facilities; elementary schools; libraries; and community centers.

Suburban Neighborhood (SN)

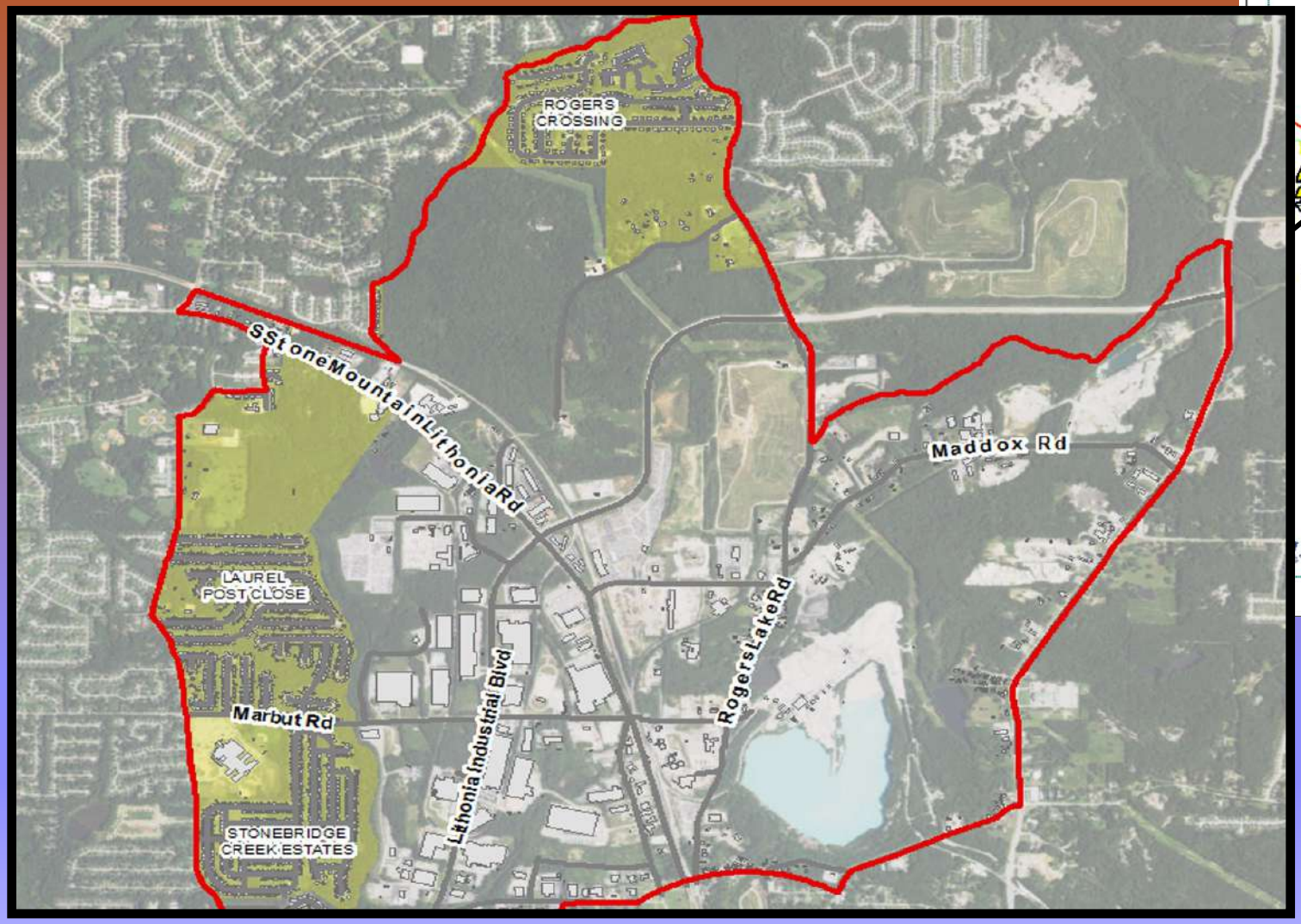
The intent of the Suburban Neighborhood character area is to recognize those areas of the city that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. These areas include those developed (built out) and those under development pressures. Those areas are characterized by low pedestrian orientation, limited transit access, scattered civic buildings and curvilinear street patterns. The proposed density for areas of this type is up to 8 dwelling units per acre.

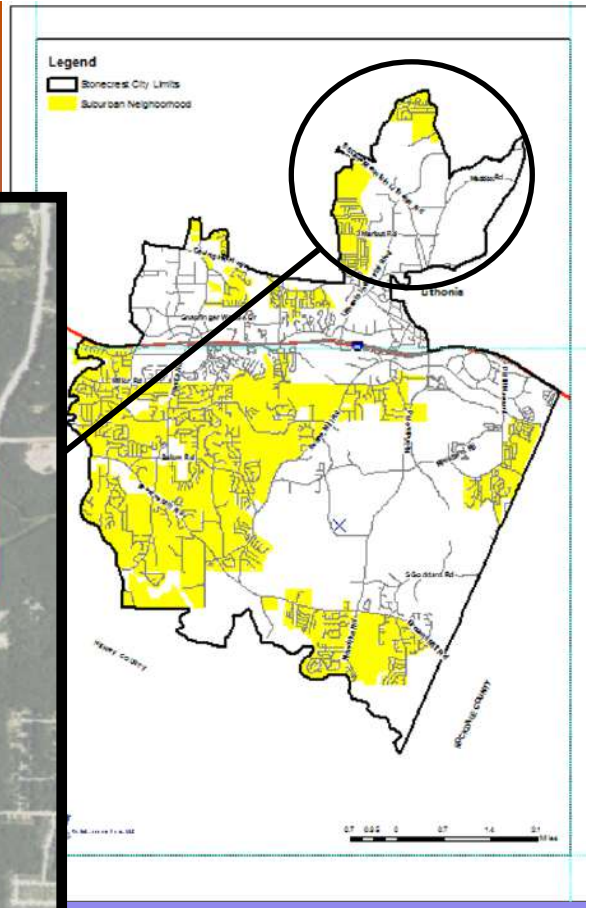
Suburban Neighborhood Character Area Locations

Marbut Road & Phillips Road
Rock Springs Road
Salem Road
Browns Mill Road
Evans Mill Road West
Klondike Road south of Browns Mill Road
Turner Hill Road

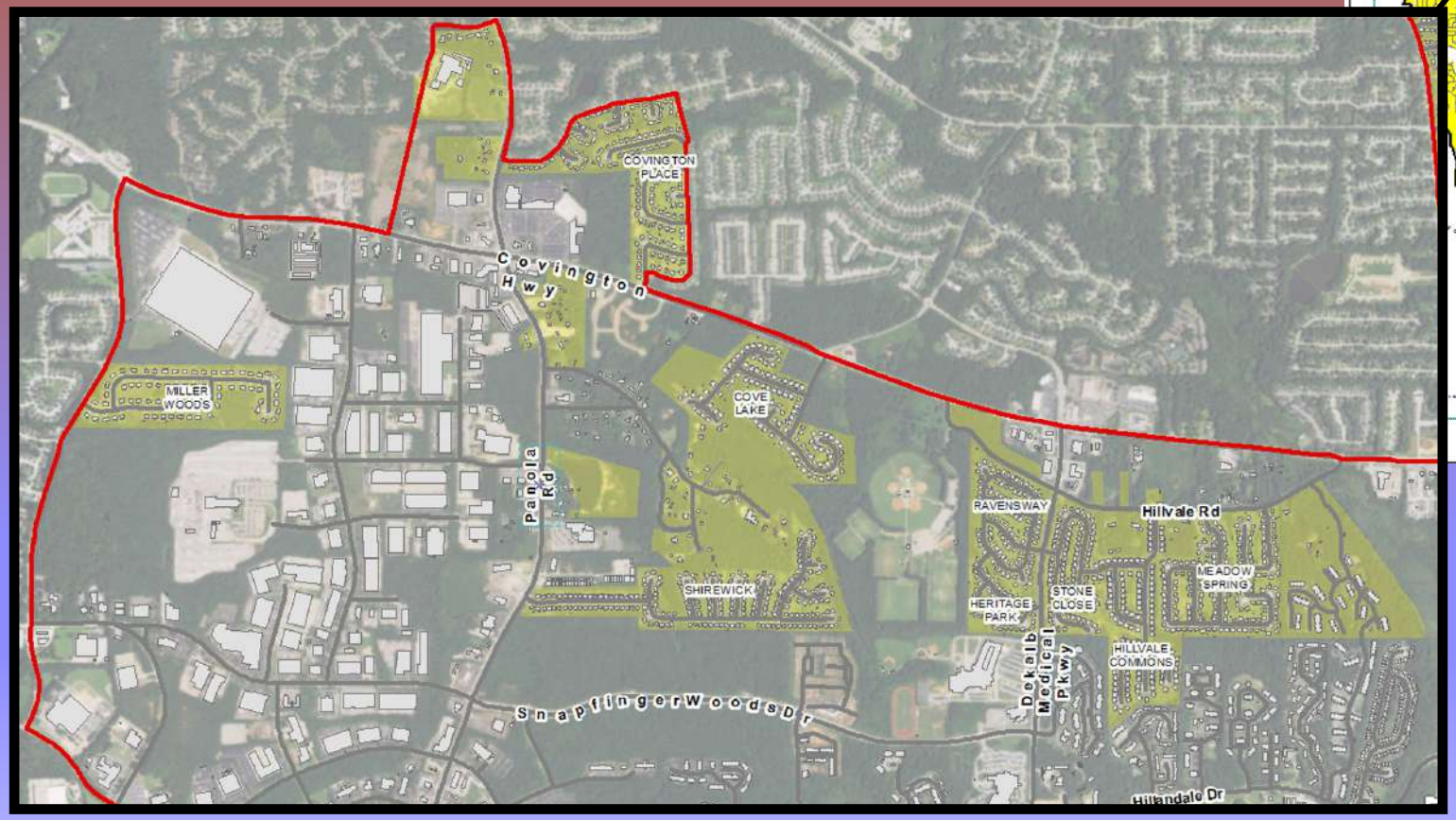


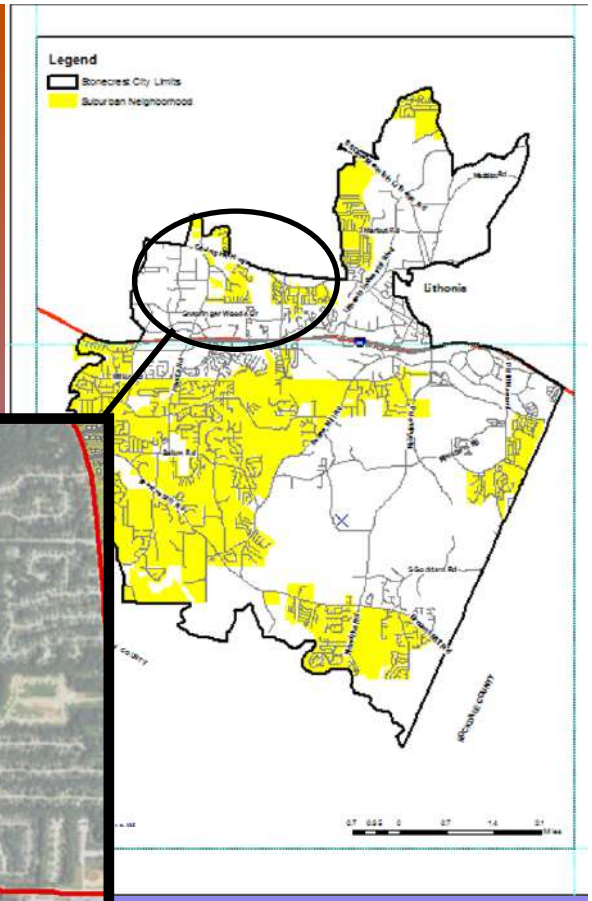
Suburban Neighborhood (SN)



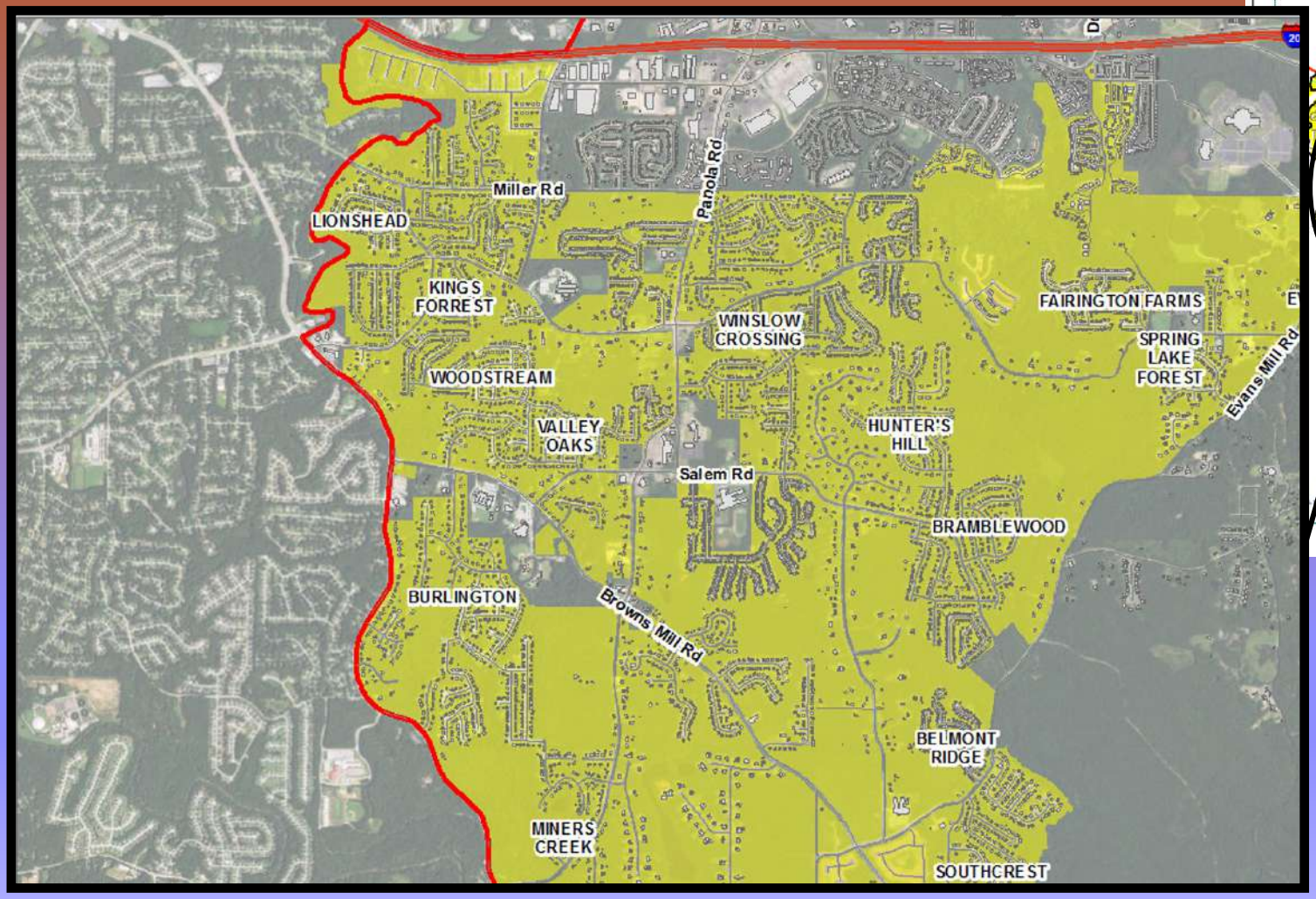


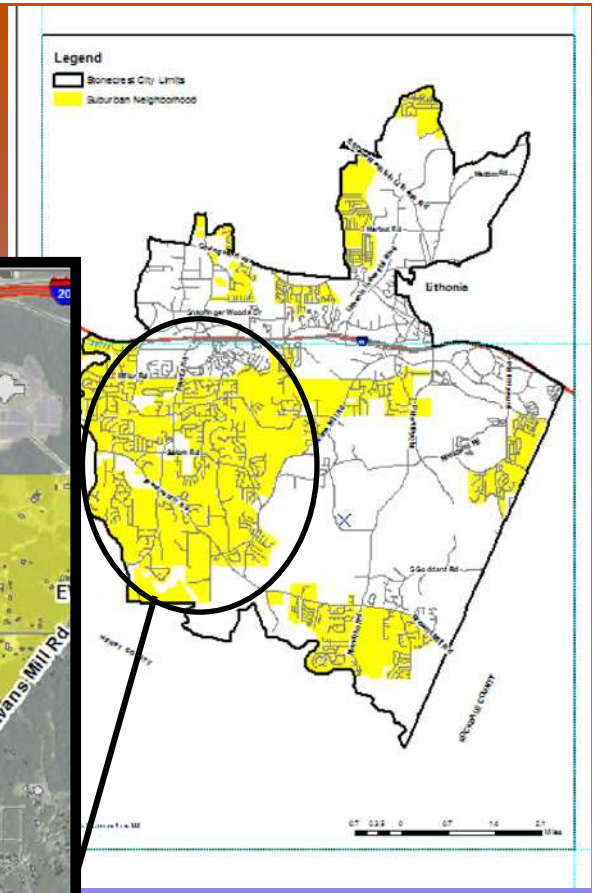
Suburban Neighborhood (SN)



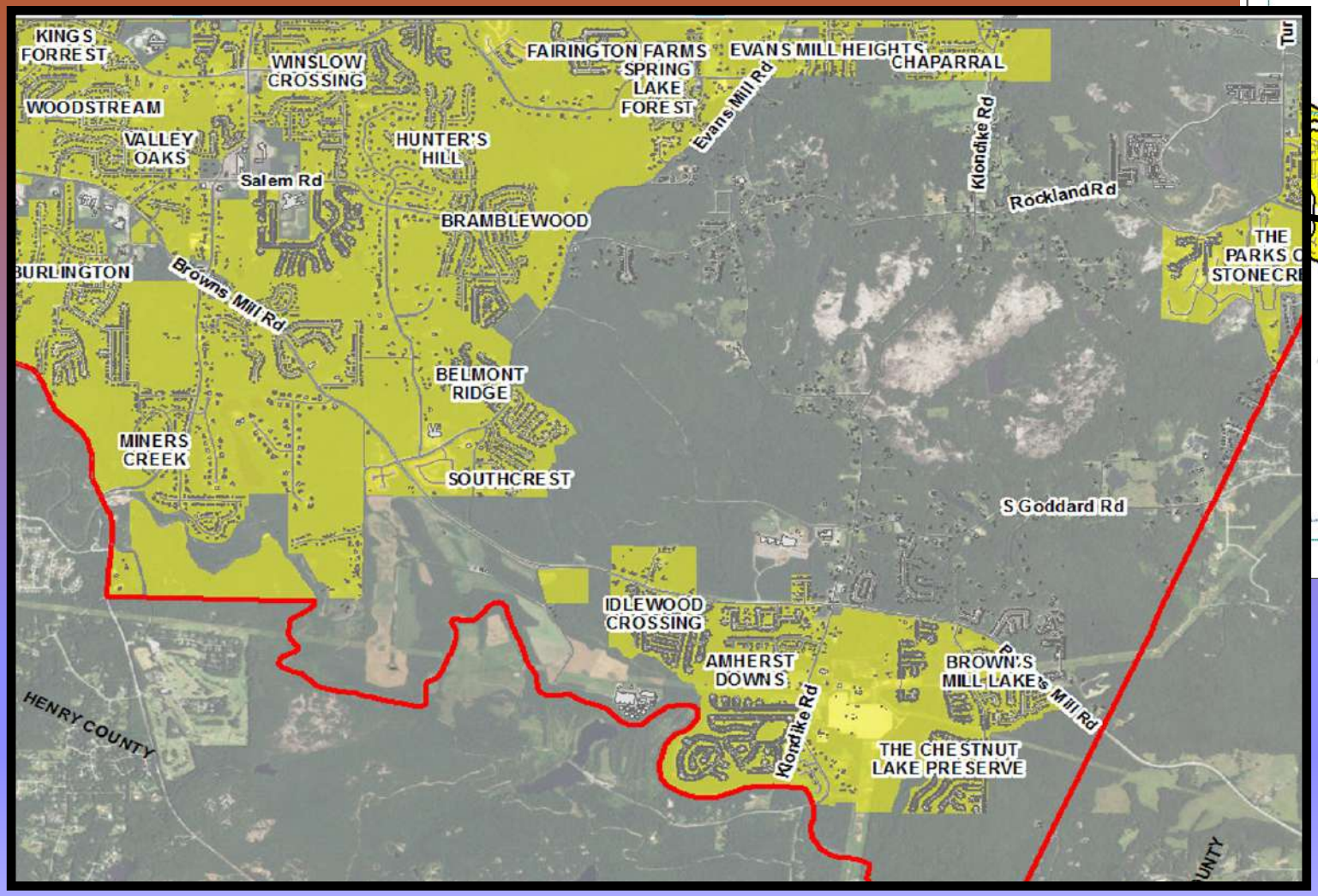


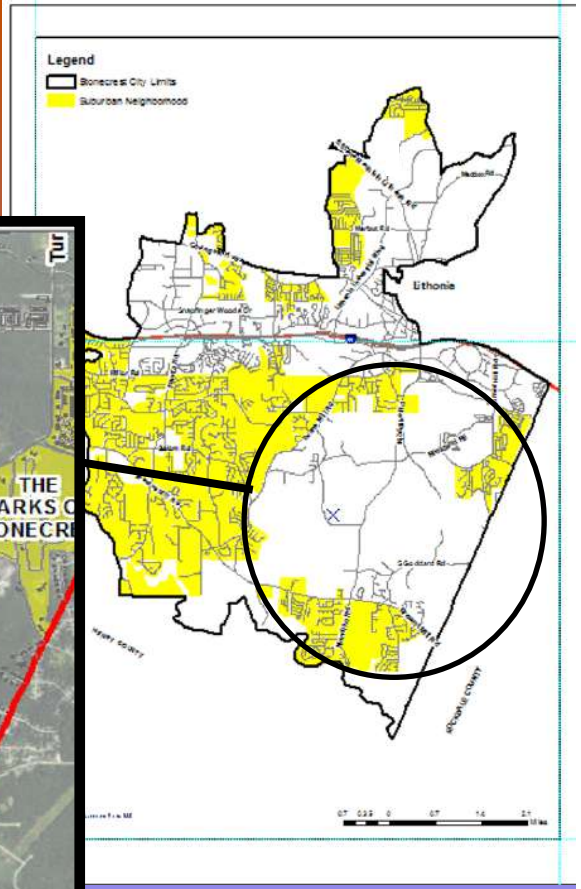
Suburban Neighborhood (SN)





Suburban Neighborhood (SN)





Suburban Neighborhood Primary Land Uses

- Single-Family Detached Residential
- Townhome (Detached; Small Lot)
- Assisted Living Facilities
- Neighborhood Retail
- Schools
- Libraries
- Healthcare Facilities
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

Permitted Zoning in SN Areas

R-100, R-85, R-75, R-60, RNC, NS, OI, OIT

Suburban Neighborhood Development Policies

1. **Residential Protection** - Protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density. Protect existing single-family neighborhoods from incompatible development that could alter established residential development patterns and density.
2. **Suburban Neighborhood Principles** - In appropriate locations encourage residential development to conform with traditional neighborhood development principles including improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.
3. **Non-Residential Development** - The non-residential development in suburban areas shall be limited to small-scale convenience goods/ services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
4. **Density Increases** - This shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
5. **Walkability** - Locate development and activities within easy walking distance of transportation facilities.
6. **Infill Development** - Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
7. **Transitional Buffer** - In areas adjacent to development nodes, require the transition of higher densities/intensities to occur within the development node and abiding by the delineated boundary.
8. **Greenspace** - Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.
9. **Connectivity** - Promote strong connectivity and continuity between existing and new developments.
10. **Bicycle and Pedestrian** - Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/ subdivisions, and multiple site access points.
11. **Transportation Alternatives** - Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.
12. **Density** - Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access. as well as automobile dependency.
13. **Nodes** - A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities. B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
14. **Street Character** - Improve street character with consistent signage, lighting, landscaping and other design features.
15. **Architecture -** Encourage compatible architecture styles that maintain regional and neighborhood character

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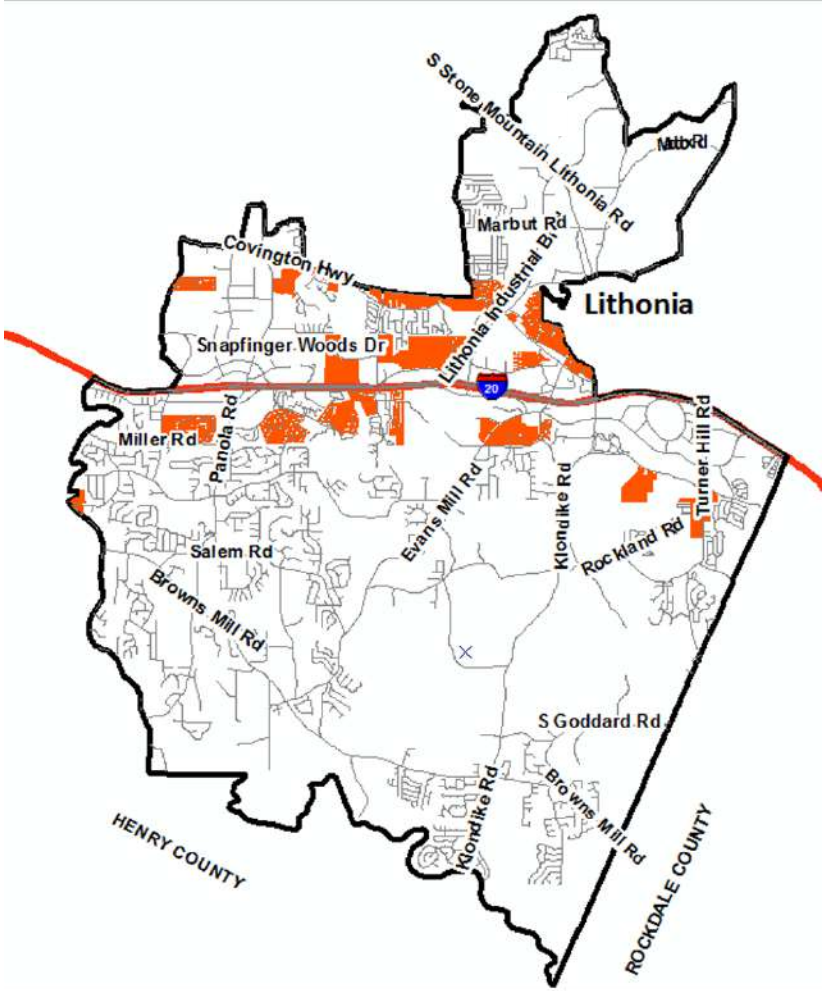
Urban Neighborhood (UN) Character Area

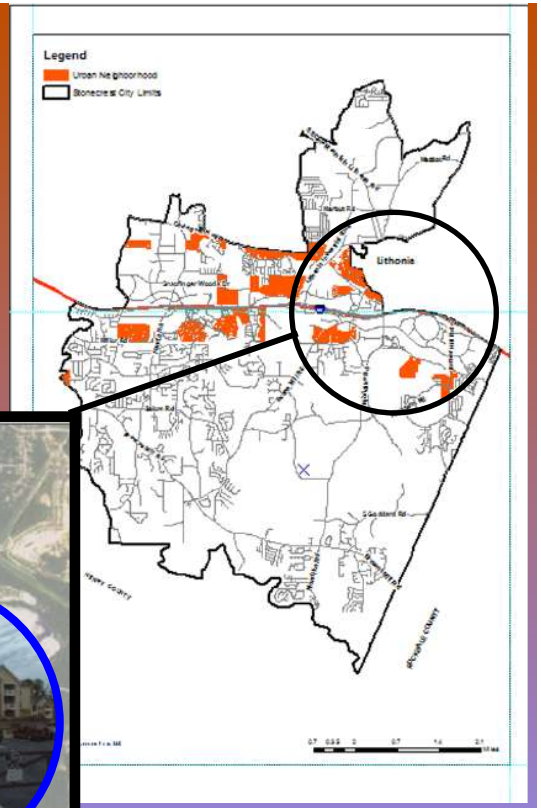
The intent of the Urban Neighborhood Character Area is to preserve the style and appeal of older compact pedestrian-friendly neighborhoods and communities. The characteristics include higher pedestrian orientation, sidewalks and more grid-like street patterns. They have on-street parking, small, regular lots, and buildings closer to the front property line. These areas may have alleys and neighborhood-scale commercial scattered throughout. The proposed density for areas of this type is up to 12 dwelling units per acre.

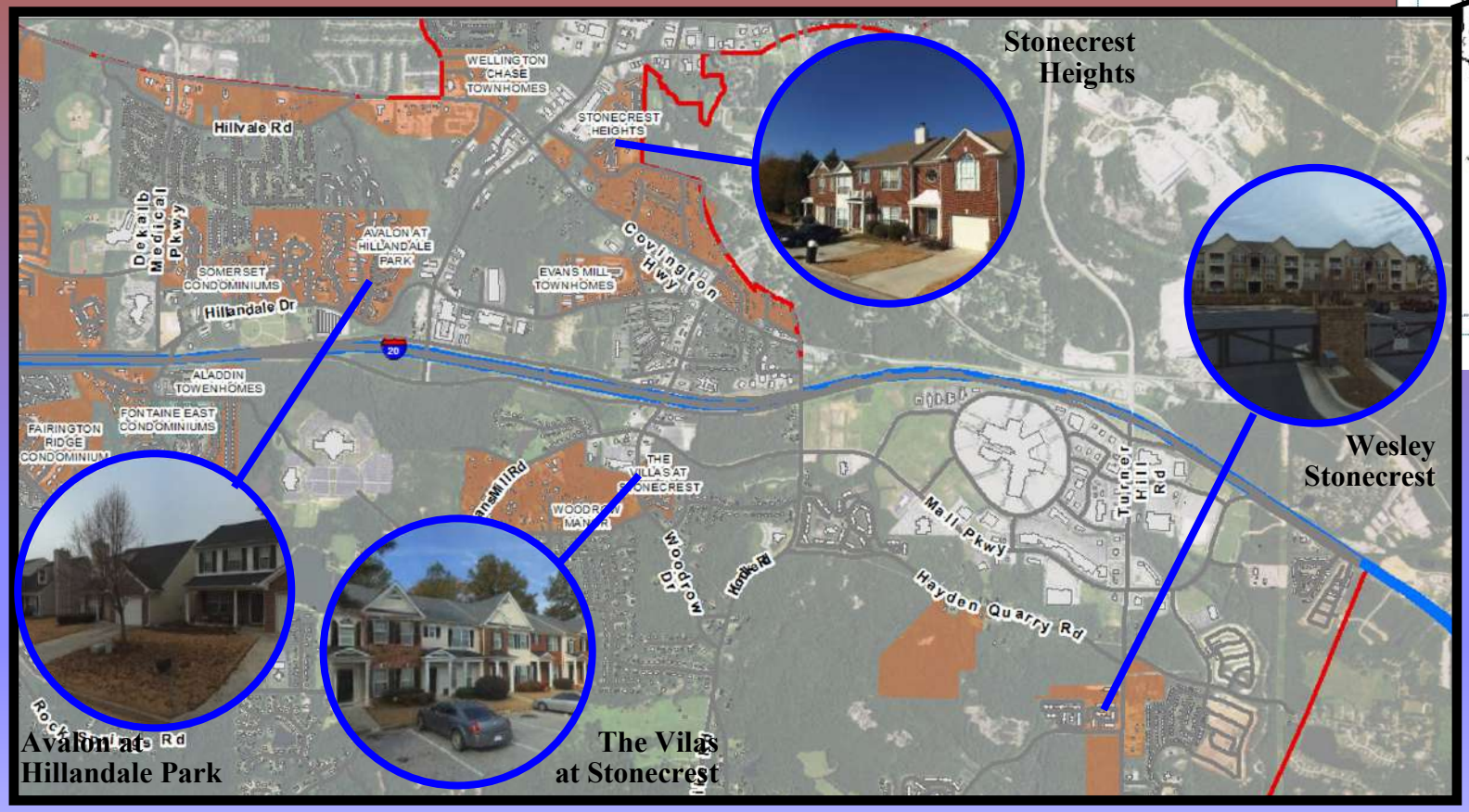


Urban Neighborhood Character Area Locations

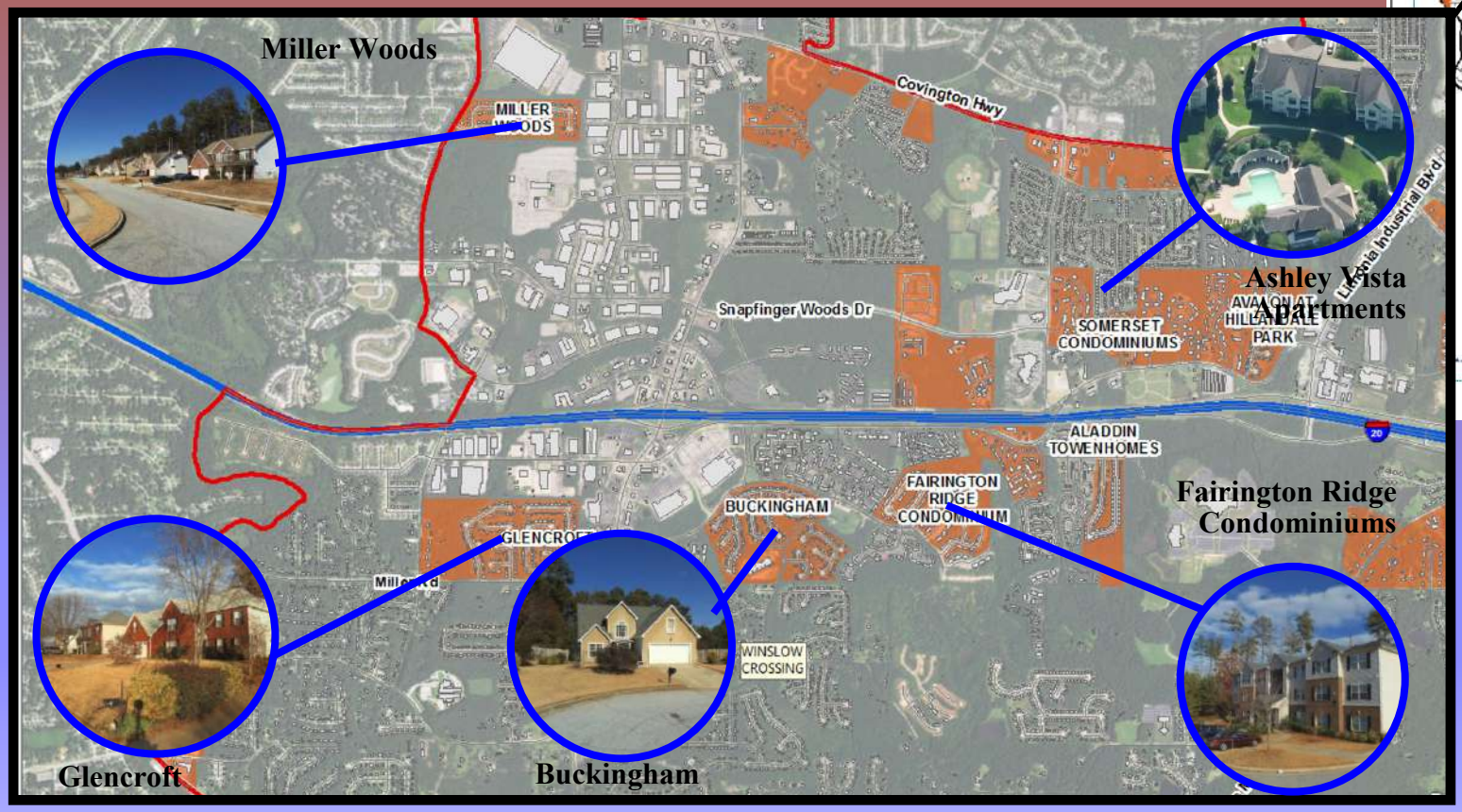
- Winding Glen/Winding Grove Drive
- Hillandale Park Drive
- Buckingham Neighborhood
- Phillip Bradley Drive
- Villas at Stonecrest
- Farrington Village
- Farrington Club Drive

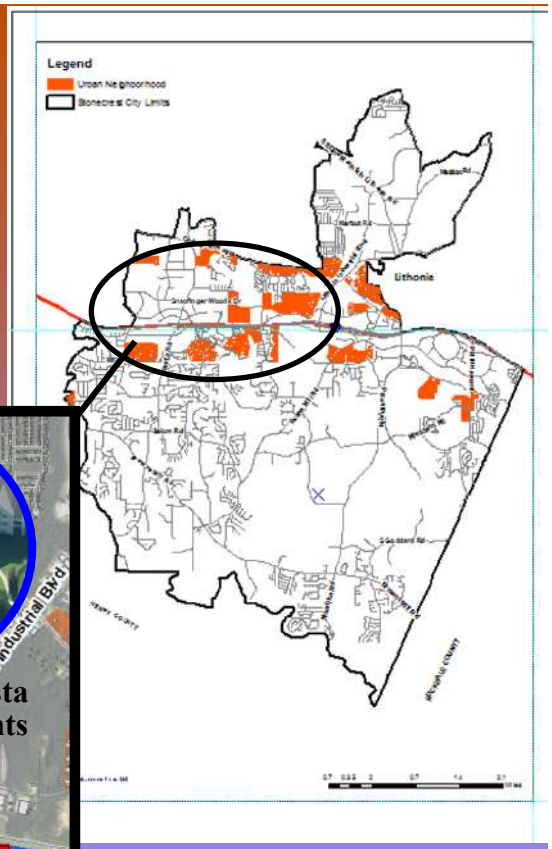
Urban Neighborhood (UN)





Urban Neighborhood (UN)





COMPREHENSIVE PLAN ELEMENTS — LAND USE

Urban Neighborhood Primary Land Uses

- Single-Family Detached Residential
- Apartments and Townhomes
- Assisted Living Facilities
- Neighborhood Retail
- Schools
- Libraries
- Healthcare Facilities
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

Senior Residences

Parks and Recreation

Permitted Zoning in UN Areas

R-100, R-85, R-75, R-60, RSM, MR-1, MR-2. MU-1, MU-2, MU-3, NS, C-1, C-2

Neighborhood Retail

Apartments

Urban Neighborhood Development Policies

1. **Residential Protection** - Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
2. **Urban Neighborhood Principle** - Encourage residential development to conform with existing traditional neighborhood development principles including, existing grid street patterns, a higher mix if uses, and increased pedestrian access to retail and other activities.
3. **Non-Residential Development** - The non-residential development in suburban areas shall be limited to small-scale convenience goods/ services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
4. **Density Increases** - This shall be evaluated for their impact on City services and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
5. **Walkability** - Locate development and activities within easy walking distance of transportation facilities.
6. **Infill Development** - Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
7. **Diversity Mix** - Permit accessory housing units, or new well designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
8. **Transitional Buffer** - In areas adjacent to development nodes, require the transition of higher densities/intensities to occur within development nodes and abiding by the delineated node boundary.
9. **Greenspace** - Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.
10. **Connectivity** - Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.
11. **Street Design** - Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.
12. **Bicycle and Pedestrian** - Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/ subdivisions, and multiple site access points.
13. **Transportation Alternatives** - Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas. Sense of Place - Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.
14. **Density** - Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.
15. **Nodes** - (A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities. (B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
16. **Street Character** - Improve street character with consistent signage, lighting, landscaping and other design features.
17. **Architecture** - Encourage compatible architecture styles that maintain regional and neighborhood character.

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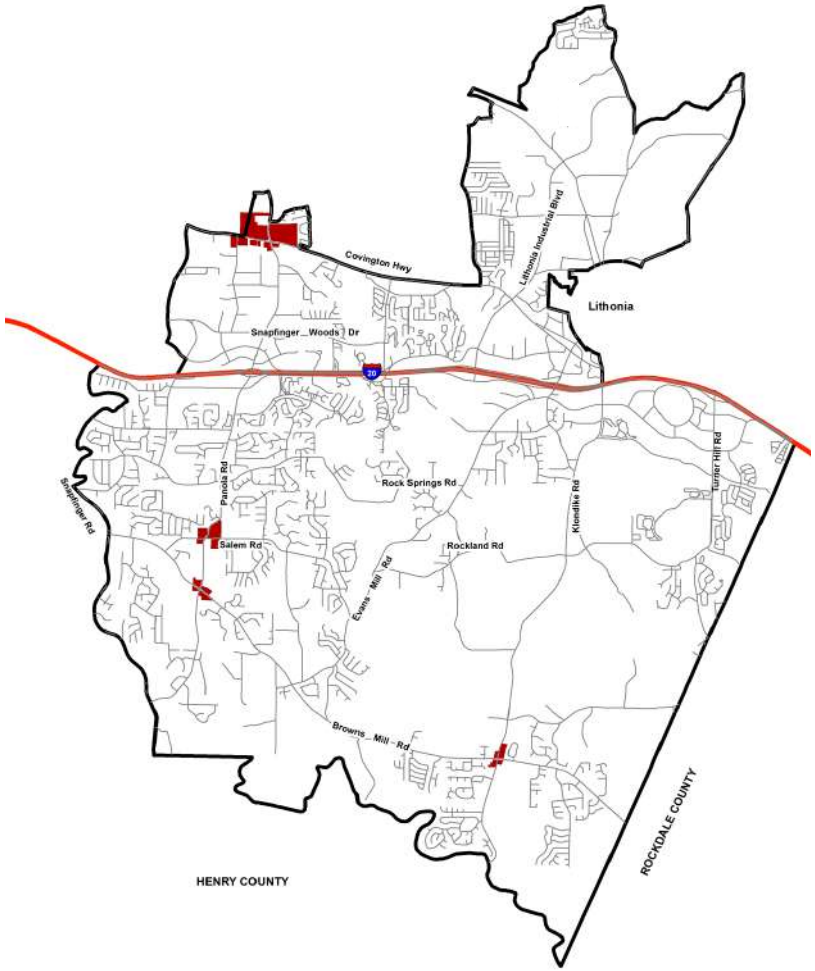
Neighborhood Center (NC)

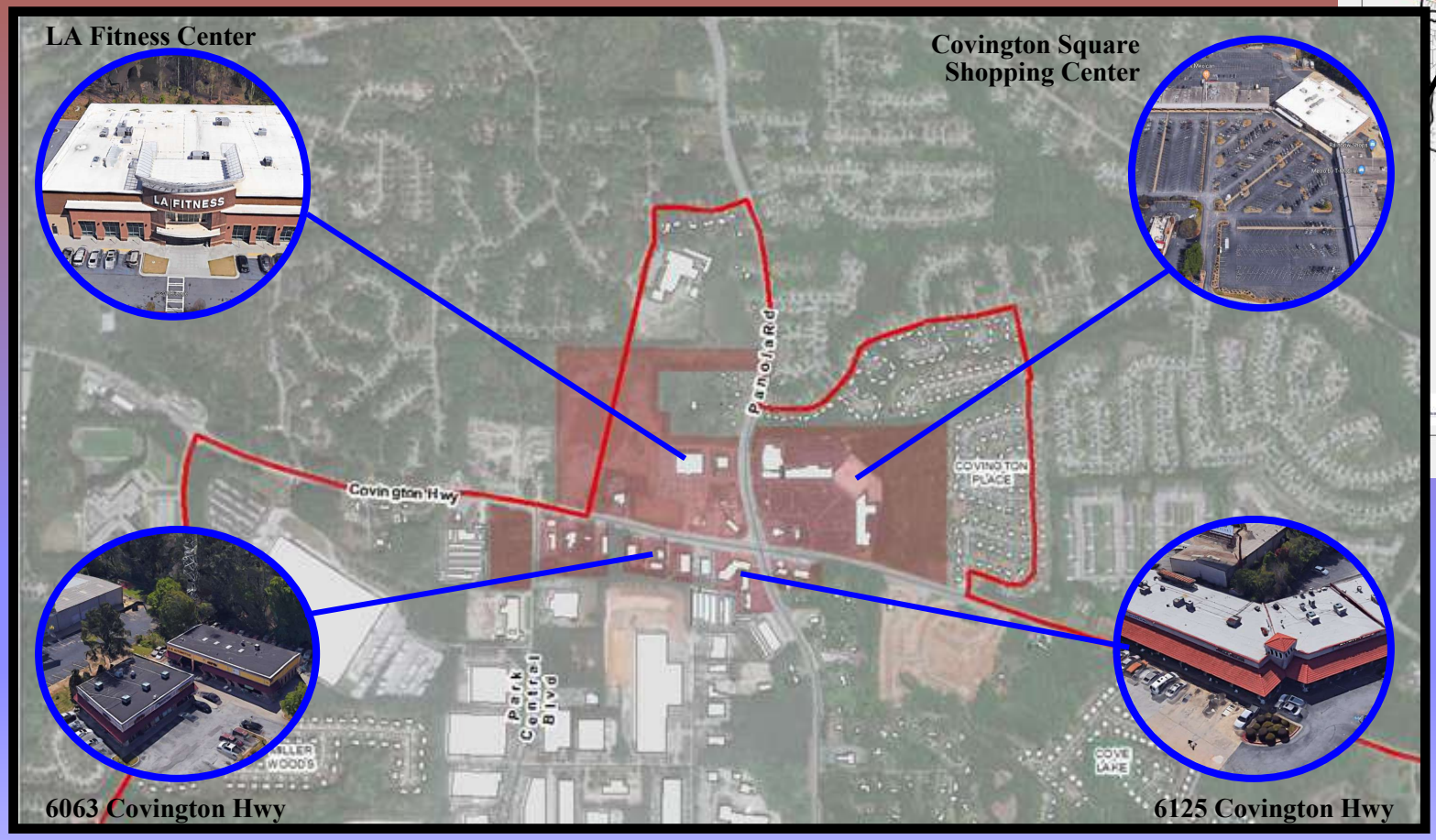
The intent of the Neighborhood Center Character Area is to identify areas that can serve everyday local neighborhood needs, for goods and services. These areas shall complement the character of neighborhoods and have locations that promote walkability, reduce automobile travel, and increase transit usage. These areas should consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood services, professional office, higher-density housing in the suggested range, and appropriate public open spaces that are easily accessible by pedestrians. The proposed density for the Neighborhood Center Character Area is up to 24 dwelling units per acre.

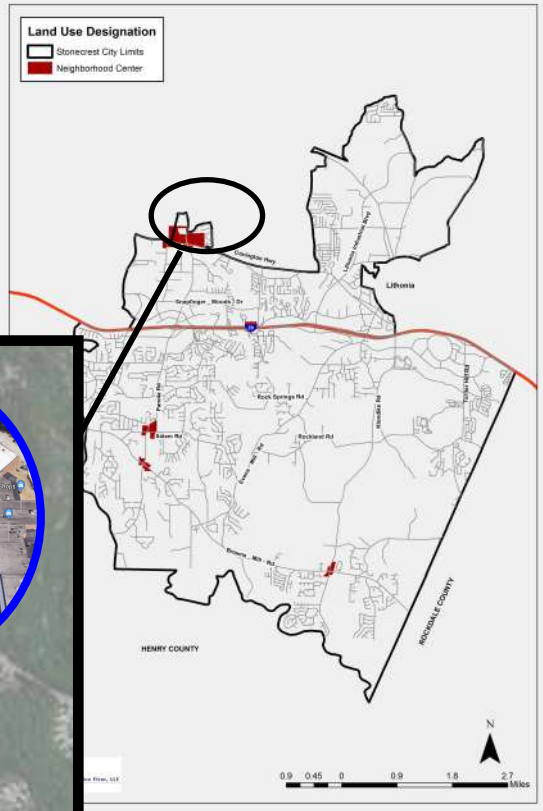


Neighborhood Center Character Area Locations

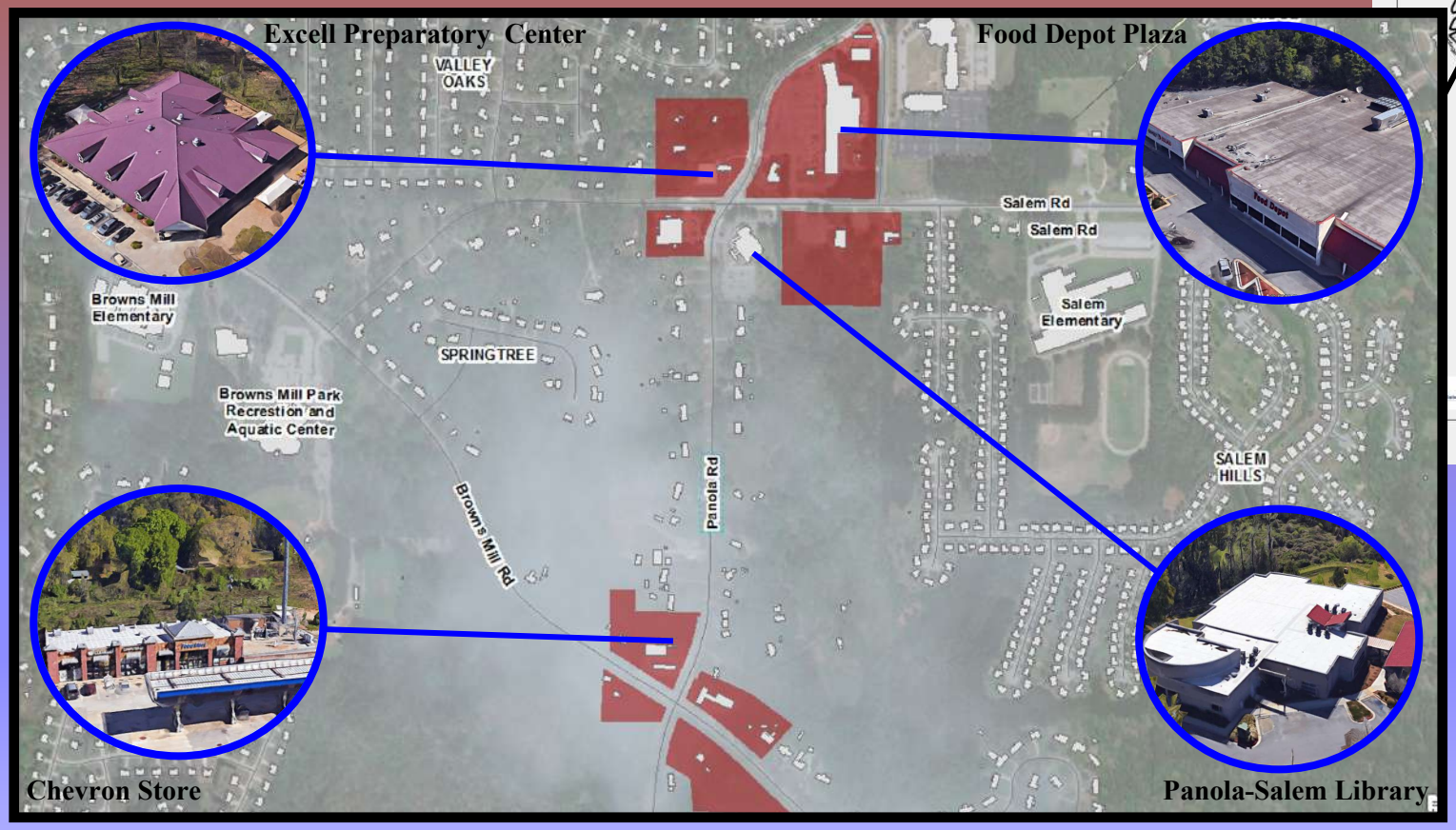
- Covington Hwy and Panola Road
- Salem and Panola Roads
- Browns Mill and Panola Roads
- Browns Mill and Klondike Roads

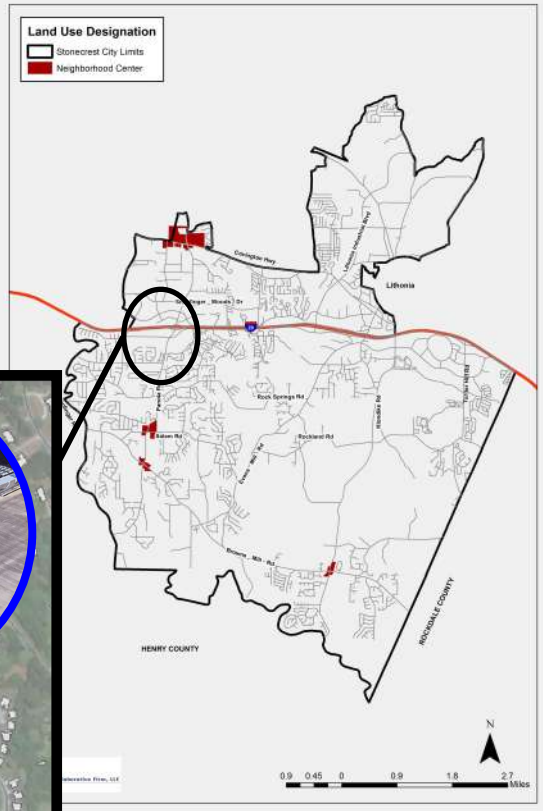
Neighborhood Center (NC)



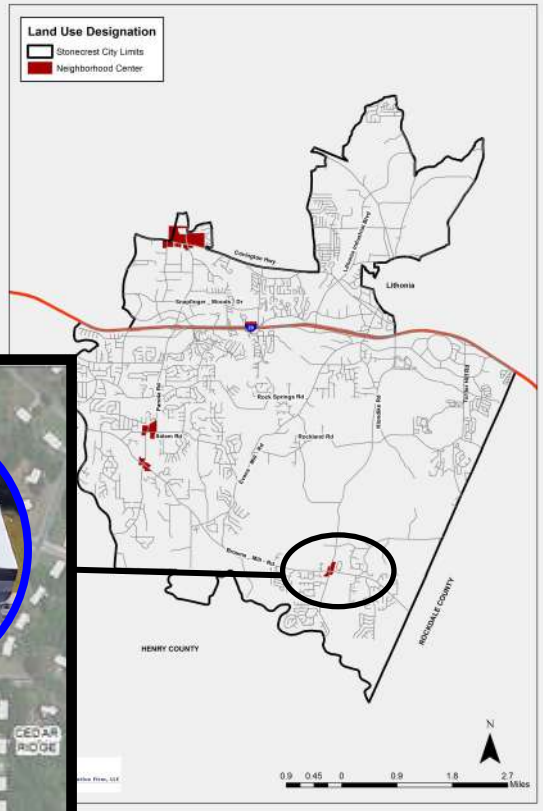


Neighborhood Center (NC)





Neighborhood Center (NC)



Neighborhood Center Primary Land Uses

- Townhouses
- 4-8 Story Condominiums and Lofts
- Healthcare Facilities
- Small scale Retail and Commercial
- Office
- Institutional Uses
- Entertainment and Cultural Facilities
- Parks and Small Scale Recreation Facilities
- Public and Civic Facilities

Public Market

plannersweb.com

Neighborhood Retail

metrocommercial.com

Permitted Zoning in NC Areas

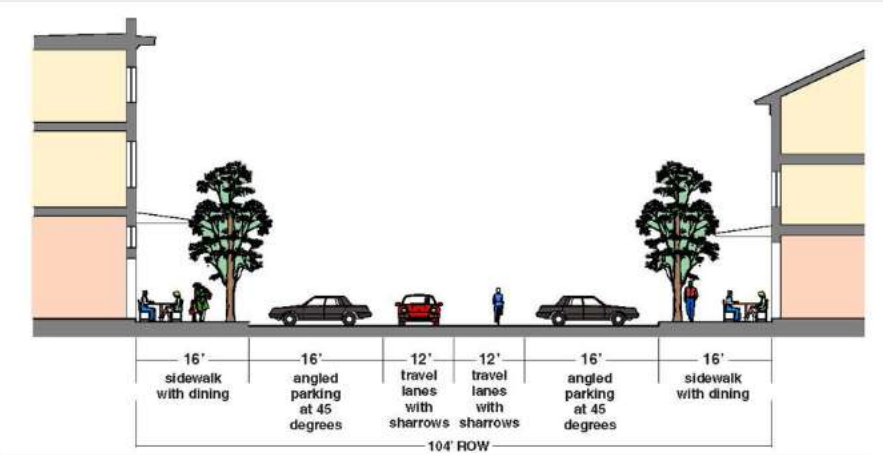
RSM, MR-1, MR-2, MU-1, MU-2, MU-3, NS, C-1, OI, OIT

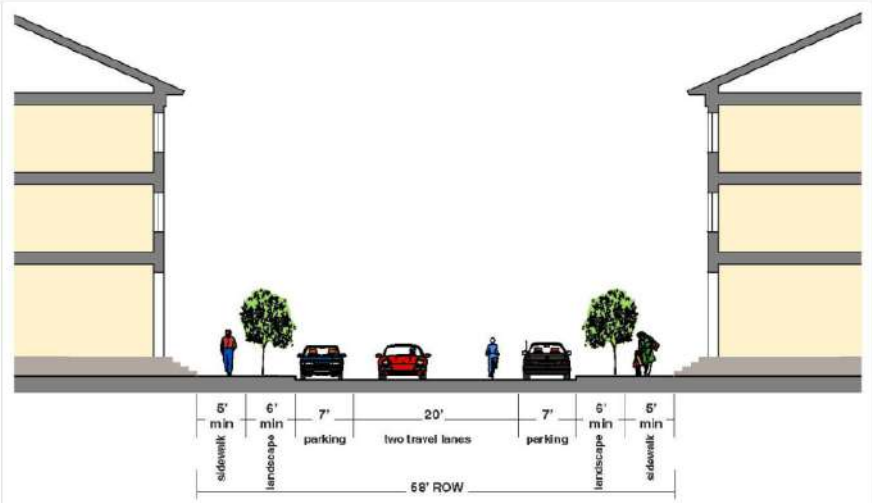
Art Studio

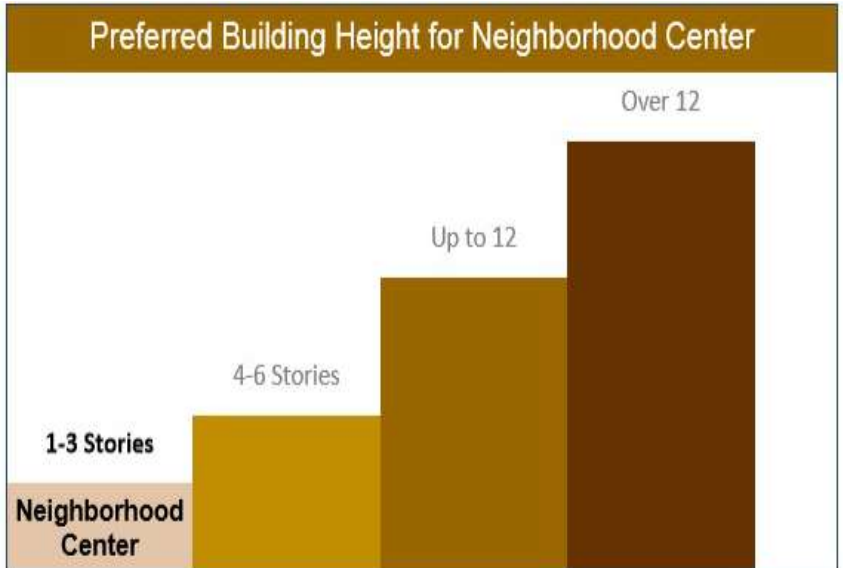
studio1219.com

Medical Clinic

yelp.com







Design Guidelines

1. **Setbacks** - Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers shall be required.
2. **Buffers** - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. **Heights** - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

Neighborhood Center Development Policies

1. **Maximum Density**—Encourage the maximum density of residential in mixed use projects not to exceed 24 dwelling units per acre, with the most intense development located towards the commercial and/or office core of the Neighborhood Center. Properties located along the outer edges of the Neighborhood Center shall be sensitive to the building height and density of adjacent single family residential.
2. **Retrofitting** - Foster retrofitting for conformity with traditional neighborhood principles.
3. **Pedestrian Scale Development** - Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
4. **Mixed Use Development** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
5. **Transitional Buffers** - Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
6. **Staggered Heights** - Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
7. **Streetscaping** - Improve street character with consistent signage, lighting, landscaping and other design features.
8. **Pocket Parks** - Create focal points through the use of existing pocket parks and squares for community activities.
9. **Parking** - Clearly define road edges by locating buildings near the roadside with parking in the rear.
10. **Open Space and linkages** - Encourage development and redevelopment in nodes to provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.
11. **Healthy Neighborhoods** - Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
12. **Pedestrian Enhancements** - Create pedestrian-friendly environment, by adding sidewalks that link neighborhood amenities.
13. **Traffic Calming -** Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.
14. **Pedestrian Oriented Design** - Design shall be pedestrian-oriented with walkable connections between different uses.
15. **VMT** - Promote new and redevelopment at or near development nodes as a means of reduce vehicle miles traveled (VMT).
16. **Preferred Uses** - Each Neighborhood Center shall include a medium- high density mix of retail, office, services, and employment to serve neighborhoods.

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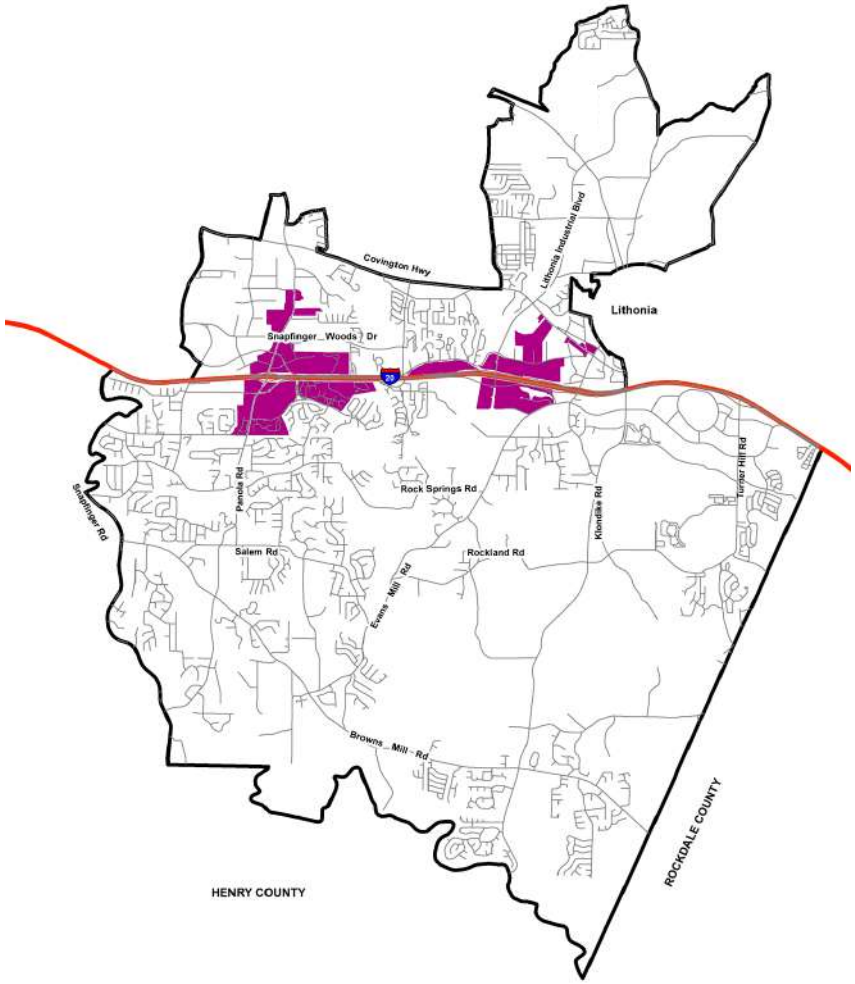
City Center (CC)

The intent of the City Center Character Area is to promote the concentration of residential and commercial uses, which serve surrounding communities in order to reduce automobile travel, promote walkability and increase transit usage.

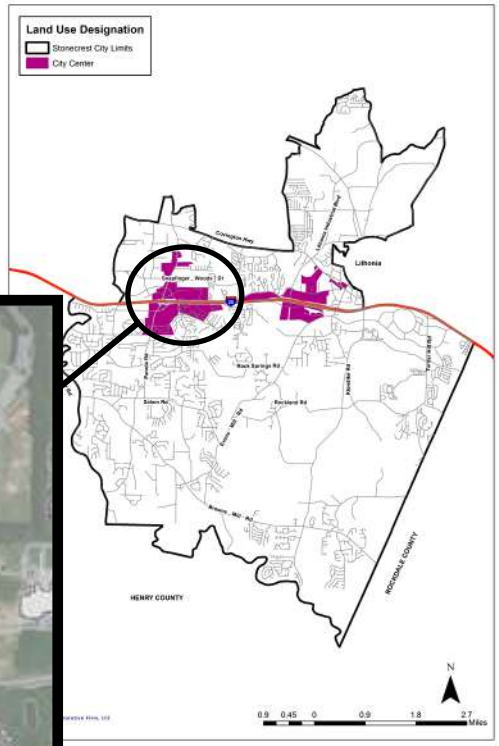
The areas should be a focal point for several neighborhoods with a variety of activities such as general retail, commercial, professional office, high-density housing, entertainment and recreational uses and appropriate public open spaces that are easily accessible by pedestrians. This character area is similar to neighborhood center, but at a larger scale. The preferred density for areas of this type is up to 40 dwelling units per acre.

City Center Character Area Locations

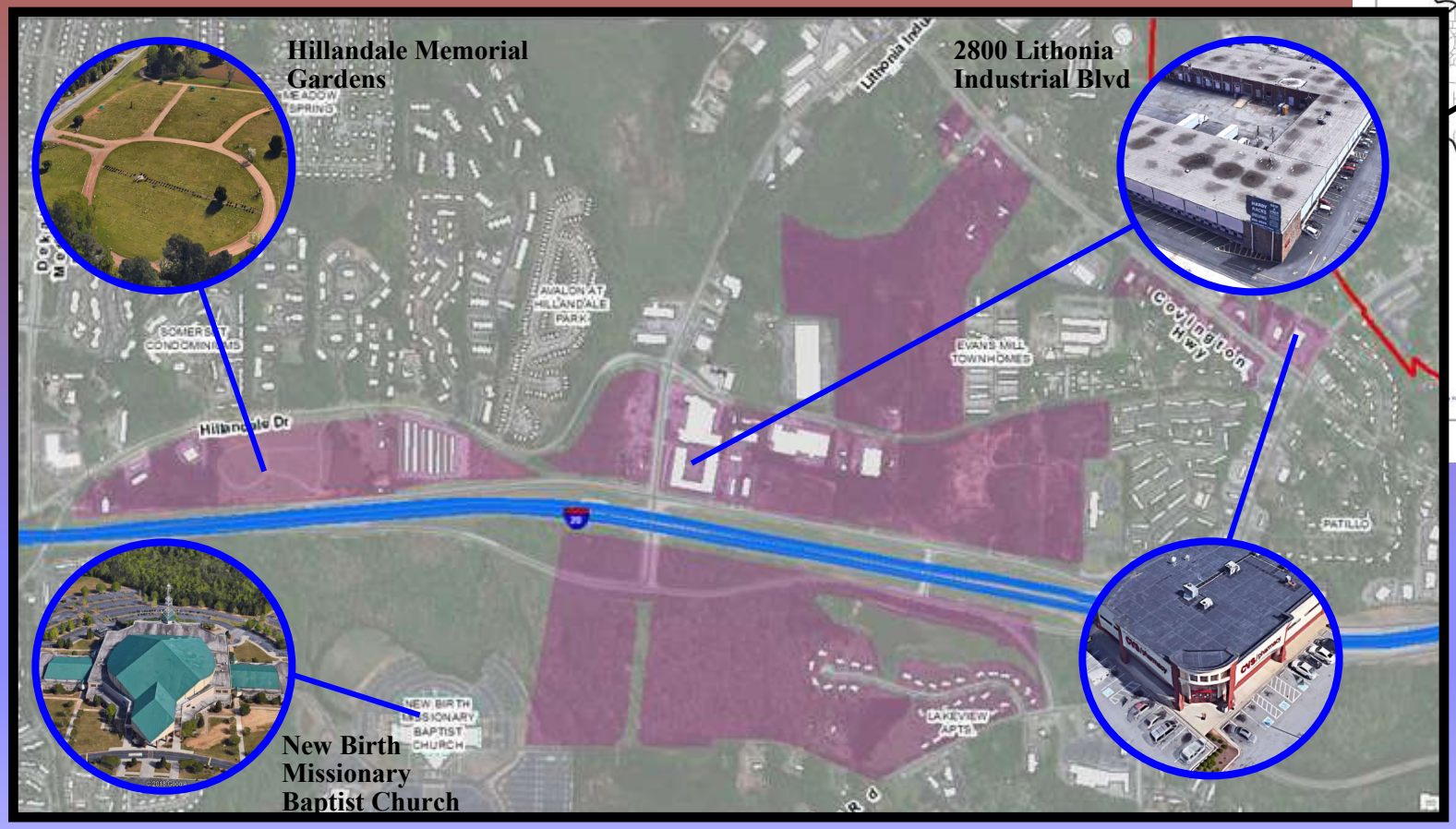
- Chupp Road
- HIllandale Road
- Fairington Road
- Panola Road and I-20
- Stewart Lake Court

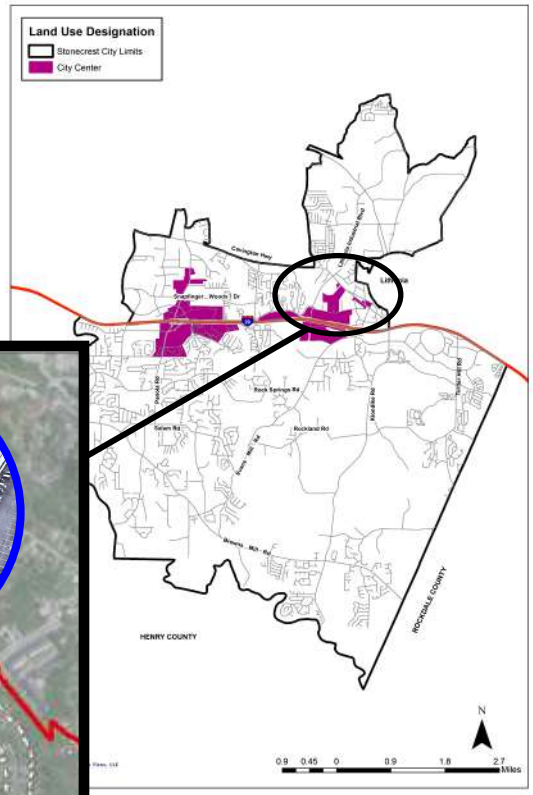


City Center (CC)



City Center (CC)





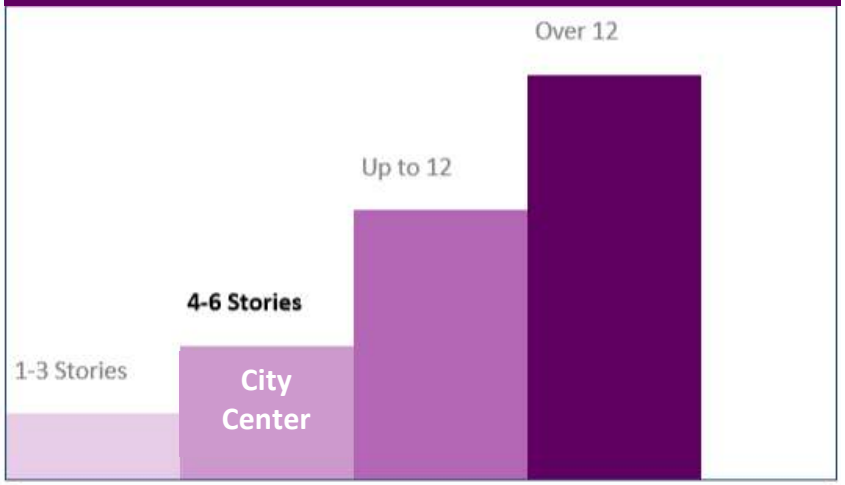
City Center Primary Land Uses

- Attached and Detached Townhomes
- 4-8 Story Condominiums and Lofts
- Mid– and High-rise Apartments
- Healthcare Facilities
- Mixed-Use Retail and Commercial
- Professional Offices
- Medical and Institutional Uses
- Entertainment and Cultural Facilities
- Parks and Recreation Facilities
- Public and Civic Facilities

Permitted Zoning in CC Areas

RSM, MR-1, MR-2, HR-1, Hr-2, MU-1, MU-2, MU-3, MU-4, MU-5, C-1, C-2, OI,OIT

Preferred Building Height for City Center



Design Guidelines

1. **Setbacks** - Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers may be required.
2. **Buffers** - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. **Heights** - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

City Center Development Policies

1. **Cyclists and Pedestrians**—Provide safe and attractive facilities for bicyclists and pedestrians.
2. **Transportation**—Provide transportation alternatives to reduce automobile dependency.
3. **Mixed-Use Redevelopment** —Redevelop older strip commercial centers into viable mixed-use developments .
4. **Streetscape**—Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.
5. **Mixed Use Districts**—Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
6. **Density**—Cluster high density development at nodes & along major corridors outside of established residential areas.
7. **Landscaping**—Use landscaping and other buffers to protect pedestrians from heavy traffic.
8. **Aesthetics**—Create and implement performance and aesthetic standards to improve visual appearance.
9. **Signage**—Implement signage and billboard controls.
10. **Parking**—Require parking to the side or rear of buildings.
11. **Connectivity**—Promote parcel interconnectivity.
12. **TOD**—Promote transit oriented development
13. **Bike Parking**—Provide safe and accessible areas for bicycle parking.
14. **Transit Incentives**—Provide incentives to encourage transit compatible development.
15. **Transportation**—Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
16. **Access Management**—Create and implement driveway controls and access management standards.
17. **Tree Preservation**—Establish tree preservation and landscaping standards.
18. **Redevelopment Concept**—In appropriate locations, build new commercial structures closer to street on existing under-utilized parking lots creating internal smaller or decked parking.
19. **Architectural Standards**—Upgrade the appearance of existing older commercial buildings with façade improvements.

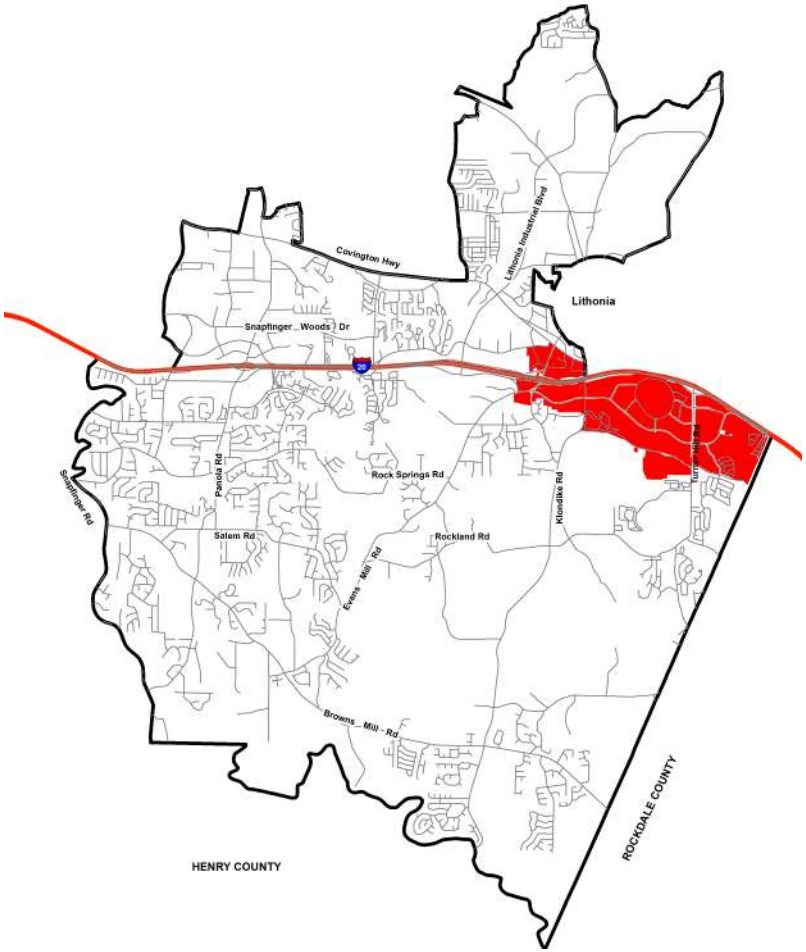
Regional Center (RC)

The intent of the Regional Center is to promote the concentration of regional service activities to a centralized location that allow for a variety of uses while reducing automobile travel, promoting walkability and increased transit usage. These areas consist of a high intensity of regional commercial, office, employment areas, high density residential and higher-education facilities.

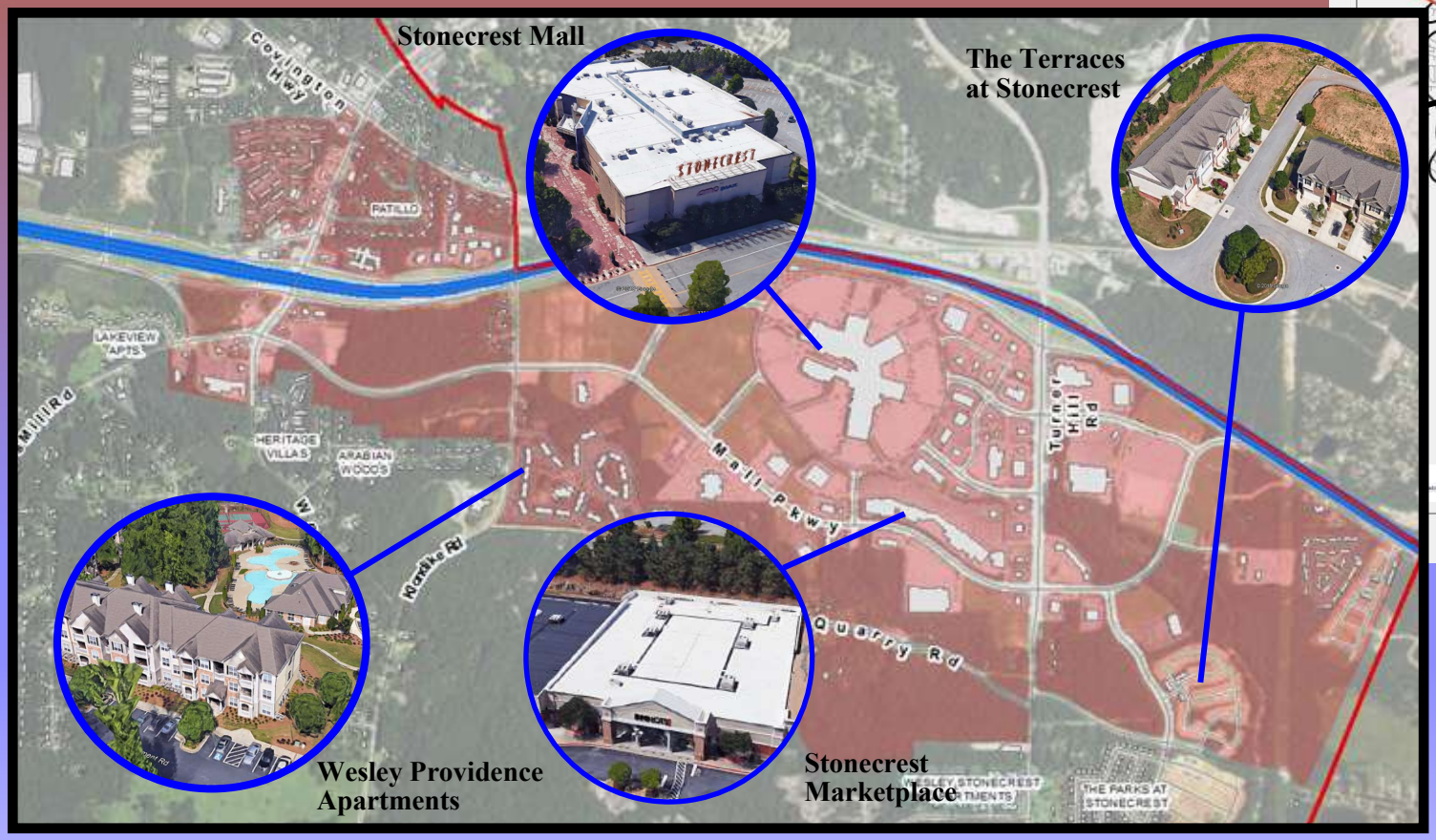
These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The proposed density for areas of this type allows up to 120 dwelling units per acre. The Regional Center will allow certain permitted zoning districts to help shape the character.

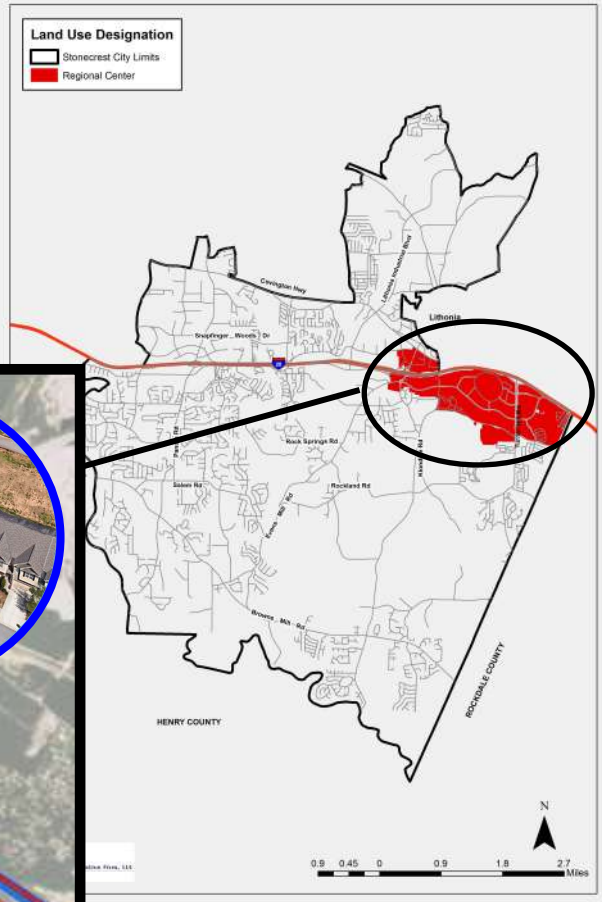
Regional Center Character Area Locations

- Turner Hill & Mall Parkway
- Klondike Road & Mall Parkway
- Evans Mill Road & I-20



Regional Center (RC)





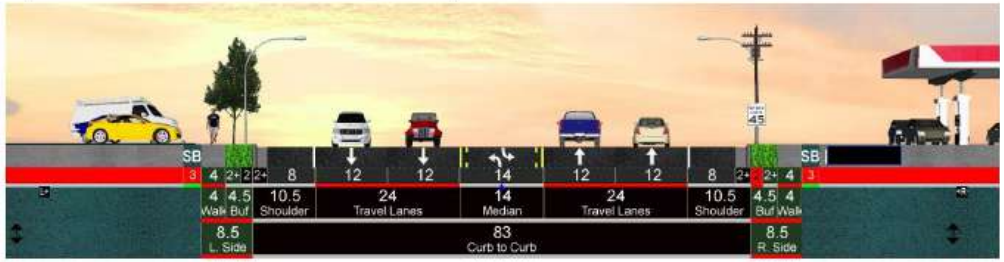
Regional Center Primary Land Uses

- Stacked Townhouses
- 8+ Story Condominiums and Lofts
- High Rise Apartments
- Regional Healthcare Facilities
- Large-Scale Retail and Commercial
- Regional Corporate Offices
- Education and Institutional Uses
- Entertainment and Cultural Facilities
- Parks, Recreation Facilities, and Sports Complexes
- Public and Civic Facilities

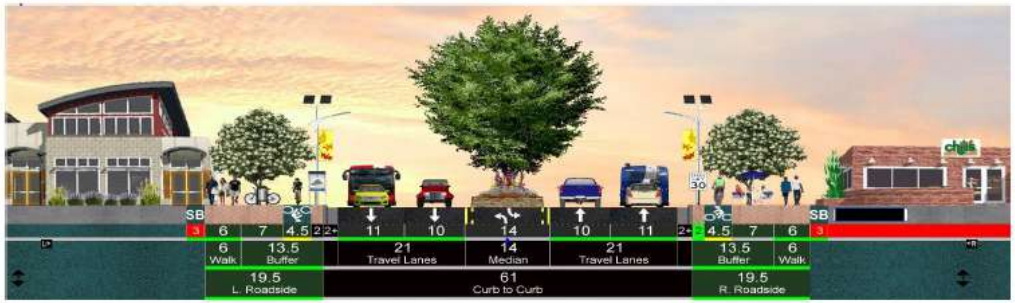
Permitted Zoning in RC Areas

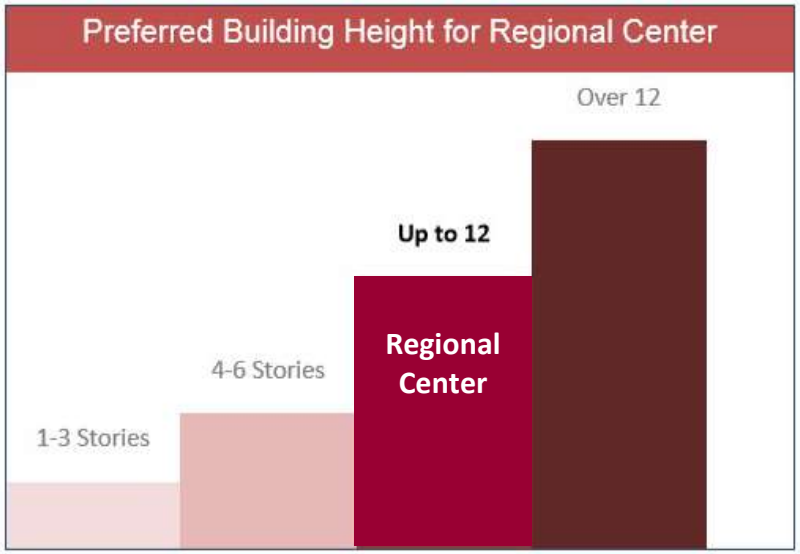
HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5, C-1, C-2, OI, OIT

Existing Mall Boulevard (Collector)



Revised Mall Boulevard





Design Guidelines

1. Setbacks - Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers may be required.
2. Buffers - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. Heights - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

Regional Center Development Policies

1. **Maximum** Density - Encourage the maximum density of residential in mixed use projects not to exceed 120 dwelling units per acre, with the most intense development located towards the commercial and/or office core of the Regional Center. Properties located along the outer edges of the Regional Center shall be sensitive to the building height and density of adjacent single family residential.
2. **Pedestrian Scale Development** - Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
3. **Mixed Use Development** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
4. **Transitional Buffers** - Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
5. **Enhanced Buffers** - Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
6. **Staggered Heights** - Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
7. **Streetscaping** - Improve street character with consistent signage, lighting, landscaping and other design features.
8. **Pocket Parks** - Create focal points through the use of existing pocket parks and squares for community activities.
9. **Infill Development** - Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
10. **Parking** - Clearly define road edges by locating buildings near the roadside with parking in the rear.
11. **Open Space and linkages** - Encourage that all development and redevelopment in development nodes to provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.
12. **Healthy Neighborhoods** - Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
13. **High Density Residential** - Residential development shall reinforce the center by locating higher density housing options adjacent to the center. Housing in Regional Center shall be targeted to a broad range of income levels.
14. **Pedestrian Enhancements** - Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.
15. **Traffic Calming** - Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.
16. **Pedestrian Oriented Design** - Design shall be pedestrian-oriented with walkable connections between different uses.
17. **VMT** - Promote new and redevelopment at or near development nodes as a means of reduce vehicle miles traveled (VMT).
18. **High Density Development** - Each Regional Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.

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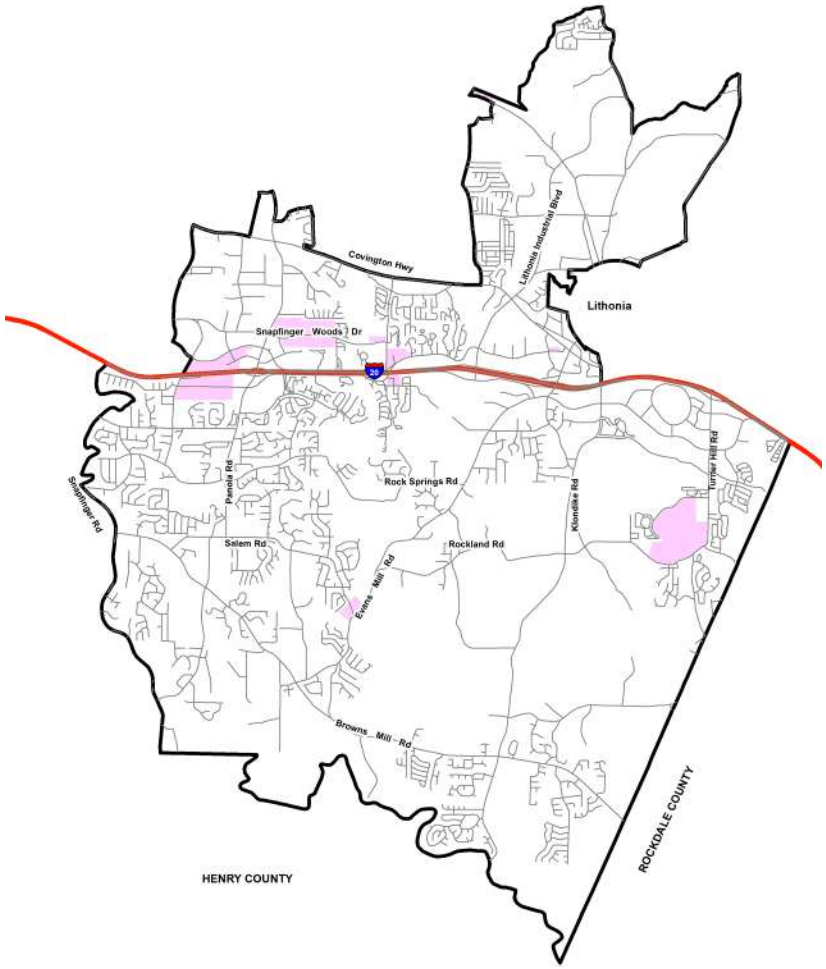
Office Professional (OP)

The intent of the Office Professional Character Area is to promote the development of corporate style office parks and mid- to high-rise office buildings to provide a transitional land use between development nodes or other high intensity uses to the surrounding residential communities.

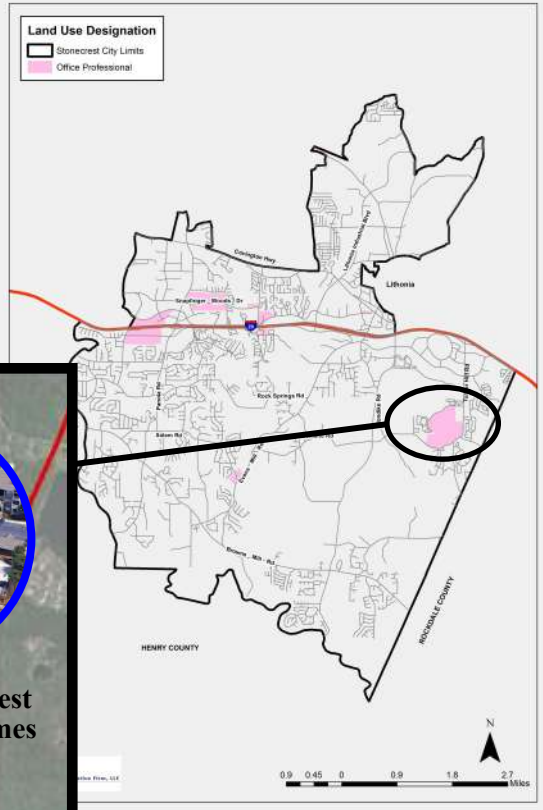
This Character Area could support multi-family uses in a mixed use environment as well as supporting commercial uses. The locations are characterized with ornate landscaping and public open spaces for employees and patrons. They are often located in close proximity to highly classified traffic arteries with access to public transit as well as on site parking.

Office Professional Character Area Locations

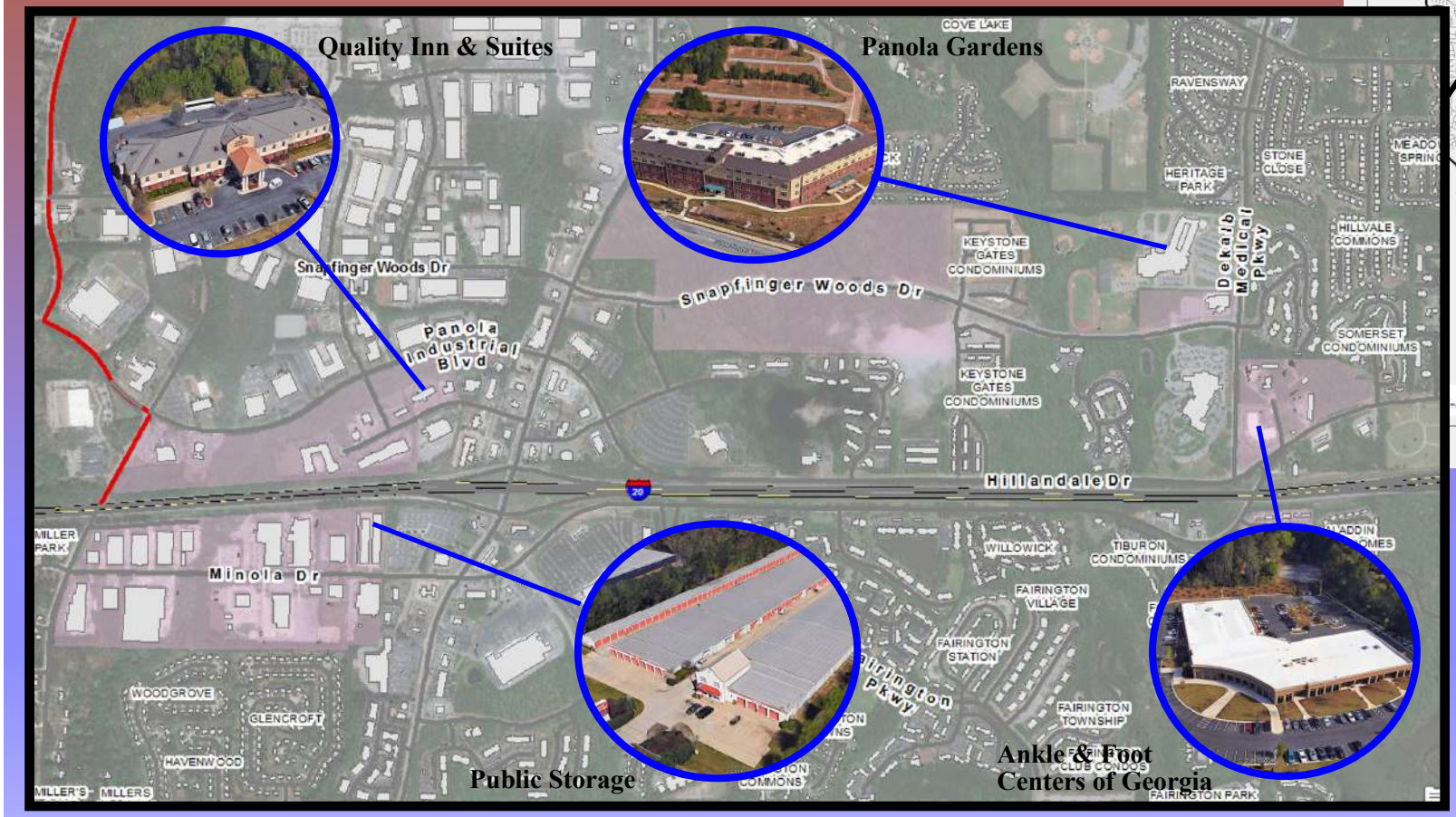
- Panola Industrial South to I-20
- Minola Drive North to I-20
- DeKalb Medical Way and Chupp Road
- Snapfingerwoods Drive

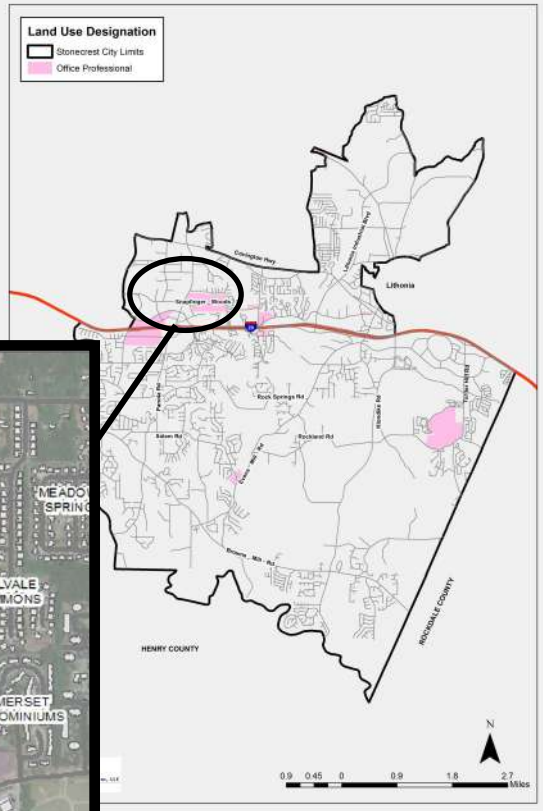


Office Professional (OP)



Office Professional (OP)





Office Professional Primary Land Uses

- Townhouses
- Condominiums
- Apartments
- Healthcare Facilities
- Small Scale Retail and Commercial
- Office
- Institutional Uses
- Cultural Facilities
- Pocket Parks and Passive Open Space
- Public and Civic Facilities

Permitted Zoning in OP Areas

MU-1, MU-2, MU-3, NS, C-1, OI, OIT

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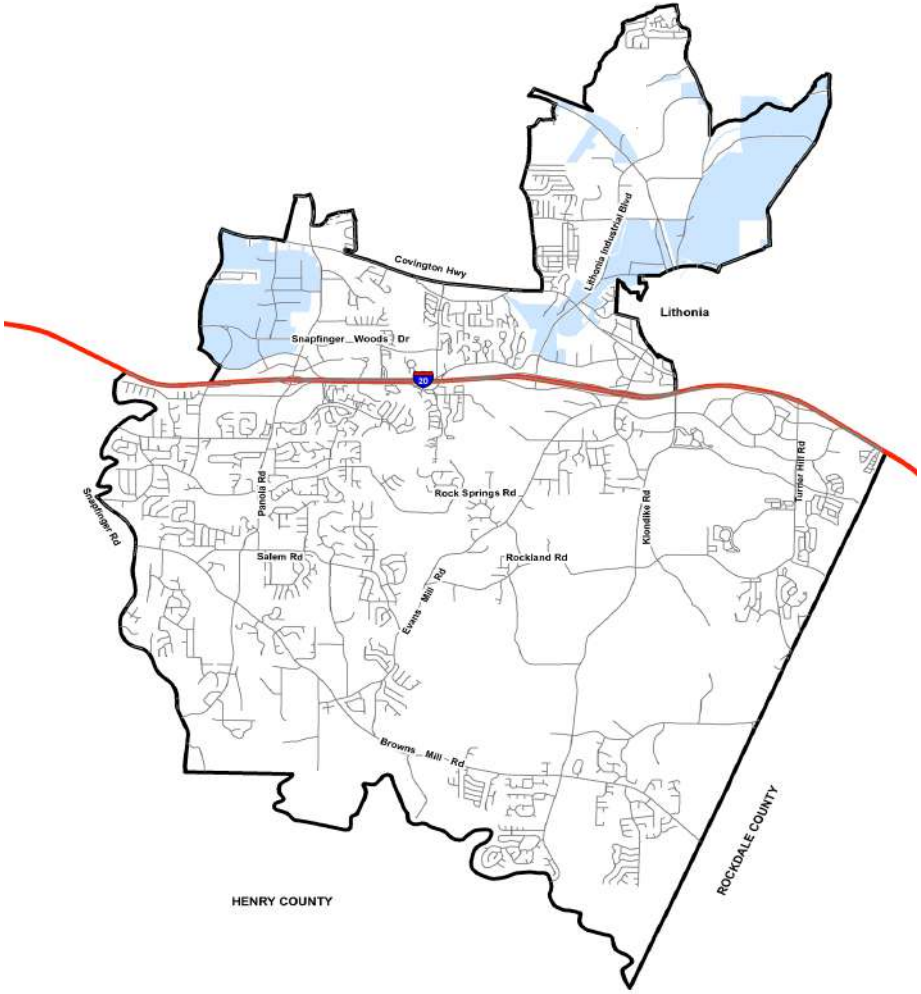
Light Industrial (M-LI)

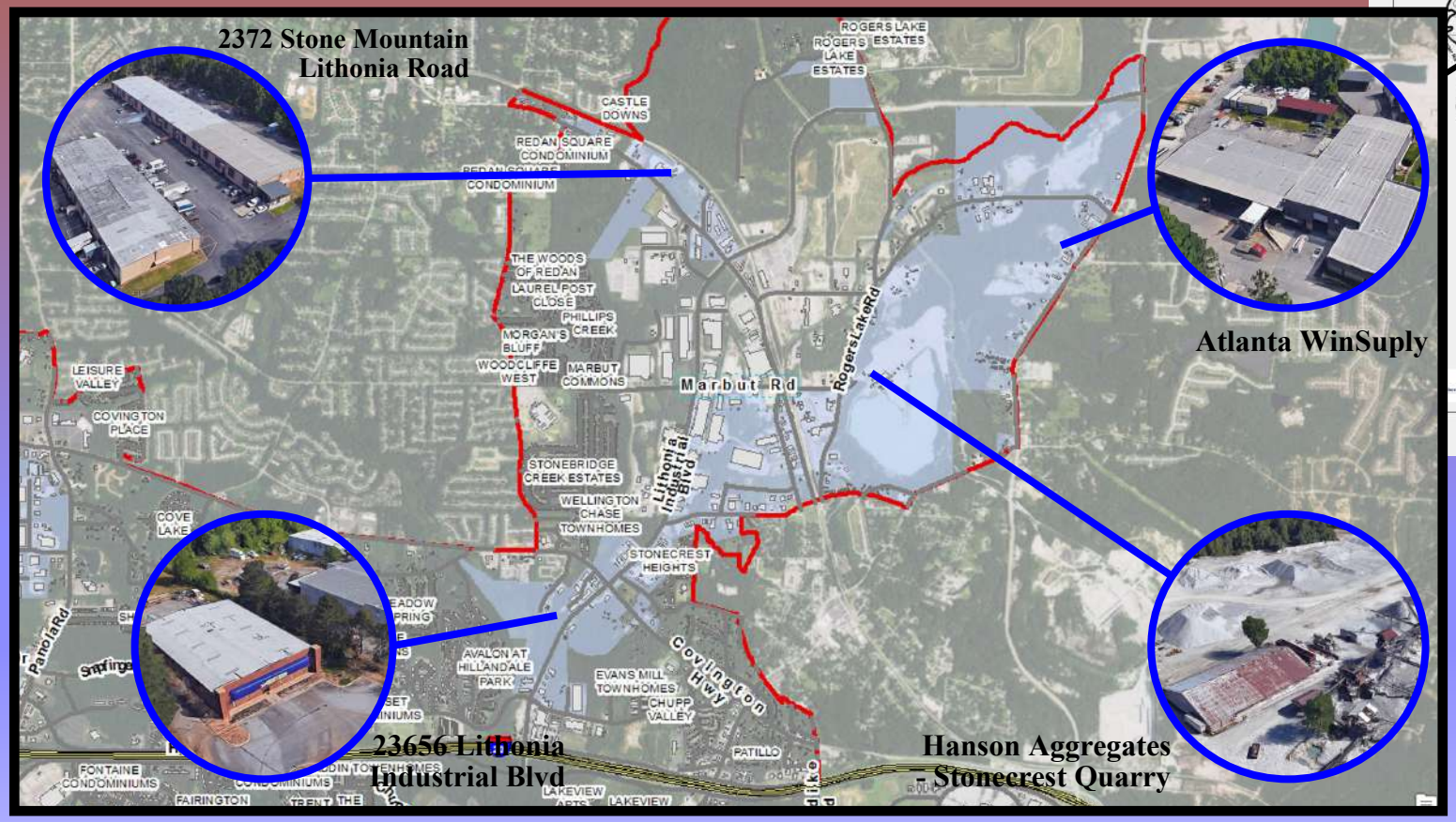
The intent of the Light Industrial Character Area is to identify areas that are appropriate for industrial type uses. The location of these areas shall preserve the appeal and appearance of residential and commercial areas from the prospective intrusion of light industrial land uses. These areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics.

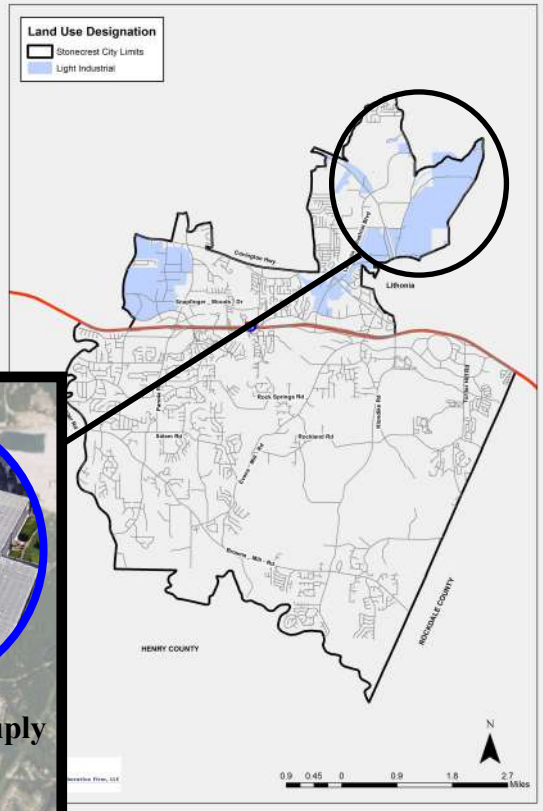


Light Industrial Character Area Locations

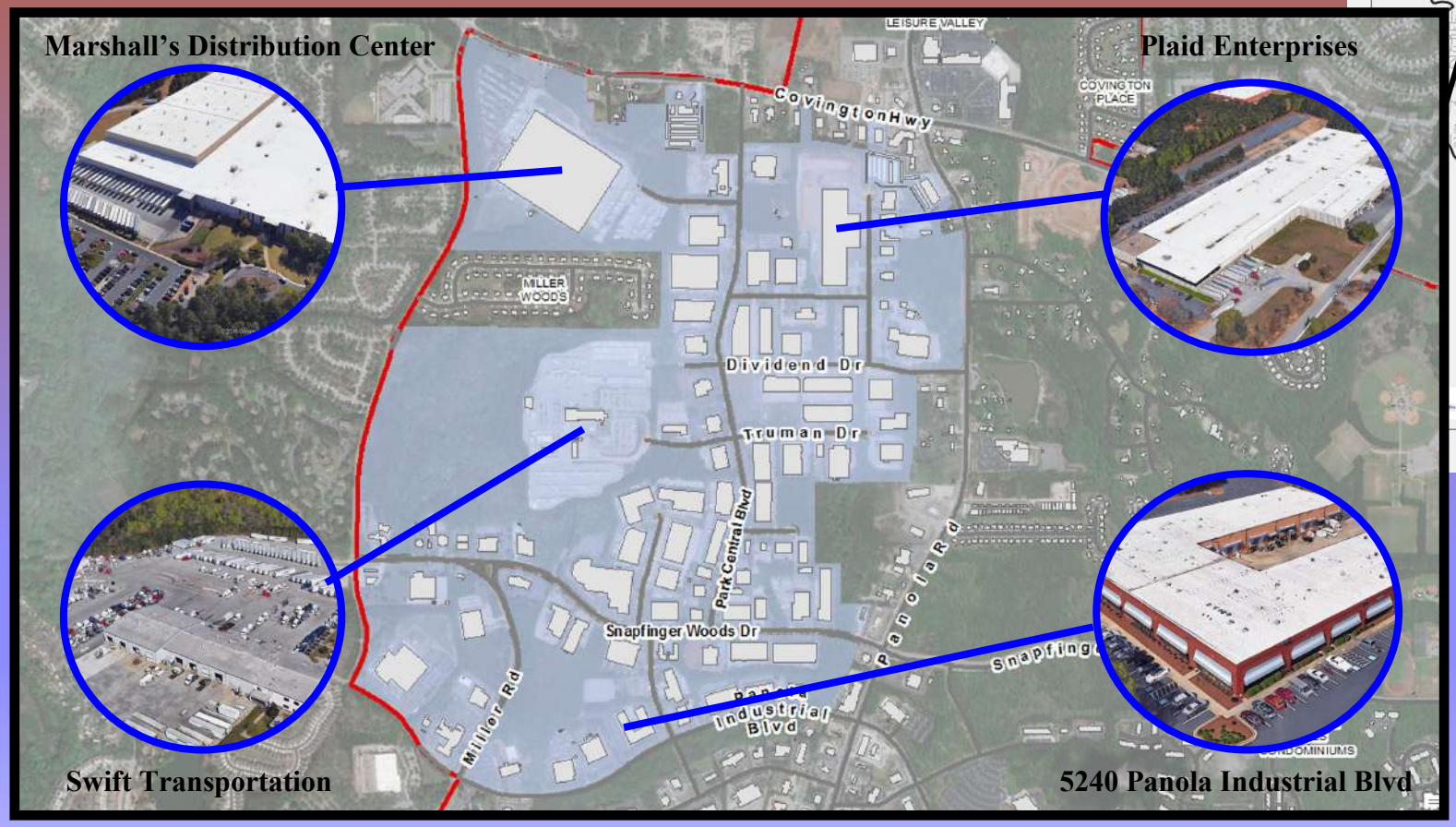
- Park Central Blvd and Snapfingerwoods Drive
- Lithonia Industrial Blvd north of I-20
- Lithonia Industrial Blvd south of Marbut Road
- Marbut Road and Rogers Lake Road

Light Industrial (M-LI)





Light Industrial (M-LI)



Light Manufacturing Primary Land Uses

- Light Industrial Uses
- Manufacturing
- Warehouse/Distribution
- Automotive
- Accessory Commercial
- Educational Institutions
- City Services

Warehouse Distribution

Light Industrial

Permitted Zoning in M-LI Areas

MU-4, MU-5, C-2, OD, M

Automotive Services

City Services

Light Industrial Development Policies

1. **Infrastructure** - Provide appropriate infrastructure support for industrial development in designated industrial areas.
2. **Buffer**—Protect surrounding areas from the negative impacts of noise and light pollutants.
3. Residential Protection - Prohibit the encroachment of industrial uses into established residential areas.
4. **Environmental Compatibility** - Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
5. **Zoning Compatibility** - Protect existing and zoned undeveloped industrial land from unnecessary intrusion by conflicting land uses.
6. **Re-zoning** - Minimize the rezoning of light industrial properties to residential uses.
7. **Future Designations** - Designate specific areas through the use of zoning and other land use tools for industrial development.
8. **Retrofit** - Develop or, where possible, retrofit property planned industrial parks with adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
9. **Location of Centers** - Locate industrial centers in areas with good access to highways .
10. **Landscaping** - Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
11. **Regulations Compatibility** - Create and implement zoning and development regulations for industrial uses.
12. **Truck Routes** - Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
13. **Access Management** - Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.

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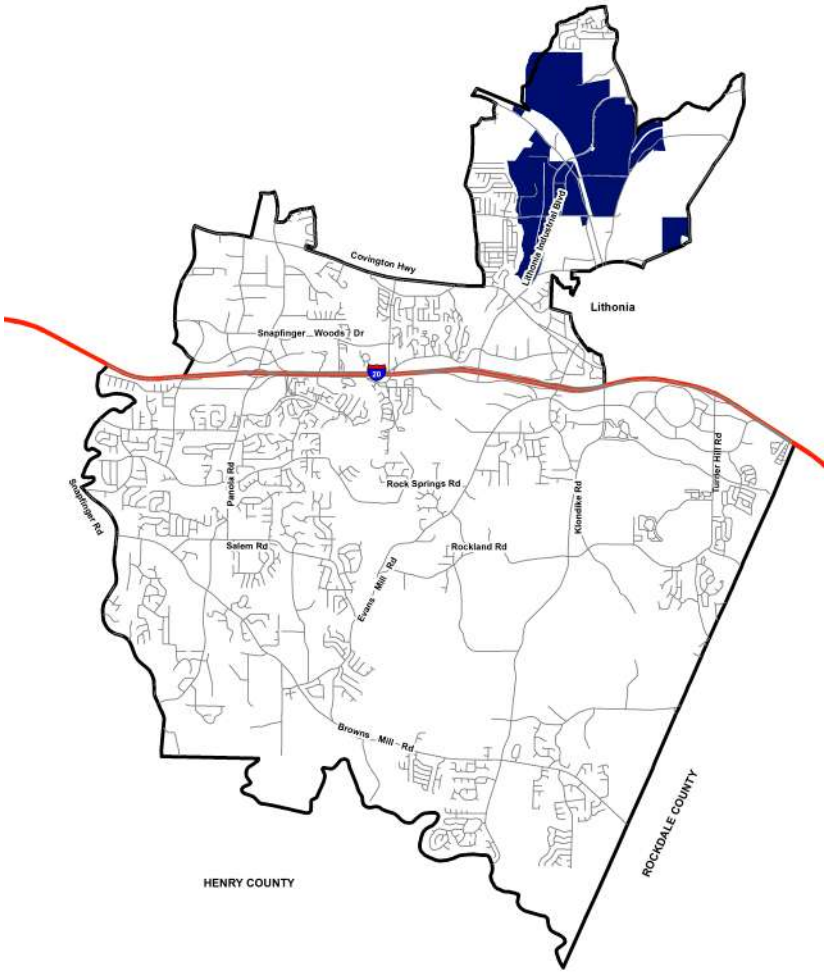
Heavy Industrial (M-HI)

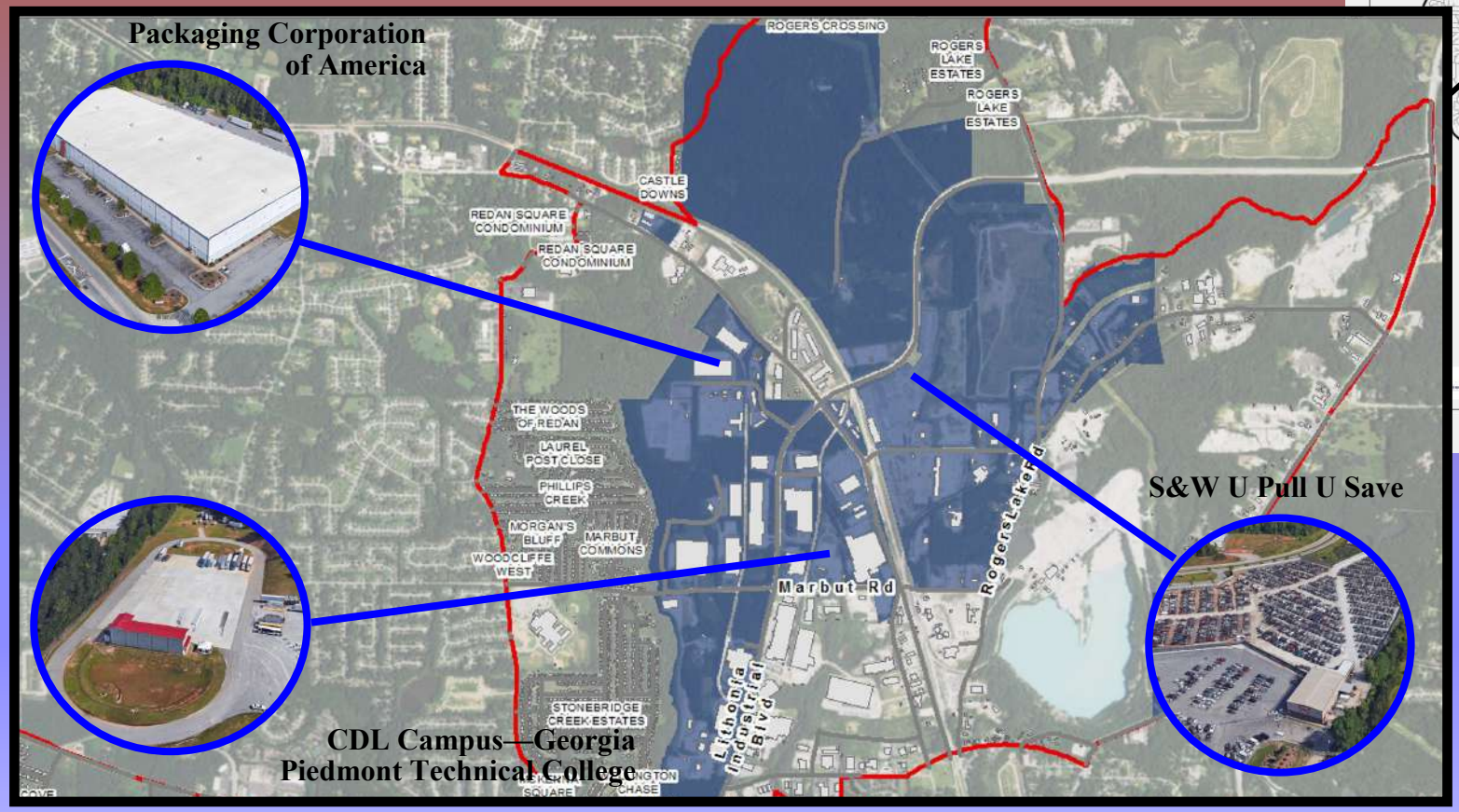
The intent of the Industrial Character Area is to identify areas that are appropriate for more intense land uses that are industrial related. This designation consist of heavy and light industrial classifications. These uses shall be located as such to protect residential and commercial areas from potential disturbances generated by industrial land uses. This designation would consist of land used for warehousing, distribution, manufacturing, assembly and processing. Where these type uses generate odors, noise, vibration, air pollution or other nuisance, the Heavy Industrial Land Use Designation would be appropriate.

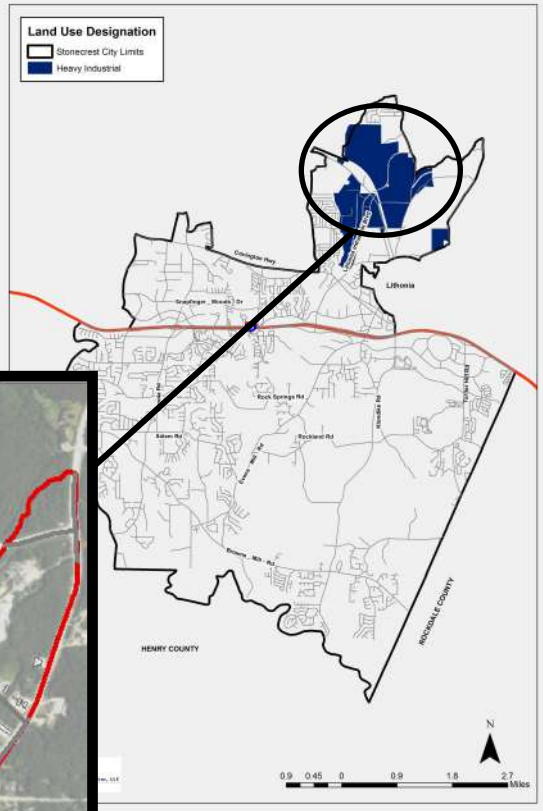
Heavy Industrial Character Area Locations

- Park Central Blvd and Snapfingerwoods Drive
- Lithonia Industrial Blvd north of I-20
- Lithonia Industrial Blvd south of Marbut Road
- Chapman Road and Rogers Lake Road



Heavy Industrial (M-HI)





Heavy Industrial Primary Land Uses

Construction Businesses
Heavy Manufacturing
Retail Sales and Wholesale
Storage (including outdoor)
Accessory Commercial and Transportation

Permitted Zoning in M-HI Areas
OD, M, M-2

Heavy Industrial Development Policies

1. **Infrastructure** - Provide appropriate infrastructure support for industrial development in designated industrial areas.
2. **Buffer** - Protect surrounding areas from the negative impacts of noise and light pollutants.
3. **Residential Protection** - Prohibit the encroachment of industrial uses into established residential areas.
4. **Environmental Compatibility** - Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
5. **Zoning Compatibility** - Protect existing and zoned undeveloped industrial land from unnecessary intrusion by conflicting land uses.
6. **Re-zoning -** Minimize the rezoning of light industrial properties to residential uses.
7. **Future Designations** - Designate specific areas through the use of zoning and other land use tools for industrial development.
8. **Retrofit** - Develop or, where possible, retrofit property planned industrial parks with adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
9. **Location of Centers** - Locate industrial centers in areas with good access to highways.
10. **Landscaping** - Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
11. **Regulations Compatibility** - Create and implement zoning and development regulations for industrial uses.
12. **Truck Routes** - Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
13. **Access Management** - Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.

3.9 Transportation

Transportation Network

The interplay between transportation infrastructure investments and land use and development patterns makes transportation a key aspect of the comprehensive planning process. Improving existing or building new transportation facilities can impact growth patterns by increasing the desirability of adjacent areas. An increase in development intensity near new or improved transportation facilities can then influence traffic congestion and accessibility.

The existing transportation network connects the City of Stonecrest with DeKalb County and the Atlanta region. As a part of the larger Atlanta region, the City partners with DeKalb County, the Atlanta Regional Commission (ARC), and the Georgia Department of Transportation (GDOT) for major transportation investments. Additionally, the Stonecrest Livable Centers Initiative (LCI) Study centered on the area around the Mall at Stonecrest makes the City eligible for transportation funding dedicated to LCI projects including preservation of right-of-way for future transit services, new street connections, expansion of the trail network, and streetscape improvements including lighting and street trees.

To provide a foundation for planning for the future, this section of the comprehensive plan will evaluate the adequacy of the following components of the transportation network:

- Roadways
- Transit
- Bicycle and pedestrian facilities
- Parking
- Railroads and trucking facilities
- Transportation and land use connections

Roadways

A network of streets and highways totaling approximately 168 centerline miles provides circulation within the City of Stonecrest and access to adjacent land uses. As part of this network, eight major roadway corridors provide mobility throughout the city and connectivity to the Atlanta Region. These key corridors are:

- I-20 is a controlled access interstate that runs east-west across the city, with interchanges at Panola Road, Evans Mill Road, and Turner Hill Road
- SR 155 (Snapfinger Road) runs generally north-south along the western edge of the city, eventually connecting with Wesley Chapel Road and I-20 to the west
- SR 212 (Browns Mill Road) runs northwest-southeast within the southern part of the city and connects with Rockdale County to the east
- US 278/SR 12 (Covington Highway) runs east-west through the northern part of the city and connects to Avondale Estates and Decatur to the west as well as Conyers and Covington to the East
- SR 124 (Rock Chapel Road) partially follows the eastern border of the northern part of the city to the border with Lithonia
- Turner Hill Road runs north-south in the eastern part of the city from the interchange at I- 20 to Rockland Road
- Panola Road provides north-south mobility in the western part of the city and has an interchange at I-20
- Evans Mill Road runs north-south through the middle of the city from SR 212 (Browns Mill Road) to Lithonia, with and interchange at I-20
- Lithonia Industrial Boulevard (LIB) —an extension of LIB is currently under construction from I-20 south to Woodrow Road.

Functional Classification

Roadway functional classification is a methodology that groups streets and highways based on the purpose a road serves. Functional classifications can determine potential funding options for roadway improvements and maintenance. Additionally, the functional classification informs appropriate design features such as right-of-way requirements and maximum curb-cut and intersection densities. Generally, traffic volumes, average trip lengths, and levels of access control are used to determine the functional classification of a roadway. The Atlanta Regional Commission, Georgia Department of Transportation, and the Federal Highway Administration adopted a functional classification system for the Atlanta region, which is the basis for this analysis. In the City of Stonecrest, there are six functional classifications as follows:

1. Interstates – provide the highest levels of mobility with the least amount of access to adjacent land uses; I-20 is an example in the City of Stonecrest.
2. Principal Arterials – serve longer distance trips, while providing some access to nearby land uses; SR 155 (Snapfinger Road) is an example in the city.
3. Minor Arterials – lower average travel distances and speeds than principal arterials with increased access; Evans Mill Road is an example.
4. Major Collectors – provide circulation within residential areas and activity centers with connections to the arterial highway system and direct access to adjacent properties; Rock Spring Road is an example.
5. Minor Collectors – similar to major collectors, except with shorter average trip lengths and lower speeds; Hayden Quarry Road is an example.
6. Local Roads – provide access to abutting land uses and connections to collector streets, low speed facilities with frequent driveways and intersections.

Figure T-01: Stonecrest Existing Functional Classification 2015 shows the roadway network and functional classifications.

As shown in T-2: Stonecrest Roadway Centerline Miles by Functional Classification 2018, the majority of roads, 68 percent, are classified as local. However, these roads only carried nine percent of the total traffic volume in 2015, according to the ARC travel demand model. In contrast, interstates account for 3 percent of the centerline miles on the network, but carry 34 percent of the total traffic volumes. Minor arterials carry the most traffic volume, at 39 percent and account for 16 percent of the centerline miles.

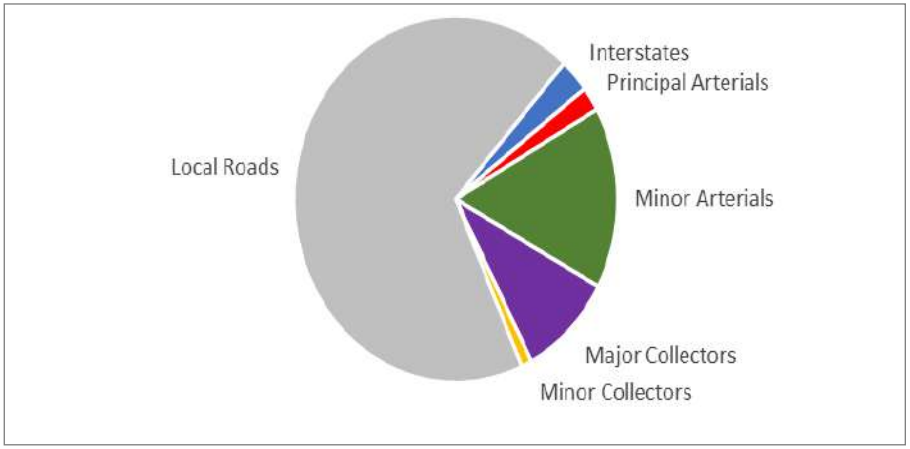


Figure: T-01—Stonecrest Roadway Centerline Miles by Functional Classification

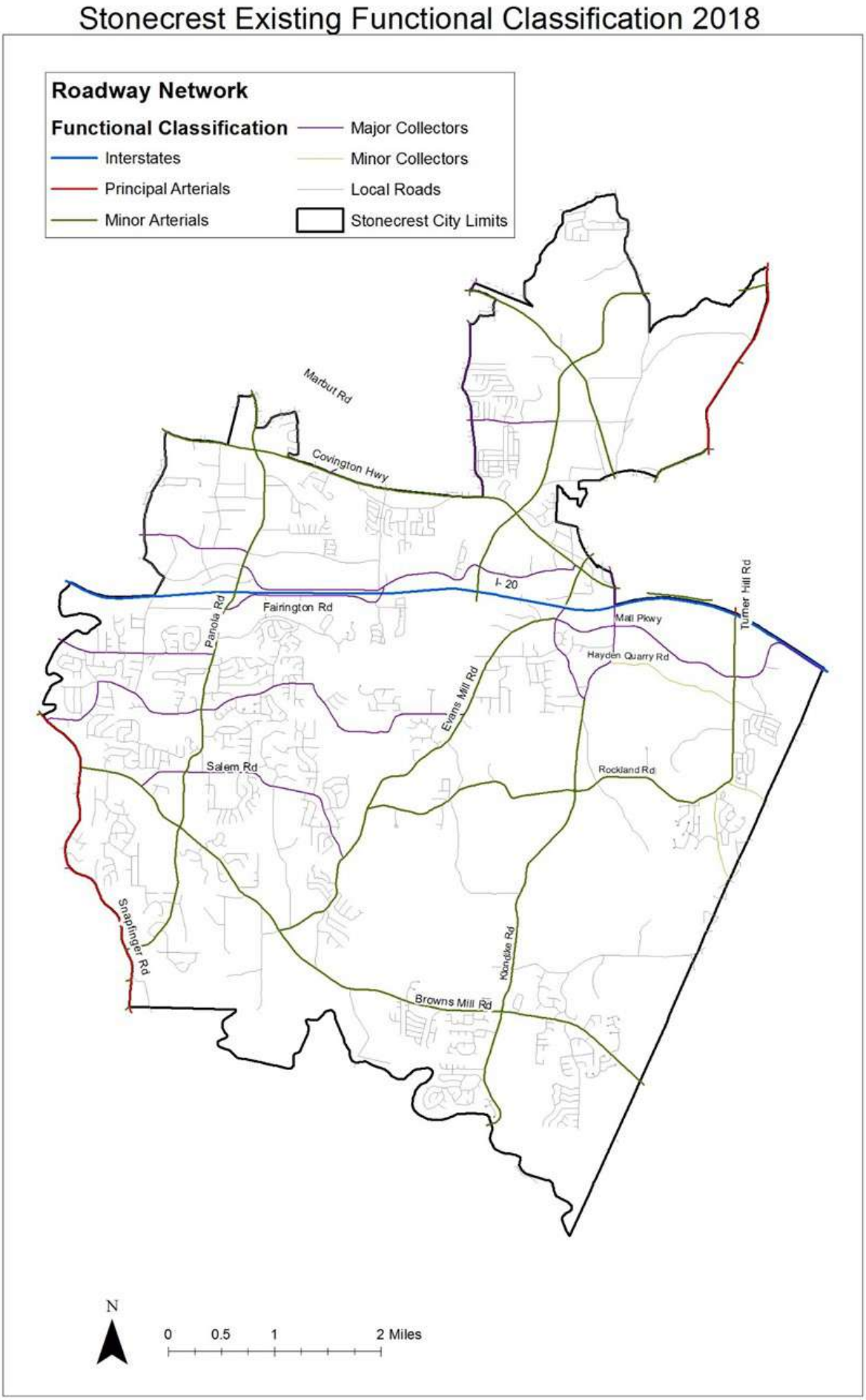


Figure T-02—Stonecrest Existing Functional Classid-ficat9ion

Roadway Network Performance

The City of Stonecrest contends with traffic congestion that is influenced by wider regional trends and will require partnerships with other agencies to address. Congestion is commonly reported using level of service (LOS), which is a measure of operating conditions experienced by motorists. Generally, LOS is an indication of delay and is measured on a grading scale from "A" to "F", with "A" representing the best conditions and "F" the worst.

Free-flowing conditions and little delay are represented by LOS A, while LOS F occurs on highly congested roadways with significant delay (i.e. gridlock). Due to the peak period nature of traffic congestion, improving all roadways to LOS A in urban areas would be prohibitively expensive. As such, LOS D is generally considered acceptable in urban areas, because the roadway is still flowing at a reasonable speed and carrying a high volume of traffic.

The Atlanta Regional Commission's 2015 travel demand model was used to determine roadway LOS throughout the City of Stonecrest. Figure T-03—Stonecrest Existing Roadway Level of Service on the following page shows the existing 2015 LOS during the PM peak period (3:00 PM – 7:00 PM). The PM peak period was chosen for analysis, because the highest traffic volumes usually occur during this time. Roadways operating at an unacceptable LOS (E or F) during the PM peak period are shown in orange or red on the map.

In 2015, approximately half of I-20 is operating at an unacceptable LOS, with the worst segment running from the western border of the city to Panola Road. Other roadways with segments operating at LOS E or F include SR 155 (Snapfinger Road), SR 212 (Browns Mill Road), US 278 (Covington Highway), Panola Road, and Klondike Road.

Stonecrest Existing Roadway Level of Service (2015)

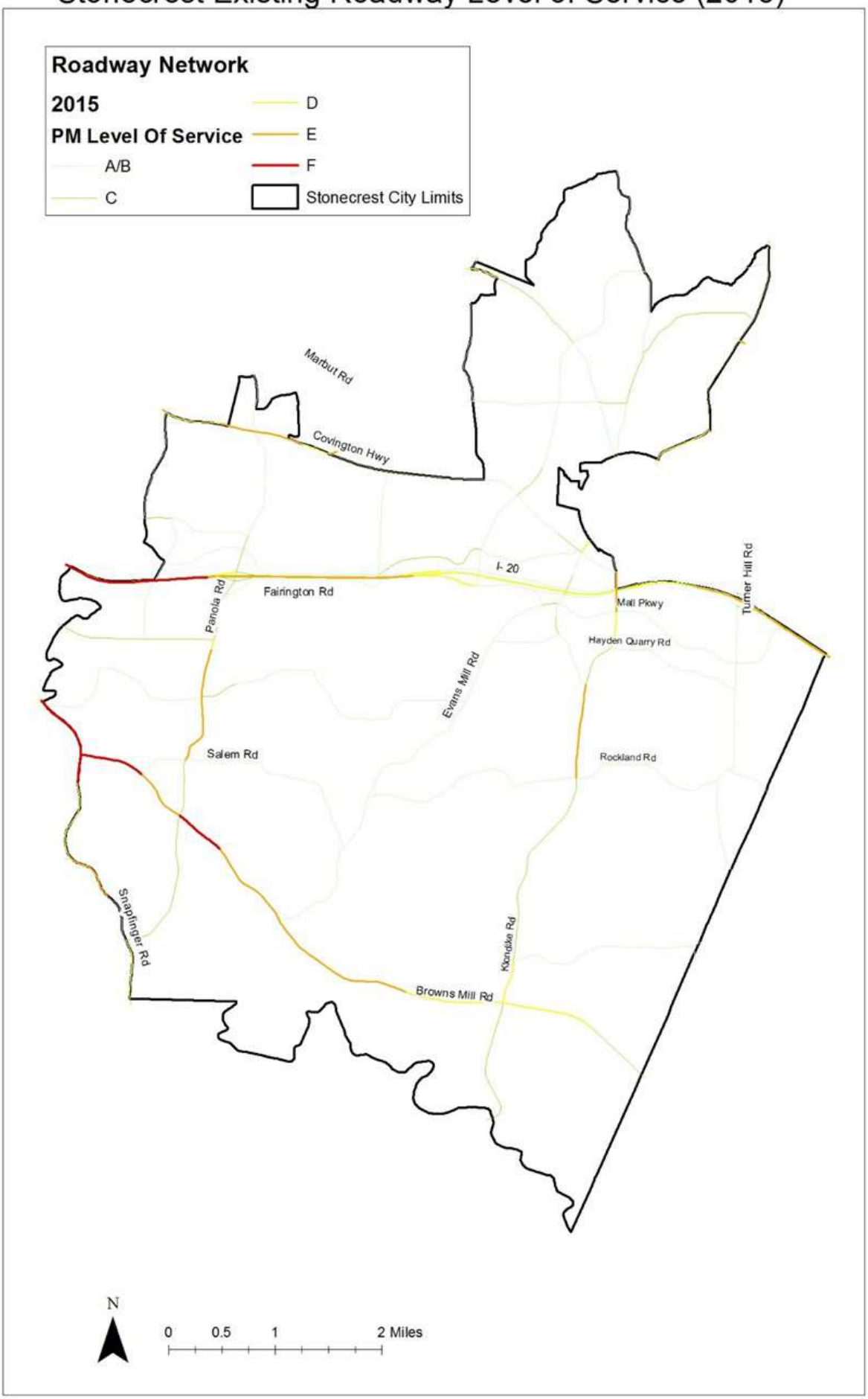


Figure T-03—Existing Roadway Level of SErvice

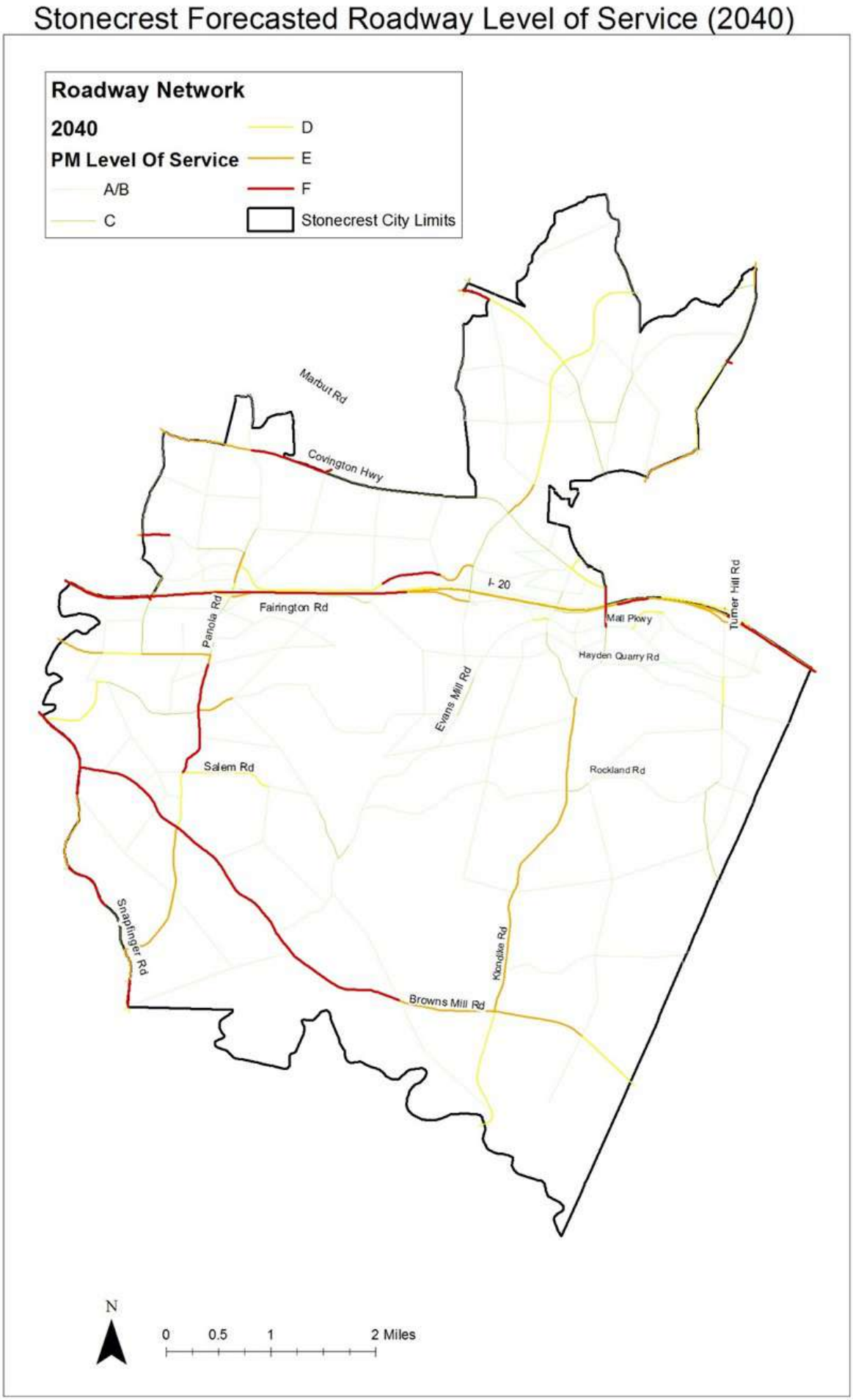


Figure T-04—Forecasted Roadway Level of Service

Figure T-04—Stonecrest Forecasted Level of Service (2040) on the preceding page shows the predicted roadway LOS during the PM peak period in 2040. By 2040, I-20 in the City is anticipated to operate at an unacceptable LOS, with the worst segment running from the western border of the City to Lithonia Industrial Boulevard. Other roadways operating at LOS E or F include most of SR 155 (Snapfinger Road), almost all of SR 212 (Browns Mill Road), US 278 (Covington Highway), Panola Road, and Klondike Road.

Emerging Mobility Technologies

Advances in data analytics and new mobility services providers are already changing the way people get around on the roadway network. Additionally, technologies such as self-driving cars are undergoing rapid development and are already being tested on public roadways in Arizona, California, and Pennsylvania. While many technical problems need to be solved before autonomous vehicles are available to the public, they are coming to Stonecrest and will have an impact on the roadway network in the future. Understanding these trends and anticipating what the future will bring allows the City of Stonecrest to prepare appropriately and make smart investments that provide the highest returns.

New mobility technologies will not fundamentally change the needs of transportation system users, but it will change how things are done and offers opportunities to increase convenience and efficiency. For example, global positioning system (GPS) software has not changed the need for drivers to navigate, but it is more convenient that paper maps and less prone to errors. Similarly, data analytics such as real-time traffic information now provide drivers with the ability to adjust their routes to avoid both recurring and non-recurring congestion. Mobility services providers such as Uber and Lyft have made shared ride travel more convenient by using GPS and software to match riders with drivers to significantly reduce the wait time and increase the service area. Connected and autonomous vehicles will increase safety and capacity but will still carry people form origins to destinations.

While all emerging technologies will impact the roadway network in Stonecrest and the Atlanta region, connected and autonomous vehicles are key technologies that will leverage data analytics and mobility services to create the biggest transportation revolution since the popularization of the private automobile. Connected vehicles incorporate standard communications technologies and can improve safety and efficiency by alerting drivers to hazardous conditions beyond their line of sight or allowing vehicles to travel

closer together, increasing capacity. Autonomous vehicles use computer vision technologies such as light detection and ranging (LIDAR), which is like RADAR, optical cameras, computer vision, and GPS combined with powerful onboard computers to drive themselves. Autonomous vehicle technology will increase safety by reducing or eliminating human error. According to the United States Department of Transportation (USDOT), approximately 95 percent of all crashes are caused by human error. As such, autonomous vehicles can potentially eliminate a major source of non-recurring congestion and increase transportation system capacity.

Full vehicle autonomy will likely lead to reduced vehicle ownership by individuals as people shift to shared vehicles provided by transportation network companies like Uber and Lyft. This anticipated shift will be driven by cost savings to consumers, who will pay for transportation incrementally as they need it. Transportation costs may be lowered even more for taxis, local deliveries, and transit by eliminating human drivers. The reduction in transportation cost may lead to increased demand, potentially negating the increase in roadway capacity from the increased safety and efficiency of connected and autonomous vehicles.

Transit

The City of Stonecrest is located within the Metropolitan Atlanta Rapid Transit Authority (MARTA) service area and five local bus routes serve Stonecrest. The following list provides a brief description of MARTA bus routes currently serving the city:

- 86 Fairington Road – connects the Mall at Stonecrest to the Kensington MARTA Station and the DeKalb Medical Center
- 111 Snapfinger Woods – connects the Mall at Stonecrest to the Indian Creek MARTA Station and the DeKalb Medical Center
- 115 Covington Highway – connects the Mall at Stonecrest to the Kensington MARTA Station and Hidden Hills Village Shopping Center
- 116 Redan Road – connects the Mall at Stonecrest to the Indian Creek MARTA Station and Redan Village
- 117 Rockbridge Road/Panola Road – connects the GRTA Panola Park and Ride to the Avondale MARTA Station, with select trips to the Lou Walker Senior Center

Figure T-05 shows the MARTA routes described above. Currently,

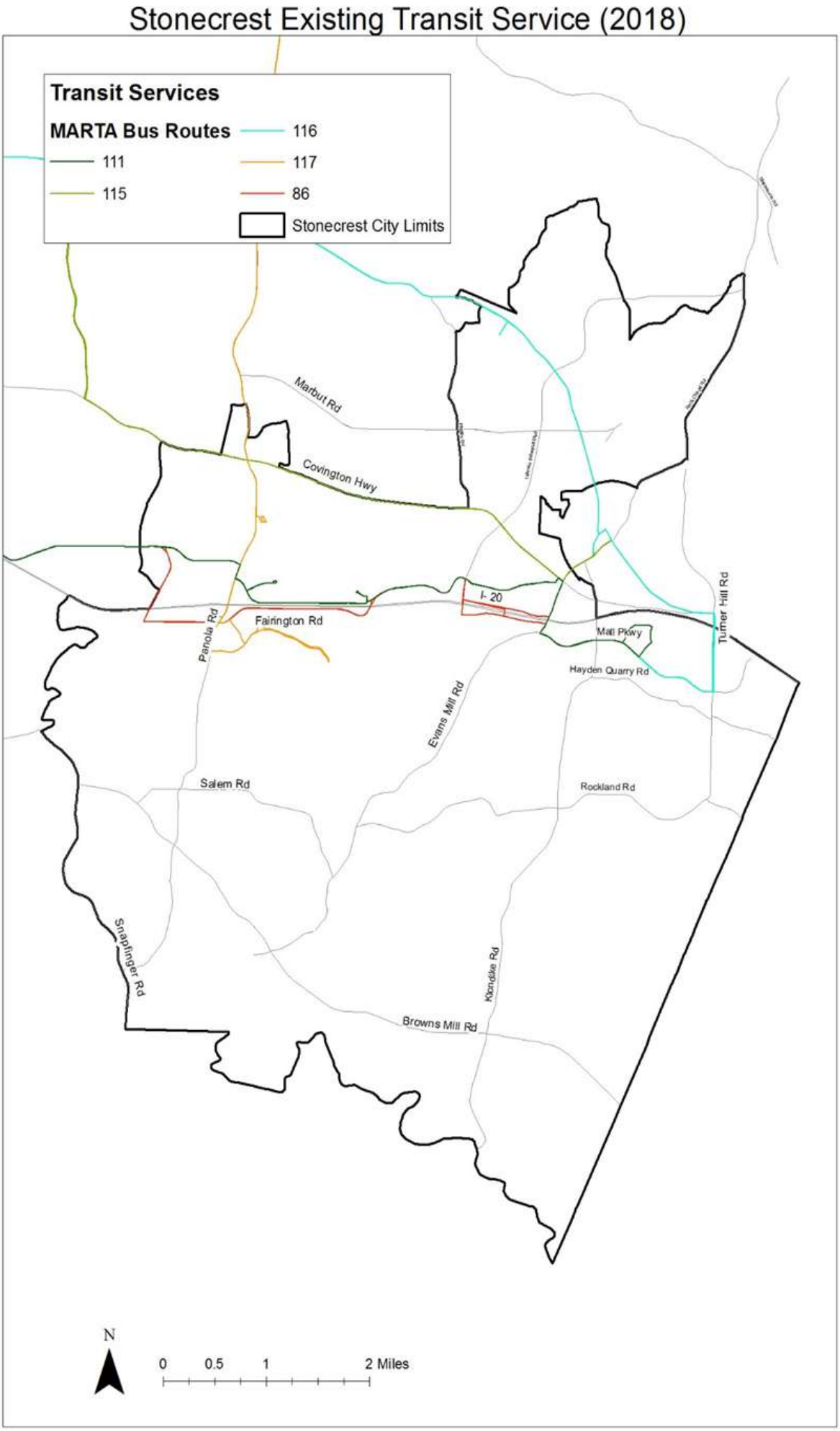


Figure T-05—Stonecrest Existing Transit Service

bus service is concentrated in the northern part of Stonecrest, with limited service south of I-20. All five routes provide connections to existing MARTA heavy rail stations.

MARTA is conducting the I-20 East Transit Initiative, which has an adopted locally preferred alternative. Extension of Heavy Rail from the Indian Creek Station. Three stations are planned to be in the City of Stonecrest: Panola Road, Lithonia Industrial Boulevard, and Mall at Stonecrest. The Interstate-20 East Transit Oriented Development (TOD) Strategic Plan is also underway and will create a blueprint for transit supportive development around those stations. Refer to Figure T-06—Stonecrest Bicycle Facilities.

Bicycle and Pedestrian

Bicycle infrastructure is continually evolving, with protected bike lanes and shared multi-use paths gaining popularity because they better accommodate young and inexperienced bicyclists. Sharrows and on-street bicycle lanes are often only used by highly experienced and dedicated bicyclists, making them a less effective investment. Existing bicycle infrastructure in the City of Stonecrest, in the form of the Arabia Mountain PATH, is high quality, consisting of off-road shared multi-use paths. Figure T-06—Stonecrest Bicycle Facilities (2018) shows the existing bicycle infrastructure in the City.

Sidewalks within the City of Stonecrest vary in quality and coverage. While much progress has been made recently constructing sidewalks, there are several gaps in the existing network. Additionally, in parts of the City that developed first, some sections of sidewalk are in less than optimal condition.

Parking

Due to the suburban low-density development pattern in the City of Stonecrest, ample off-street parking is provided. It should be noted The Mall at Stonecrest has the largest private parking area within the City.

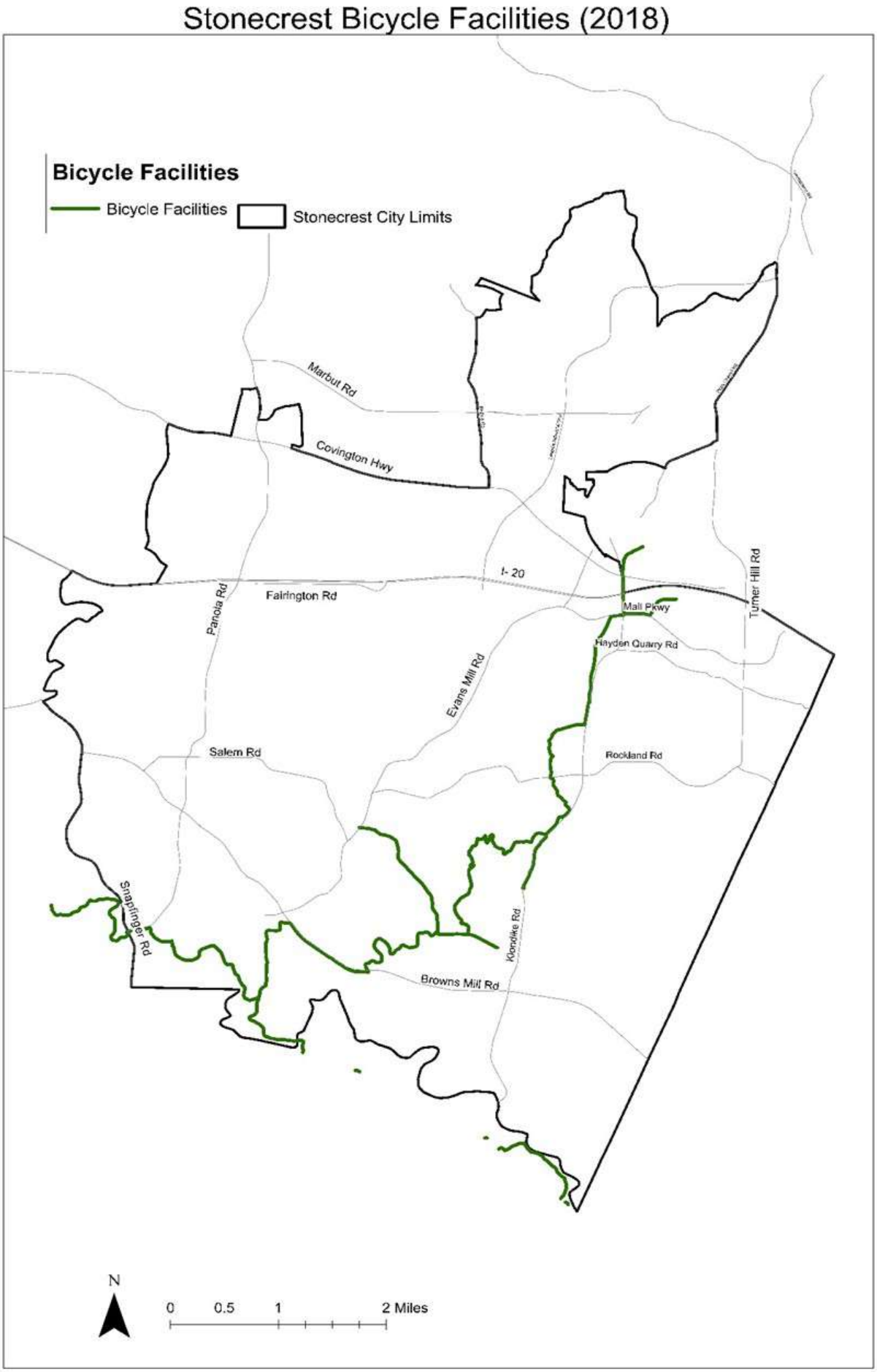


Figure T–06—Stonecrest Bicycle Facilities.

Railroads and Trucking Facilities

The City of Stonecrest is part of the larger metropolitan Atlanta region, which ranks fifth in the nation in freight and logistics employment, according to the Atlanta regional commission's *Atlanta Regional Freight Mobility Plan*. The City has a significant stake in the movement of freight, with one major Class I railroad, six DeKalb County designated truck routes, and a major east-west interstate within its borders. This section discusses both existing freight rail and roadway networks. Figure T– 07—Stonecrest Existing Freight Network (2018) shows the existing freight rail, DeKalb County truck routes, and proposed regional truck routes.

An existing CSX railroad paralleling South Stone Mountain – Lithonia Road bisects the northern part of the City of Stonecrest, creating a significant barrier to the northernmost part of the City. There are four total crossings of the railroad within the City. Three of the four crossings are at grade and equipped with automatic warning devices including signals and gates. The at grade crossings are located at:

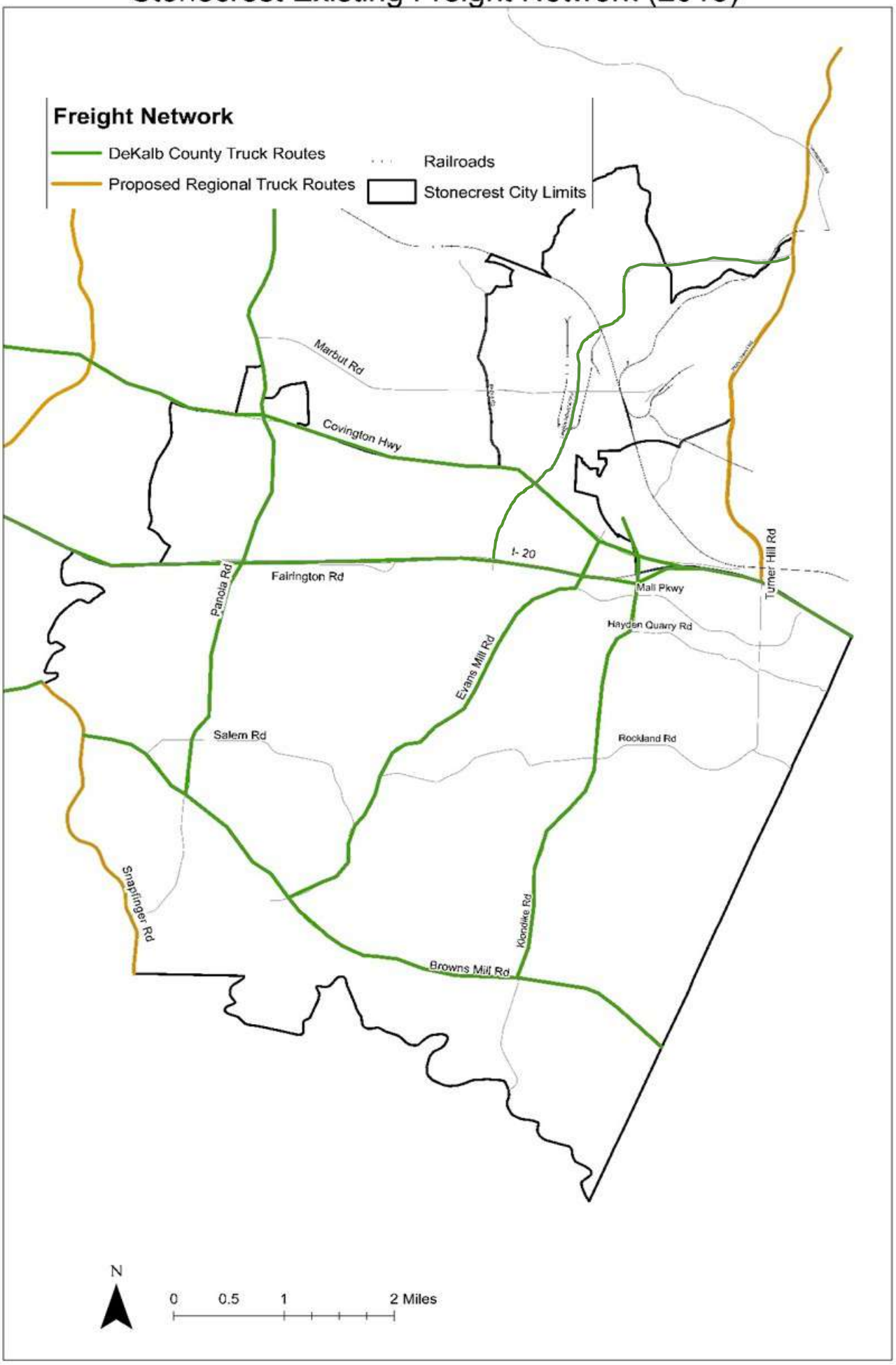
- South Deshon Road
- Chapman Road
- Marbut Road

At grade rail crossings are often a conflict point between trains and vehicles crossing the tracks, which is a safety concern. The crossing of the CSX main line over Lithonia Industrial Boulevard is by means of a bridge, which is a major rail facility that substantially enhances Stonecrest's trucking facilities.

The Federal Railroad Administration (FRA) Office of Safety Analysis tracks railroad incidents. To evaluate potential safety issues, railroad incidents within the City of Stonecrest were requested from the Office of Safety Analysis. The most recent available five-year period, from 2013 to 2017 was examined to identify incidents along the CSX railroad in the City. No incidents were reported during this period.

DeKalb County has specified a network of approved truck routes in the County Code of Ordinances (Section 17-361). The County's Code of Ordinances states that all oversized vehicles more than 30 feet in length and weighing more than 36,000 pounds are required to use the approved truck routes. Exceptions are only granted with proof of destination. Additionally, the Atlanta Regional Commission, has developed the Atlanta Region Strategic Truck Route Master Plan (ASTRoMaP). While the ASTRoMaP recommendations are shown on Figure T-08, they have not been officially included in the DeKalb County Code of Ordinances.

Stonecrest Existing Freight Network (2018)



Transportation Planning Goals and Objectives

To focus the assessment of existing conditions and identification of transportation needs, transportation goals and objectives were developed. The first step in developing goals and objectives was to establish a transportation vision for the City of Stonecrest. After creating the vision, goals and objectives to measure progress towards achieving the vision were identified.

Transportation Vision

Establish and maintain a safe and efficient multi-modal system in a state of good repair that maximizes the City of Stonecrest's return on investment and provides mobility and accessibility to all users.

Transportation Planning Goals and Objectives

The following goals and objectives were developed to measure progress towards implementing the transportation vision:

Goal 1: Safety – improve safety and security for all users of the transportation system.

- Develop a safety policy to reduce traffic fatalities to zero and eliminate serious injuries.
- Expand Safe Routes to School program.
- Implement bicycle and pedestrian safety improvements near transit stations and bus stops.
- Implement safety improvements at high crash intersections.

Goal 2: Efficiency – increase mobility and accessibility by maximizing use of existing infrastructure.

- Upgrade traffic signals where necessary and implement improved timing plans along key arterials.
- Identify and implement intelligent transportation systems (ITS) improvements to better manage the existing roadway network.
- Implement bicycle and pedestrian improvements.
- Partner with the Metropolitan Rapid Transit Authority (MARTA) to increase bus service and extend bus routes throughout the City of Stonecrest.
- Partner with MARTA to implement proposed I-20 East high capacity transit improvements.
- Partner with the Georgia Department of Transportation (GDOT) to address congestion on I-20 and state routes in the City of Stonecrest.

Goal 3: Equity – provide affordable transportation options for all residents.

- Partner with MARTA and developers to implement multi-modal street networks in transit-oriented developments (TODs) and build multi-modal connections between the

TODs and activity centers in the rest of the City of Stonecrest.

- Incentivize affordable housing around transit stations and routes through policy and funding mechanisms.
- Identify transit projects with a high benefit-cost ratio and partner with MARTA to implement them.

Transit Oriented Development

As discussed further in the Other Plans and Initiatives Section, The I-20 Transit Oriented Development Strategic Plan is currently being conducted by MARTA and DeKalb County. Three stations identified within this plan fall within the City of Stonecrest and are located at I-20 and Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest. Recommendations for increased land-use intensity as well as a more diverse mix of land uses surrounding these stations will present unique challenges to the transportation network, primarily with regard to multimodal connectivity.

Other Plans and Initiatives

Several other plans and initiatives impacting transportation within the City of Stonecrest have been conducted. These studies range in focus from the regional level down to specific areas within the City.

The I-20 East Transit Initiative

In partnership with DeKalb County and the City of Atlanta, MARTA initiated the I-20 East Transit Initiative to identify transportation and environmental impacts associated with the development of high capacity transit service from downtown Atlanta to the Mall at Stonecrest in the City of Stonecrest. The project is intended to improve east-west mobility and accessibility to jobs and housing. A locally preferred alternative (LPA) has been adopted, which consists of an extension of heavy rail transit from the existing Indian Creek MARTA Station along I-20 to the Mall at Stonecrest. Three stations at I-20 and Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest will fall within the City of Stonecrest.

I-20 Transit Oriented Development Strategic Plan

The I-20 Transit Oriented Development Strategic Plan is currently being conducted by MARTA and DeKalb County. The purpose of the plan is to create a blueprint for transit-oriented development (TOD) along the I-20 East corridor from the Indian Creek MARTA Station to the Mall at Stonecrest. Three stations identified for TOD within this plan fall within the City of Stonecrest and are located at I-20 and Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest.

Stonecrest Livable Centers Initiative Plan

The Stonecrest Livable Centers Initiative (LCI) Plan was completed in August 2013 by DeKalb County in partnership with the Atlanta Regional Commission. This plan pre-dates the incorporation of the City of Stonecrest. Key recommendations of the Stonecrest LCI Plan include:

- Safely accommodate bicyclists and pedestrians through sidewalks and bike lanes or shared multi-use paths.
- Expand the trail system along waterways, including along the South River, and new roadway connections.
- Streetscape improvements.
- Turner Hill bridge improvements – improve the appearance of the Turner Hill bridge over I-20 and incorporate signage to create a gateway into the Stonecrest Area .

Stonecrest Comprehensive Transportation Plan

The City of Stonecrest is currently in the process of beginning a comprehensive transportation plan (CTP). The transportation element of this plan should serve as a baseline for the CTP to build on.

Transportation Needs

Based on the Community Assessment, several transportation needs have been identified within the City of Stonecrest. Seven roadways are forecasted to be operating at a deficient level of service in 2040 and include the following:

- SR 155 (Snapfinger Road) from SR 155 (Flat Shoals Parkway) to Panola Road.
- Panola Road from SR 155 (Snapfinger Road) to Thompson Road
- Klondike Road from SR 212 (Browns Mill Road) to Woodrow Drive.
- SR 255 (Browns Mill Road) from the western city limit to the eastern city limit.
- Thompson Road from the western city limit to the eastern city limit.
- I-20 from the western city limit to the eastern city limit
- US 278 (Covington Highway) from the western city limit to Wellborn Road.

Additionally, through the public outreach process, citizens of the City of Stonecrest have voiced a need for increased bicycle and pedestrian facilities as well as support for a high capacity transit option.

Transportation Opportunities

Several transportation opportunities exist in the City of Stonecrest. Key opportunities include the following:

- Addressing congestion on roadway corridors forecasted to operate at a deficient level of service.
- Increasing opportunities for active transportation (i.e. bicyclists and pedestrians).
- Improving transit service to serve more of the city.
- Future proof the City of Stonecrest transportation network.

Transportation Policies

The following key transportation policies are intended to help meet the goals of this plan:

- Develop a safety policy to reduce traffic fatalities to zero and eliminate serious injuries.
- Expand Safe Routes to School program
  Implement bicycle and pedestrian safety improvements near transit stations and bus stops.
- Implement safety improvements at high crash intersections
- Upgrade traffic signals where necessary and implement improved timing plans along congested roadways.
- Identify and implement intelligent transportation systems (ITS) improvements to better manage the existing roadway network.
- Implement bicycle and pedestrian improvements
  Partner with the Metropolitan Rapid Transit Authority (MARTA) to increase bus service and extend bus routes throughout the City of Stonecrest.
- Partner with MARTA to implement proposed I-20 East high capacity transit improvements.
- Partner with the Georgia Department of Transportation (GDOT) to address congestion on I-20 and state routes in the City of Stonecrest.
- Partner with MARTA and developers to implement multi-modal street networks in transit-oriented developments (TODs) and build multi-modal connections between the TODs and activity centers in the rest of the City of Stonecrest.
  Incentivize affordable housing around transit stations and routes through policy and funding mechanisms
- Identify transit projects with a high benefit-cost ratio and partner with MARTA to implement them.
- Consider infrastructure improvements that accommodate future connected and autonomous vehicle capabilities.

Recommendations

The following transportation recommendations are based on the community assessment and focus on roadway, transit, bicycle and pedestrian, and freight improvements. Refer to Figure T-08—Stonecrest Roadway Recommendations.

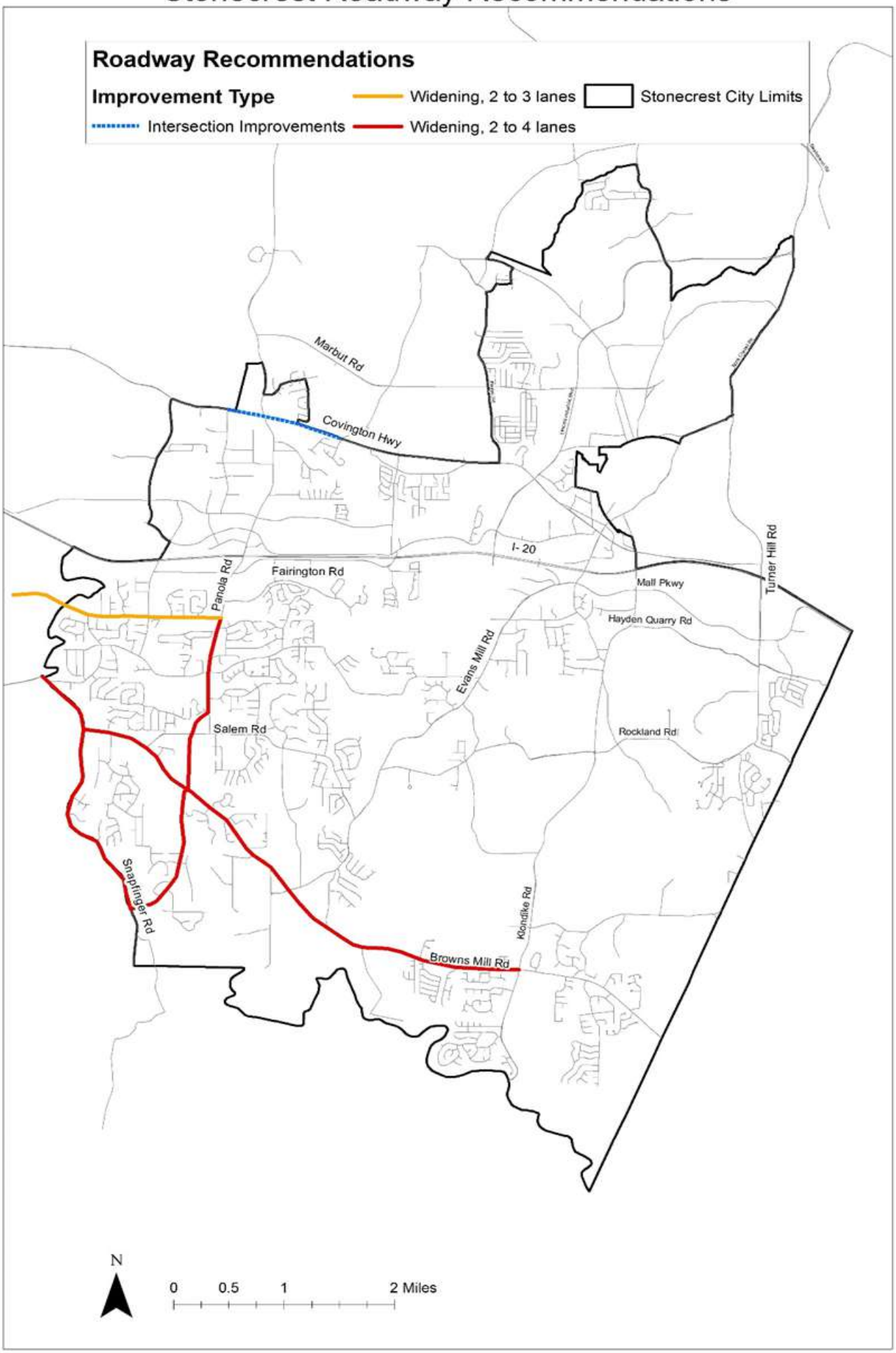
Roads

Address the forecasted deficient level of service along the following roads through a combination of operational and capacity strategies including travel demand management, transit operational improvements, access management, intelligent transportation systems strategies, building or expanding bicycle and pedestrian facilities, transit, or roadways is a key recommendation. A combination of the above-mentioned strategies to be determined through the forthcoming CTP and/or corridor studies is recommended for the following roads:

- SR 155 (Snapfinger Road) from SR 155 (Flat Shoals Parkway) to Panola Road – widen to four lanes from Browns Mill Road to Panola Road.
- Panola Road from SR 155 (Snapfinger Road) to Thompson Road – widen to four lanes from SR 155 (Snapfinger Road) to Thompson Road; extend existing MARTA route 117 as described in the transit recommendations.
- Klondike Road from SR 212 (Browns Mill Road) to Woodrow Drive – new community circulator service as detailed in the transit recommendations.
- SR 255 (Browns Mill Road) from the western city limit to the eastern city limit – widen to four lanes from the western city limit to Klondike Road.
- Thompson Road from the western city limit to the eastern city limit – widen to three lanes by installing a two-way center left turn lane from Snapfinger Road to Panola Road.
- I-20 from the western city limit to the eastern city limit – coordinate with GDOT to address congestion issues
- US 278 (Covington Highway) from the western city limit to Wellborn Road – intersection improvements at Miller Road, Panola Road, and Wellborn Road.
- Lithonia Industrial Boulevard between Covington Highway and South Stone Mountain Lithonia Road should be upgraded to the standard of the Phase I, II, and III Extensions of Lithonia Industrial Boulevard (as have been added to the original road), by means of widening the road; adding median divider; adding left -turn lands at Parkway Road, Tribble Street, Griffith Way, Marbut Road, Marshall Boulevard, rebuilding the road bed; and adding sidewalks and a PATH trail. Phase III of Lithonia Industrial Boulevard, a 1.07 mile segment, is currently under construction from I-20 south to Woodrow Road.

The above recommendations are mapped on Figure T-08. Several of the above roads are state or federal routes and will require the City to partner with GDOT and/or the Federal Highway Administration.

Stonecrest Roadway Recommendations



T-08—Stonecrest Existing Freight Network

The following projects are currently programmed into the Regional Transportation Plan (as of January 2019):

- Panola Road Segment 1 Operation Improvements—Snapfinger Road to Browns Mill Road
- Hayden Quarry Road/Sigman Road Extension-New Alignment from Turner Hill Road to Rockdale County Line
- Lithonia Industrial Boulevard Extension: Phase III—New Alignment from Woodrow Road to Evans Mill Road — currently under construction.
- US278/SR12 (Covington Highway) and Evans Mill Road Signal Upgrades at 10 locations
- South River Trail—Phase V from South River Trail-Phase I to Waldrop Road.

Streetscape improvements along major retail roads are recommended to provide multi-modal connectivity as well as enhance economic development opportunities. The following roads are recommended for streetscape improvements:

- Evans Mill Road from Stewart Lake Court to I-20 – install new sidewalks between Stewart Lake Court and Mall Parkway, pedestrian scale lighting, and street trees
- Turner Hill Road from Hayden Quarry Road to I-20 – install new sidewalks to connect existing network, pedestrian scale lighting, and street trees
- Lithonia Industrial Boulevard—install new sidewalks to connect existing network, pedestrian scale lighting, and street trees
- Mall Parkway from Evans Mill Road to Iris Drive – install wayfinding signage, pedestrian scale lighting, and street trees

In addition to conventional investments, prepare for connected and autonomous vehicle technologies by giving priority to infrastructure incorporating widely available non-proprietary hardware and software solutions that can be adapted as new technologies are introduced. Additionally, consider developing a committee of technology

stakeholders/advisors within the connected and autonomous vehicle industry to provide the City of Stonecrest with regular briefings on emerging technologies in this field.

Transit

Partner with MARTA to extend bus service south of I-20 to connect with the following existing and emerging neighborhood centers identified in the land use recommendations:

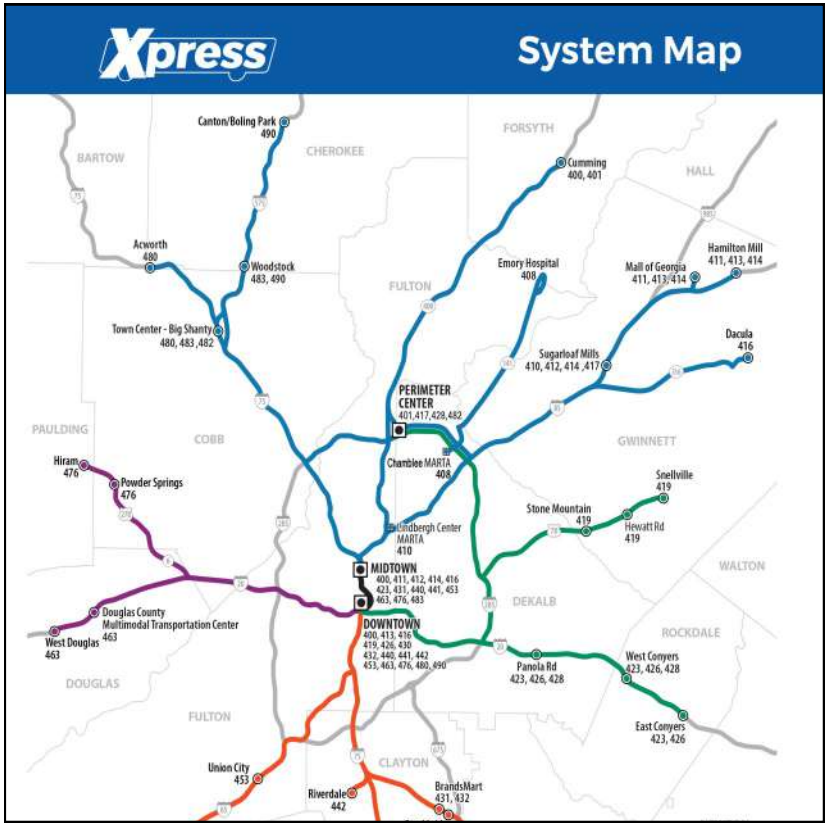
- Browns Mill Road at Panola Road
- Panola Road at Salem Road
- Browns Mill Road at Klondike Road

Proposed bus routes include the following:

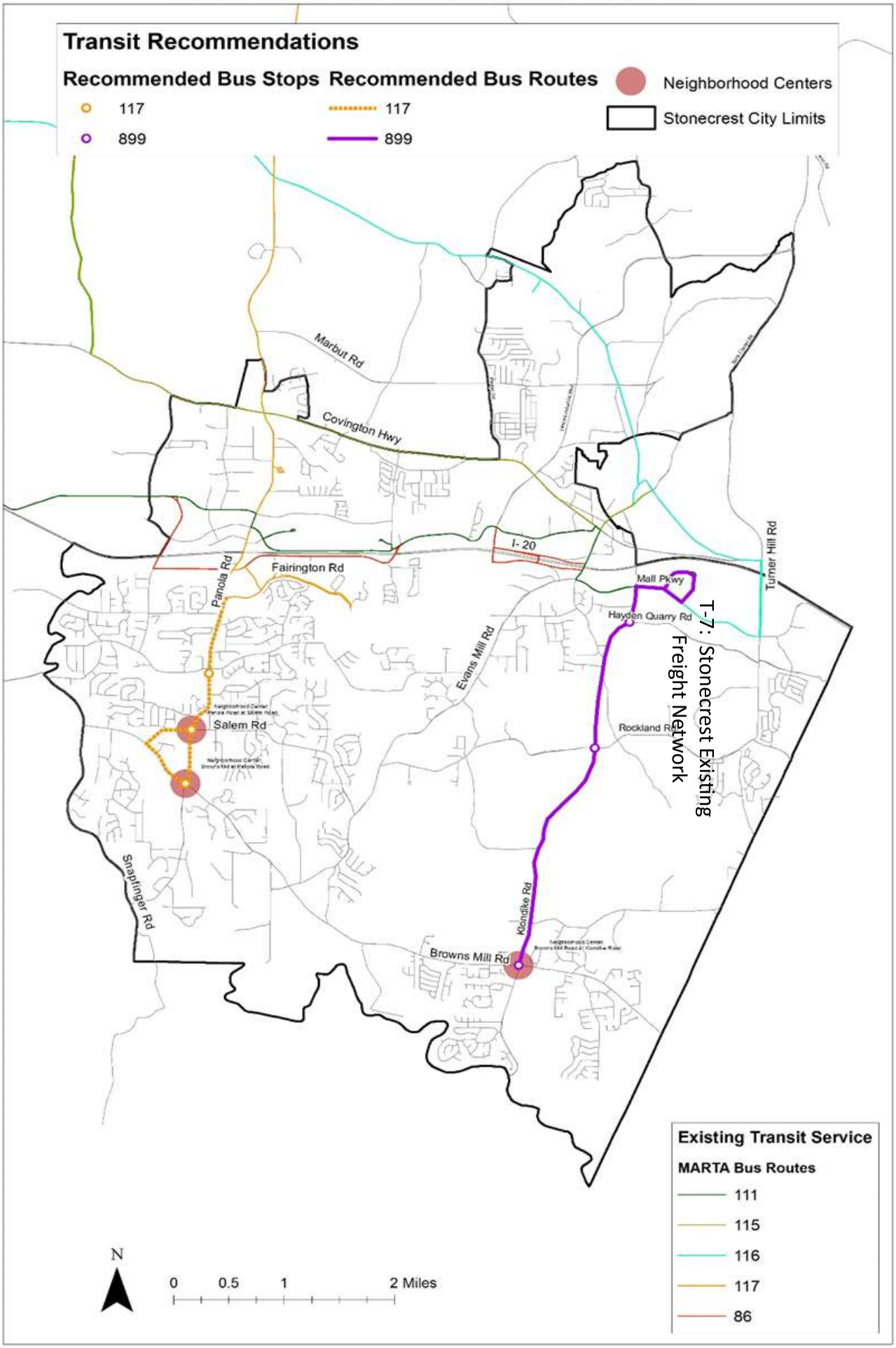
- Extend the existing MARTA 117 Route south along Panola Road to Browns Mill Road, northwest along Browns Mill Road, East Along Salem Road, and north along Panola Road.
- Introduce new community circulator service beginning at the Mall at Stonecrest and running south on Klondike Road to Browns Mill Road.

As the I-20 Transit Initiative is implemented and the stations are opened in the City of Stonecrest, this initiative should interconnect the emerging neighborhood centers as identified above. The transit recommendations and neighborhood centers are shown in Figure T-09.

There are three Xpress Bus Routes that operate out of Stonecrest. Buses 423, 426, and 428 stop at Panola Road, with destinations including downtown, midtown, and the Perimeter Center MARTA Station.



Stonecrest Transit Recommendations



T-09—Stonecrest Existing Freight Network

Bicycle and Pedestrian

As the stations associated with the I-20 Transit Initiative are opened, provide multi-modal connections between them and the rest of the City along key roadway corridors such as Panola Road, Lithonia Industrial Boulevard, and Klondike Road.

Continue extending the existing multi-use trail system along waterways to connect more of the City of Stonecrest. Explore opportunities to connect the existing and emerging neighborhood centers to the Arabia Mountain PATH with bicycle and pedestrian facilities.

Freight

Address deficient levels of service along the following DeKalb County truck routes to relieve freight bottlenecks, as per the road recommendations above:

- SR 212 (Browns Mill Road)
- I-20
- US 278 (Covington Highway)
- Panola Road
- Klondike Road
- Lithonia Industrial Boulevard

CHAPTER 4.0

COMMUNITY GOALS AND POLICIES

4.1 Population

4.2 Economic Development

4.3 Housing Element

4.4 Natural and Cultural Resources

4.5 Historic Resources

4.6 City Services and Facilities

4.7 Future Land Use and Character Areas

4.8 Transportation

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4.0 COMMUNITY GOALS AND POLICIES

The purpose of the Community Goals Element is to articulate a long-term strategy for creating the set of conditions judged, by the community, to be best suited to maximizing the collective well being of its residents. This Element details the overarching concepts which should guide local day-to-day decision-making for five, ten, even twenty years into the future. The Community Goals presented in this Chapter were developed through a public process of involving community leaders and other stakeholders. The below community goals will be implemented in the Community Work Program.

4.1 Population—Goals and Policies

Goal P-1 **To protect and enhance the city's unique qualities while embracing growth and ensuring services, safe and attractive neighborhoods, and good work opportunities.**

Policy P-1 Adopt policies that provide a safe environment to raise families and attract a wide variety of people.

Policy P-2 Ensure the health, safety, and welfare of the community by provided efficient police and emergency services.

Policy P-3 Encourage the development of services to allow the aging population to age in place.

Goal P-2 **To encourage healthy community design.**

Policy P-4 Encourage design that is pedestrian-oriented with walkable connections between different uses.

Policy P-3 Incorporate a pedestrian environment that encourages socialization, walking, biking and connectivity.

Policy P-4 Promote Healthy Community Design through land acquisition efforts should include new linkages, enhancing existing Greenways and recreation trail systems, and the acquisition of acreage for destination areas and trailheads.

4.2 Economic Development—Goals and Policies

GOAL ED-1 **Attraction and recruitment of new businesses and development opportunities.**

Policy ED-1 Work with the current business community, the Stonecrest Business Alliance, Chambers of Commerce, and DeKalb County to attract new businesses and expand the economic success of existing businesses.

GOAL ED-2 **Promote & brand the City of Stonecrest as a destination for business, leisure and residential living.**

Policy ED-2 Work to actively market Stonecrest as a great place to live and work.

GOAL ED-3 **Preserve and enhance the city's natural greenways and environmental attractions.**

Policy ED-3 Establish public/private partnerships to support preservation of the City's greenways and natural areas.

Policy ED-4 Promote the city's historic and natural resources as an attraction for tourists and visitors. Facilitate the development of commercial facilities that enhance these resources—i.e. bike shops and eateries along the Arabia Mountain PATH.

GOAL ED-4 **Support the growth & development of existing Stonecrest businesses.**

Policy ED-5 Encourage new business owners and expanding entrepreneurial businesses to locate in Stonecrest by offering available financial incentives when consistent with city policy.

GOAL ED-5 **Develop a talented workforce to support the employment needs of new and existing businesses.**

Policy ED-6 Collaborate with educational institutions, the business community and workforce development entities

to create ongoing workforce training programs.

Goal ED-7 Continue to update and implement the City's strategic plans, where they are consistent with the recommendations of the 2038 Stonecrest Comprehensive Plan.

4.3 Housing—Goals and Policies

Housing Choices and Supply

GOAL H-1 **Ensure that Stonecrest has a sufficient quantity and variety of housing types and densities to accommodate projected growth and promote other community goals.**

Policy H-1 Support high-density and mixed commercial/ residential development in the city's urban villages, high capacity transit corridors connecting the villages and other appropriate areas that allow people to work, shop and recreate near where they live.

Policy H-2 Encourage mixed housing types for new development on greenfield sites, a benefit of which is the integration of people from various socio-economic backgrounds.

Policy H-3 Consider the impacts on citywide housing capacity, affordability and diversity when making land use policy decisions and code amendments.

Policy H-4 Actively coordinate with public and private partners in efforts to meet regional housing needs.

Policy H-5 Support fair and equal access to housing for all persons, regardless of race, religion, ethnic origin, age, household composition or size, disability, marital status, sexual orientation or economic circumstances.

Housing Affordability

GOAL H-2 **Foster housing that is safe, healthy, livable, and affordable for all income levels in all neighborhoods.**

Policy H-6 Consider the impacts of transportation costs on housing affordability and accessibility of services and other opportunities when planning for housing.

Policy H-7 Identify surplus public and quasi-publicly owned land that could potentially be prioritized for housing that is affordable to low- and moderate-income households.

Policy H-8 Provide information to residents, including underserved populations, on affordable housing opportunities and first-time homeownership programs.

Policy H-9 Support organizations that construct, manage and provide services for affordable housing, including permanently affordable housing.

Neighborhood Vitality and Character

GOAL H-3 **Promote sense of place in neighborhoods.**

Policy H-10 Support public and private investment in improved infrastructure and amenities in existing neighborhoods, particularly in areas with high concentrations of low-income housing.

Policy H-11 Enforce the city's Property Maintenance Code to ensure that rental housing units comply with life and fire safety standards and provide a safe place for tenants to live.

Policy H-12 Promote high-quality design that is compatible with the overall style and character of established neighborhoods.

Policy H-13 Support the preservation of Stonecrest's historically-significant housing through the state's historic preservation program, which maintains a list of historic properties and districts, and provides education and incentives.

Policy H-14 Support rehabilitation and housing financing programs that support the maintenance of older/ historic housing and assistance to low-income households who want to stay in their homes.

Policy H-15 Support innovative housing and mixtures of housing types that preserve natural resources and consolidate open space (e.g. context-sensitive residential clustering).

Policy H-16 Periodically review and update the City's residential zoning regulations and design standards to promote quality development with timely and predictable outcomes.

Special Housing Needs and Homelessness

GOAL H-4 **Support housing options for special needs populations.**

Policy H-17 Work with agencies, private developers and non-profit organizations to locate housing to serve Stonecrest's special needs populations, particularly those with challenges related to age, health or disability.

Policy H-18 Allow housing opportunities for special needs populations in appropriate locations throughout the community.

Policy H-19 Support implementation of the DeKalb County Continuum of Care and Homeless Prevention and Rapid Re-Housing Program (HPRP).

Policy H-20 Support a range of housing types for retirees and seniors, including townhomes, condominiums and assisted living and independent living communities near daily needs and transit.

4.4 Natural Resources—Goals and Policies

Goal NR-1 **Protect and Conserve Natural Resources**

Policy NR-1 Identify priority natural resources and methods to protect and enhance natural resources.

Policy NR-2 Create a protected greenway along the South River in the city limits.

Policy NR-3 Evaluate the use of performance standards in the city-zoning ordinance to address impacts of commercial and industrial uses on the environment.

Policy NR-4 Optimize educational opportunities related to natural resources protection.

Policy NR-5 Preserve and enhance the city's environment resources through the development and implementation of a city-wide Parks and Recreation Plan.

Policy NR-6 Preserve and enhance the city's environmental resources through the development and implementation of a city-wide Water Protection Plan.

Policy NR-7 Integrate natural resource conservation and green-space creation into the planning for the siting of city facilities.

Policy NR-8 Establish consistent and coordinated environmental criteria for interdepartmental use during development and economic facilities plans and land use policies and codes.

Policy NR-9 Encourage and support community participation and environmental education programs.

Policy NR-10 Continue to ensure that all development within the city complies with applicable Regional, State, Federal Environmental Policies.

Goal NR-2 **Protect and Preserve the city's Wetlands**

Policy NR-11 Continue to comply with the Federal wetlands program under section 404 of the Clean Water Act.

Policy NR-12 Identify significant wetland resources, both on public and private land.

Goal NR-3 **Protect Water Quality Standards in Streams and Lakes.**

Policy NR-13 Promote green infrastructure, low impact development techniques and environmentally-sensitive site design to reduce the amount of impervious surfaces in a development.

Policy NR-14 Create a dedicated funding source for stormwater management.

Policy NR-15 Create a clean water program and support the regional clean water campaign.

Goal NR-5 **Protect and Enhance Wildlife and Native Plant Habitats.**

Policy NR-16 Identify and protect adequate natural wildlife habitats and corridors.

Policy NR-17 Identify and protect endangered, rare and native plant habitats.

4.5 Historic Resources—Goals and Policies

Goal CR-1 **To maintain Stonecrest's character and sense of place provided by the city's natural and historic resources while allowing property owners to enjoy their land, while being able to realize benefits from ownership.**

Policy CR-1 In the short term, contract with DeKalb County for historic preservation planning services. Long term goal should be to create a planning section to oversee natural, cultural and historic resources.

Policy CR-2 Locally designate the Klondike National Register District as a local historic district. Local designation provides more protection and oversight for historic resources, while still providing access to state and federal programs, such as preservation grants and tax credits. Adopt Klondike Preservation Guidelines.

Policy CR-3 Locally designate the Arabia Mountain National Her-

itage Area as a local resource, providing similar protections as the local historic districts.

Policy CR-4 Survey the Flat Rock Community for possible historic district designation, both for local listing as well as inclusion in the National Register of Historic Places.

Policy CR-5 Investigate the possibility of a TDR (Transfer of Development Rights) program, similar to Chattahoochee Hills. This would allow open space preservation near the South River, while allowing property owners to realize value in their land.

4.6 City Services and Facilities—Goals and Policies

For All Facilities

Goal: CF-1 **Locate and maintain public facilities and services to support the goals of compact growth, neighborhood revitalization, sustainable new neighborhood design, and community scale and character, where appropriate.**

Policy CF-1 Prioritize new development in those locations where urban services and facilities can be most economically and efficiently provided, and prevent premature development of areas which are more difficult to serve.

Policy CF-2 Ensure that direct service provision agencies (such as Police, Fire, Streets, etc.) maintain staffing levels necessary to adequately serve newly annexed lands, as well as newly developed and redeveloped properties within the city.

Policy CF-3 Seek opportunities to co-locate community facilities to maximize efficiencies in service provision and reduce capital and operating costs.

Policy CF-4 Establish and implement high standards for community facility design and locate community facilities to

maximize their contribution to the physical character of the neighborhoods in which they are located and to the community in general (civic architecture).

Policy CF-5 Design and locate community facilities to maximize their potential use for other purposes (i.e. school/park campuses, community meeting spaces, etc.).

Policy CF-6 Ensure that community facilities or neighborhood schools that are no longer utilized for their originally intended use, remain an asset to the neighborhood through cooperative efforts between the facility/building owner, the city, the neighborhood and local stakeholders.

Policy CF-7 Seek opportunities to maximize efficiencies in service delivery and reduce duplicative services.

Policy CF-8 Reduce city use of scarce and non-renewable resources by using green building principles whenever feasible in the design, construction and operation of new and existing City buildings.

Fire Protection and Emergency Medical Services

Goal CF-2 **Continue to provide a high level of fire and emergency medical services (currently in conjunction with DeKalb County Fire Rescue).**

Policy CF-9 Continue to provide efficient, effective, and timely fire and emergency medical services to the community.

Policy CF-10 Position equipment throughout the community to provide timely and effective hazardous materials response.

Policy CF-11 Continue to periodically assess fire district locations to ensure that they are strategically located to provide service, which meets a defined set of community standards

Police Services

Goal CF-3 **Continue to provide quality police services to the community in a reactive, proactive and coactive manner.**

Policy CF-12 Continue implementation of community-based policing strategies, including integrating new police district stations or substations (including storefronts) into both developing and existing neighborhoods.

Policy CF-13 Continue to periodically assess police district locations to ensure that they are strategically located to provide service, which meets a defined set of community standards, and consider redistricting if necessary.

Policy CF-14 Develop a set of benchmarks to indicate potential need for additional or relocated district stations.

Public Libraries

Goal CF-4 **Continue to provide the best possible library services for the community (currently in conjunction with DeKalb County Public Library).**

Policy CF-15 Continue to update, expand and evolve the branch library system to provide the most convenient access to library services to the greatest number of Stonecrest's citizens.

Policy CF-16 Provide branch libraries so that they are convenient to resident and are integral parts of neighborhoods.

Public Schools

Goal CF-5 **Continue to support K-12 public education for all children (currently in conjunction with DeKalb County Board of Education).**

Policy CF-17 Facilitate cooperation between the city and school districts.

Policy CF-18 Encourage neighborhood-scaled school designs in order to achieve a more compact, pedestrian-

oriented development pattern in new neighborhoods.

Policy CF-19 Locate and retain schools in neighborhoods, which are intended to serve the children living in those neighborhoods.

Policy CF-20 Cooperate with the Stonecrest and neighboring school districts to plan expansions in attendance areas in a manner that facilitates compact growth and encourages local community identity.

4.7 Land Use—Goals and Policies

Regional Center, City Center, and Neighborhood Center

Land Use

Goal LU-1 **Maximize commercial and residential densities in the core of activity centers, with progressively scaled-down densities further from the core. Encourage appropriate infill development, and adaptive reuse of existing structures where practicable. Each activity center should include a mix of retail, office, services, and employment to serve neighborhoods.**

Policy LU-1 Preserve and enhance the integrity and quality of existing residential neighborhoods.

Policy LU-2 Encourage the maximum density of residential in mixed use projects with the most intense development located towards the commercial and/or office core of the Regional Center. Properties located along the outer edges of the Regional Center shall be sensitive to the building height and density of adjacent single-family residential.

Policy LU-3 Each Regional Center shall include a very high-density mix of residential, retail, office, services, and employment centers to serve several neighborhoods. Residential development shall reinforce the

center by locating higher density housing options adjacent to the center.

Policy LU-4 Each Neighborhood Center shall include a medium high- density mix of retail, office, services, and employment to serve neighborhoods and reduce automobile dependency and travel to obtain basic services.

Policy LU-5 Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures. Encourage the reuse of culturally significant structures to preserve community scale and heritage.

Urban Design

Goal LU-2 **Encourage context sensitive design including articulation of facades and staggering building heights to add visual interest, and dedicated open space/greenspace with dedicated pedestrian connections. Landscaping and other natural buffers should be used to transition between differing uses and densities.**

Policy LU-6 Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.

Policy LU-7 Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.

Policy LU-8 Require the consideration of staggered height implementation when developments are adjacent to single-family residential neighborhoods.

Policy LU-9 Encourage design that is pedestrian-oriented with walkable connections between different uses.

Policy LU-10 Encourage development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.

Access and Mobility

Goal LU-3 **Encourage a pedestrian-friendly design using streetscapes, wide sidewalks, and traffic calming measures to support an environment that promotes socialization, mobility, and connectivity.**

Policy LU-11 Promote Healthy Community Design in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.

Policy LU-12 Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.

Policy LU-13 Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.

Goals and Policies – Office Professional and Institutional

Land Use

Goal LU-5 **Focus higher-density development along major transportation corridors and in areas with alternate transit options.**

Policy LU-14 Cluster high density development at nodes and along major corridors outside of established residential areas. Promote transit-oriented development.

Policy LU-15 Create compact mixed-use developments and reduce auto mobile dependency and travel to obtain basic services. Redevelop older strip commercial centers into viable mixed-use development.

Urban Design

Goal LU-6 **Focus development in areas with access to shared and on-street parking. Promote cohesive aesthetics for buildings and the pedestrian environment focused on streetscapes and landscape buffers.**

Policy LU-16 In appropriate locations, build new commercial structures closer to street on existing under-utilized parking lots creating internal smaller or decked parking.

Policy LU-17 Create and implement performance and aesthetic standards to improve visual appearance.

Policy LU-18 Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.

Policy LU-19 Use landscaping and other buffers to protect pedestrians from heavy traffic. Promote the preservation of existing mature trees within a development's landscape plan.

Access and Mobility

Goal LU-7 **Foster the development of multi-model infrastructure to provide facilities for cyclist, pedestrians, inter-parcel connectivity, and transportation alternatives to reduce automobile dependency.**

Policy LU-20 Create and implement driveway controls and access management standards.

Policy LU-21 Provide safe and attractive facilities for bicyclists and pedestrians.

Policy LU-22 Promote parcel interconnectivity to reduce automobile trips between short distances.

Policy LU-23 Accommodate and encourage the development of multi-modal transportation centers, where appropriate. Provide incentives to encourage transit compatible development.

Goals and Policies – Industrial Uses

Land Use

Goal LU-8 **Avoid locating industrial development in environmentally sensitive areas, minimize the encroaching effect of industrial development on other character areas, and promote development and expansion in areas already developed for industrial use with existing public infrastructure. Encourage development of vacant industrial land.**

Policy LU-24 Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.

Policy LU-25 Prohibit the encroachment of industrial uses into established residential areas.

Policy LU-26 Develop or, where possible, retrofit planned industrial parks with adequate water, sewer, stormwater, and transportation infrastructure for all component uses at build-out.

Policy LU-27 Provide appropriate infrastructure support for industrial development in designated industrial areas.

Policy LU-28 Protect existing and zoned undeveloped industrial land from unnecessary intrusion by conflicting land uses.

Policy LU-29 Designate specific areas through zoning and other land use tools for industrial development.

Policy LU-30 Create and implement zoning and development regulations for industrial uses.

Urban Design

Goal LU-9 **Promote industrial development that minimizes the aesthetic and pollutant impact on adjoining uses, especially adjacent to residential uses.**

Policy LU-31 Protect surrounding areas from the negative impacts of noise and light pollutants.

Policy LU-32 Incorporate landscaping and site design to soften or shield views of buildings, parking lots, loading docks, etc.

Access and Mobility

Goal LU-10 **Minimize the impact of industrial development and activities by restricting truck access on local streets, especially when shared by residential uses. Locate industrial uses with heavy transportation needs with close access to highways.**

Policy LU-33 Locate industrial centers in areas with access to high-

ways.

Policy LU-34 Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.

Policy LU-35 Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.

Goals and Policies – Rural Residential, Suburban Neighborhood, and Urban Neighborhood

Land Use

Goal LU-11 **Maintain densities of surrounding development, except where new development is a transition to a higher density or character area. Encourage, where possible, to tie new development into existing recreational facilities and trails. Enforce infill regulations to ensure appropriate compatibility and scale. Encourage Traditional Neighborhood Development design, where appropriate.**

Policy LU-36 Protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density.

Policy LU-37 In areas adjacent to activity centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.

Policy LU-38 Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.

Policy LU-39 Enforce residential infill development regulations in keeping with the historic development pattern of the surrounding area, in an effort to preserve and stabilize existing neighborhoods, and character.

Policy LU-40 In more urbanized character areas, promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.

Urban Design

Goal LU-12 **Encourage compatible architecture styles and scale**

for infill development that maintains neighborhood character. Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm, especially in more urbanized residential environments.

Policy LU-41 Promote residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.

Policy LU-42 Encourage residential development to conform with existing traditional neighborhood development principles including, existing grid street patterns, a higher mix if uses, and increased pedestrian access to retail and other activities.

Access and Mobility

Goal LU-13 **Promote Healthy Community Design through strong connectivity between existing and new developments that provides a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.**

Policy LU-43 Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.

Policy LU-44 Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/ subdivisions, and multiple site access points.

Policy-LU-45 Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.

Goals and Policies – Institutional Uses

Land Use

Goals LU-14 **Ensure that there is adequate public infrastructure available for institutional land uses, and that there is adequate roadway capacity to accommodate an institutional use.**

Policy LU-46 Ensure that institutional land is compatible with adjacent uses.

Policy LU-47 Locate developments in areas with direct access to existing infrastructure.

Urban Design

Goal LU-15 **Use landscaping and other buffering to separate developments from surrounding uses.**

Policy LU-48 Create and implement performance and aesthetic standards to protect adjacent properties.

Access and Mobility

Goal LU-15 **Promote transportation alternatives to reduce automobile dependency, including access to the city's trail network, bike/pedestrian facilities, and access to public transit. Promote the installation of access management controls, intersection improvements, roadway modifications and traffic calming techniques where appropriate.**

Policy LU-49 Organize circulation patterns through traffic calming techniques and access management.

Policy LU-50 Create and implement driveway controls and access management standards.

Policy LU-51 Promote Healthy Community Design through direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.

Policy LU-52 Locate development and activities within easy walking distance of transportation facilities.

Goals and Policies – Conservation/Open Space

Land Use

Goal LU-16 **Further expand the city's open space and greenspace system that serves and is accessible by area**

residents and the general public, and is unthreatened by encroachment from other land uses. Provide accessible recreational and passive greenspace for the enjoyment and convenience of residents throughout the city.

Policy LU-53 Consider appropriate methodologies to protect significant remaining open spaces for resource protection, not limited to the use of tax incentives for landowners to preserve their lands, development rights exchanges in the local area, participation in land banking, public acquisition, and land exchanges.

Policy LU-54 Encourage preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.

Policy LU-55 Provide, where appropriate, high-quality outdoor recreation and trail opportunities that are consistent with the values of open space lands, provide high quality access between open space, parks, and community destinations, and minimize adverse impacts to the environment.

Access and Mobility

Goal LU-17 **Promote the acquisition and construction of additional trailheads and network extensions to tie into a regional trail system.**

Policy LU-56 Promote Healthy Community Design through land acquisition efforts should include new linkages, enhancing existing Greenways and recreation trail systems, and the acquisition of acreage for destination areas and trailheads.

4.8 Transportation—Goals and Policies

Safety

Goal T-1 **Improve safety and security for all users of the transportation system.**

Policy T-1 Develop a safety policy to reduce traffic fatalities to zero and eliminate serious injuries.

Policy T-2 Expand Safe Routes to School program.

Policy T-3 Implement bicycle and pedestrian safety improvements near transit stations and bus stops.

Policy T-4 Implement safety improvements at high crash intersections.

Efficiency

Goal T-2 **Increase mobility and accessibility by maximizing use of existing infrastructure.**

Policy T-5 Upgrade traffic signals where necessary and implement improved timing plans along key arterials.

Policy T-6 Identify and implement intelligent transportation systems (ITS) improvements to better manage the existing roadway network.

Policy T-7 Implement bicycle and pedestrian improvements.

Policy T-8 Partner with the Metropolitan Rapid Transit Authority (MARTA) to increase bus service and extend bus routes throughout the City of Stonecrest.

Policy T-9 Partner with MARTA to implement proposed I-20 East high capacity transit improvements.

Policy T-10 Partner with the Georgia Department of Transportation (GDOT) to address congestion on I-20 and state routes in the City of Stonecrest.

Equity

Goal T-3 **Provide affordable transportation options for all residents.**

Policy T-11 Partner with MARTA and developers to implement multi-modal street networks in transit-oriented developments (TODs) and build multi-modal connections between the TODs and activity centers in the rest of the City of Stonecrest

Policy T-12 Incentivize affordable housing around transit stations and routes through policy and funding mechanisms

Policy T-13 Identify transit projects with a high benefit-cost ratio and partner with MARTA to implement them.

Policy T-14 Encourage development of a municipal airport in which will serve the Cities of Stonecrest and Lithonia, as well as parts of Gwinnett, Walton, Henry and Rockdale Counties.

Policy T-14 Promote the development of specific Transportation Plans to address issues identified in the Comprehensive Plan public input process, including, but not limited to:

- Widen and update South Stone Mountain Lithonia Road between South Deshon Road and Lithonia Industrial Boulevard.
- Widen and update Rogers Lake Road between Swift Creek and the City of Lithonia; add PATH between Swift Creek and Lithonia Industrial Boulevard.
- Widen and update Lithonia Industrial Boulevard between Covington Highway and South Stone Mountain Lithonia Road; add sidewalks and PATH.
- Lithonia Industrial Boulevard Phase I Extension: Install utilities infrastructure along road frontage.

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Community Work Program 2019-2023

The Community Work Program lists all of the projects that the City of Stonecrest will undertake in the next five years to implement the Comprehensive Plan. The Community Work Program projects are meant to address the Needs and Opportunities raised by community stakeholders throughout the Comprehensive Plan process. These projects are the implementation strategies for the Community's Goals and Policies or, in more simple terms, this is the City of Stonecrest's "To Do List". The list is divided by subject area.

Quality of Life

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
Q-1	Promote opportunities for community involvement on boards and commissions by creating an application process	X					Community Development, Community Affairs	25,000	General Fund
Q-2	Enhance the City's communication with the public by holding public forums to learn about government services	X	X	X	X	X	City Manager, Department Heads	50,000	General Fund
Q-3	Establish an annual City Magazine	X	X	X	X	X	Communications	75,000	General Fund/Ad Sales
Q-4	Create and implement a public art program	X	X	X	X	X	Parks and Recreation, Community Affairs	50,000	General Fund
Q-5	Create an information dashboard	X					Geographic Information System	25,000	General Fund
Q-6	Host community health fair and Farmers Market	X					Community Affairs	25,000	General Fund

Community Work Program 2019-2023

Economic Development

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
ED-1	Create an Economic Development Plan and Market Strategy to execute The City of Innovation and Excellence.	X					Economic Development	$50,000	General Fund
ED-2	Adopt and implement a Tax Allocation District (TAD)	X	X				Economic Dev., Legal	50,000	General Fund
ED-3	Implement a marketing plan		X				Economic Development	50,000	General Fund
ED-4	Adopt and implement an Opportunity Zone	X					Economic Dev., Legal	75,000	General Fund
ED-5	Develop a business retention and expansion program along major corridors, and commercial and industrial areas	X					Economic Dev.	50,000	General Fund/ Grant Funding
ED-6	Develop a relationship with Stonecrest's business community	X	X	X	X	X	Economic Dev.	25,000	General Fund
ED-7	Maintain a database of the City's available real estate portfolio	X	X	X	X	X	Economic Dev.	25,000	General Fund
ED-8	Partner with local business leaders and economic development partners to identify funding for economic development initiatives	X	X	X	X	X	Economic Dev.	15,000	General Fund

Community Work Program 2019-2023

Economic Development

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
ED-9	Create an Incentive Plan to attract businesses. Incentives may include TADs and Public/Private Partnerships	X	X				Economic Development	15,000	General Fund
ED-10	Promote the growth of small businesses by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another		X				Economic Development, Communications	10,000	General Fund
ED-11	Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about the City of Stonecrest			X			Economic Development, Communications, Geographic Information Systems	25,000	General Fund
ED-12	Create a Community Improvement District to brand and assist in the development of infrastructure improvements	X					Economic Development	10,000	General Fund
ED-13	Conduct a residential market study on Transit Oriented Development to understand the market impact of the mall area development		X				Community Development	25,000	General Fund

Community Work Program 2019-2023

Economic Development

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
ED-14	Develop a Master Plan for a Town Center to include Stonecrest's long-term City Hall and Civic needs	X					Community Development, Economic Development	60,000	General Fund
ED-15	Inventory available sites for Town Center		X				Economic Development	10,000	General Fund
ED-16	Secure sites for Town Center			X			City Manager, Mayor & Council, Economic Development	50,000	General Fund
ED-17	Establish customer service training program with assistance from Stonecrest Business Alliance.			X			Economic Development	35,000	General Fund
ED-18	Promote a strategy to identify and address vacancies at the Mall at Stonecrest and along the city's main commercial corridors.	X					Economic Development	30,000	General Fund

Community Work Program 2019-2023

Housing

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
H-1	Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with building code	X					Community Development	10,000	General Fund
H-2	Undertake a block-by-block strategic approach in inspecting and enforcement services throughout the City	X	X				Community Development	25,000	General Fund
H-4	Create architectural design standards to encourage development of appropriate size and scale, quality, and appropriateness, while encouraging innovative design and a variety of housing types and styles based on community conservation and character areas.			X			Community Development	35,000	General Fund
H-5	Develop a housing needs assessment and affordable housing implementation plan to address housing affordability in the city	X	X	X			Community Development	30,000	General Fund

Community Work Program 2019-2023

Natural and Cultural Resources

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
NC-1	Identify and map significant wetland resources, both on public and private land	X					Public Works, Geographic Info. Systems	50,000	General Fund
NC-2	Adopt and enforce the Department of Natural Resources Protection Standards for Wetlands	X					Public Works, Community Development	5,000	General Fund
NC-3	Modify Subdivision regulations to require set-aside of Wetlands	X	X				Community Development	10,000	General Fund
NC-4	Update development codes to promote green infrastructure, low impact development techniques and environmentally-sensitive site design to reduce the amount of impervious surfaces in a development	X	X				Public Works, Community Development	25,000	General Fund
NC-5	Develop Watershed Improvement Plans for all watersheds				X		Public Works, Community Development	55,000	General Fund
NC-5	Create a dedicated funding source for stormwater management.		X				Public Works	TBD	General Fund
NC-6	Develop greenways plan to improve access to rivers and streams				X		Public Works, Community Development	TBD	General Fund

Community Work Program 2019-2023

Historic Preservation

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
HP-1	Develop historic guidelines for historic resources that include historic and archeological resource surveys		X	X			Community Development	25,000	General Funds/ Grants
HP-2	Collaborate with the Georgia Trust for Historic Preservation to preserve the integrity of historic resources.		X	X	X	X	Community Development	TBD	General Funds/ Grants
HP-3	Establish a Stonecrest Historic Commission for conservation and preservation activities.		X	X	X	X	Community Development	TBD	General Funds/ Grants

Community Work Program 2019-2023

Community Services and Facilities

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
CS-1	Collaborate with Dekalb County regarding water and sewer capacity needs to meet City's future land use plan	X	X	X	X	X	Public Works	15,000	General Funds
CS-2	Create policies for burying utilities along specific corridors	X	X				Community Development, Public Works	25,000	General Funds
CS-3	Develop a Parks and Recreation Master Plan	X					Parks and Recreation	50,000	General Fund
CS-4	Develop Neighborhood Watch Programs that meet regularly with the Police Department to discuss issues and solutions	X	X	X	X	X	DeKalb County Police Department	5,000	General Funds
CS-5	Feasibility Study to explore and establish a City Public Safety Department	X					City Manager, Community Affairs	50,000	General Funds
CS-6	Document Historic Resources by undertaking a historic and resource survey		X	X			Community Development, Parks and Recreation	25,000	General Funds/ Grants
CS-7	Undertake an evaluation to ensure access to emergency services	X	X	X	X	X	City Manager, DeKalb County Police Department	15,000	General Funds

Community Work Program 2019-2023

Land Use

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
LU-1	Revise Zoning Ordinance to align with Comprehensive Plan 2038.	X	X				Community Development, Legal	140,000	General Fund
LU-2	Establish streetscape standards for major roads within the city's development codes based on Complete Street Standards	X	X	X			Community Development, Public Works, Legal	65,000	General Fund
LU-3	Revise the Stonecrest Overlay District	X					Community Development	5,000	General Fund
LU-4	Revise the Interstate-20 Overlay District		X				Community Development	20,000	General Fund
LU-5	Establish Architectural Design Standards			X	X		Community Development	20,000	General Fund
LU-6	Update Stonecrest Livable Communities Initiative (LCI) Study	X					Community Development	TBD	Atlanta Regional Commission (ARC)
LU-7	Define City's limits by establishing a gateway monument program	X	X				Community Development, Public Works	15,000	General Fund
LU-8	Draft Small Area Plans for Industrial, Regional, Town, and Neighborhood Centers	X	X	X	X	X	Community Development	15,000	General Fund

Community Work Program 2019-2023

Transportation

		Timeframe (x)							
ID	Description of Activity	2019	2020	2021	2022	2023	Department	Estimated Cost	Potential Funding Source
T-1	Define City's limits by establishing a gateway monument program	X	X				Community Development, Public Works	15,000	General Fund
T-2	Undertake a strategic wayfinding and branding study that includes signage, landscaping, lighting standards for Stonecrest's major corridors		X				Community Development, Public Works	25,000	General Fund
T-3	Develop a strategic plan for Transit-Oriented Development in Interstate-20 East Corridor		X				Public Works	25,000	General Fund
T-4	Create a citywide streetscape and street enhancement plan	X					Public Works	25,000	General Fund
T-5	Repaving and road repairs	X	X	X	X		Public Works	55,000	General Fund
T-6	Develop a Comprehensive Transportation Plan for City to include bike and pedestrian infrastructure		X				Public Works	75,000	General Fund
T-7	Implement streetscape improvements			X	X	X	Public Works	TBD	General Fund

APPENDIX

A-01 – Metropolitan North Georgia Water District Audit Letter

A-02 – Stonecrest Comprehensive Plan Community Survey Flyer

A-03 – Stonecrest Comprehensive Plan Workshop Presentation

A-04 – Stonecrest Comprehensive Plan Press Release

A-05 – Stonecrest Comprehensive Plan Open House

A-06 – Stonecrest Comprehensive Plan Meeting Notice

A-07 – Stonecrest Stakeholder Outreach and Engagement Plan

A-08 – Stonecrest Steering Committee Confirmation Letter

A-01 – Metropolitan North Georgia Water District Audit Letter

THE CITY OF
STONECREST
GEORGIA
Community Development Department

January 14, 2019

Mr. Jon West
The Atlanta Regional Commission
229 Peachtree Street, NE
Suite 100
Atlanta, Georgia 30303

RE: Stonecrest Comprehensive Plan 2038 Submittal

Dear Mr. West:

The City of Stonecrest has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

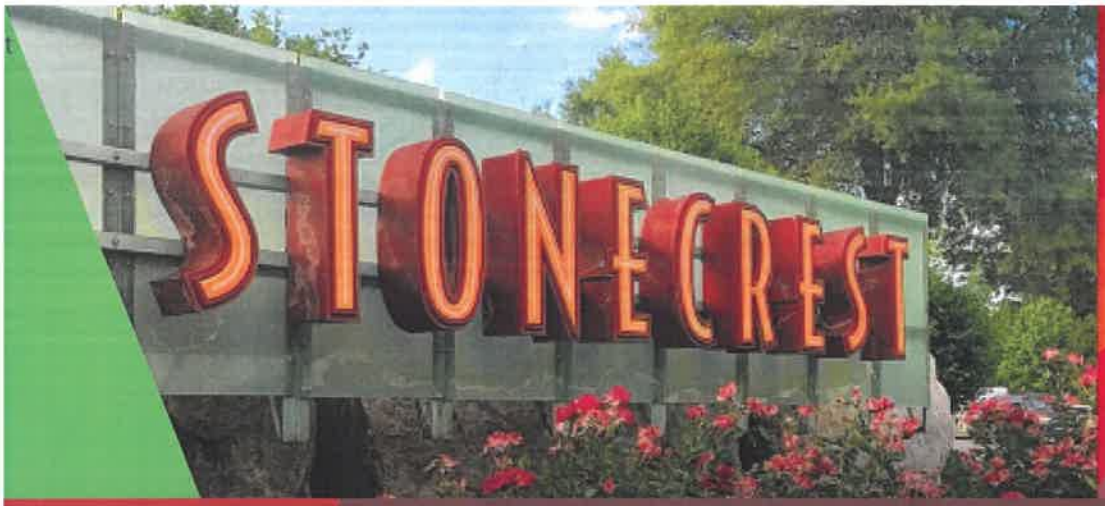
If you have any questions concerning our submittal, please contact Michael Harris, City Manager at mharris@stonecrestga.gov, or Nicole Dozier, Director of Community Development at 770-224-0200, or via email at ndozier@stonecrestga.gov.

Sincerely,

Mayor Jason Lary

Enclosures: Councilman Jimmy Clanton, District 1
Councilman Robert Turner, District 2
Councilwoman, Jazzmin Cobble, District 3
Councilman George Turner, District 4
Councilwoman Diane Adoma, District 5
Michael Harris, City Manager
Nicole Dozier, Director of Community Development
Michael Hightower, The Collaborative Firm, Consultant

A-02 – Stonecrest Comprehensive Plan Community Survey Flyer



THE CITY OF STONECREST
COMPREHENSIVE PLAN 2038
CX3
[BUILDING COMMUNITY, CULTURE & COMMERCE FOR NOW AND INTO THE FUTURE!]

COMPREHENSIVE PLAN UPDATE 2038

The City of Stonecrest is excited to announce the development of a city-wide comprehensive plan. This plan will become a tool to help guide and shape the City's future growth for the next 20 years. This plan will provide a roadmap for the growth and development based on the needs and goals YOU identify.

The City of Stonecrest Needs Your Input

TAKE SURVEY TO EXPRESS YOUR IDEAS

Scan the barcode on your phone with QR app and go directly to survery

or access the survey via the web at bit.ly/stonecrest2038

Be a part of shaping Stonecrest's vision for the future!

TAKE THIS SUVERY NOW ON SITE AND ENTER DRAWING TO WIN!

AN AMAZON ECHO DOT

OR

$50.00 GAS CARD

DRAWING TODAY AT 4:00 PM
YOU DO NOT HAVE TO BE PRESENT TO WIN

For more information, contact (404)684-7031.

THE CITY OF STONECREST GEORGIA

www.stonecrestga.gov

A-03 – Stonecrest Comprehensive Plan Workshop Presentation

QUALITY OF LIFE

THE CITY OF STONECREST GEORGIA

*** *Post a sticky note to share your ideas on the questions below.*

1. What are Stonecrest three (3) greatest assets that contribute to your quality of life?

2. What are Stonecrest's three (3) greatest weaknesses that detract from your quality of life?

3. What are three (3) things that need improvement to enhance your quality of life?

QUALITY OF LIFE

What type of development would you like to see in Stonecrest?

*** *Place a dot by all that apply to the list below.*

Commercial Retail Development	
Restaurant Dining Options	
Office Development	
Residential Development	
Mixed Use Development	
Industrial Development	
Health Care Facilities	
Recreation and Entertainment	
Late Night Entertainment	
Convenience & Service Goods	
Greenspace	
Community Gardens	

PREFERRED HOUSING TYPES

What type of housing do you think is suitable for Stonecrest?

*** *Place a dot by all that apply to the list below.*

Single-family detached houses	
Duplexes	
Townhouses, attached	
Apartments, low rise	
Apartments, high rise	
Condominiums	
Mobile homes	
Housing for seniors	
Housing for disabled or individuals with special needs	
Other	

INFRASTRUCTURE

THE CITY OF STONECREST GEORGIA

What should be the City of Stonecrest's top five infrastructure priorities?

**** Place a numbered dot to rank them 1 to 5 with 1 being the highest priority.*

Public Transportation	
Roads	
Sidewalks	
Trails (walking & biking)	
Parks/Recreation	
Fire Stations/Police/EMS	
Town center	
Senior Facilities	
Technology infrastructure/fiber/cable	
Other	

ECONOMIC DEVELOPMENT

THE CITY OF STONECREST GEORGIA

Should the City of Stonecrest seek development that makes it a destination place?

**** Place a green dot for "Yes" and a red dot for "No" by all that apply to the list below.*

Yes	No

If yes, what type of use would be suited for a destination place?

Place a stickey note below to share your idea.

ECONOMIC DEVELOPMENT

Should the City of Stonecrest encourage mixed use development? Allow residential within retail centers.

Place a green dot for "Yes" and a red dot for "No" by all that apply to the list below.

Yes	No

Do you think the City should encourage single family residential areas with infill attached townhome style single family dwellings?

Yes	No

Do you see this community as having a need to preserve the existing rural character?

Yes	No

Should aging in place allow personal care homes and senior housing located near traditional single family developments?

Yes	No

ECONOMIC DEVELOPMENT

Should the City of Stonecrest encourage mixed use development? Allow residential units within retail centers.

*** *Place a green dot for "Yes" and a red dot for "No" by all that apply to the list below.*

Yes	No

Do you see a need for bike travel lanes in commercial areas?

Yes	No

Do you know which council district you live in within the City of Stoncrest?

Yes	No

Are you in support of a public transit rail station in the City of Stonecrest?

Yes	No

A-04 – Stonecrest Comprehensive Plan Press Release

MEDIA CONTACTS
Dannelle Crowe|404-684-7031
dcrowe@tcfatl.com
Adrion Bell |770-224-0200
abell@stonecrestga.gov

FOR IMMEDIATE RELEASE

CITY OF STONECREST RESIDENTS ARE INVITED TO SHARE THEIR IDEAS FOR THE CITY'S FURTURE LAND USE

Stonecrest residents are invited to attend a community meeting on Saturday, July 28th to share their ideas for the city's future land use. The city is updating its Comprehensive Plan, a guiding document that addresses activities related to transportation, recreation, land-use and commercial development. In keeping with this effort and to complete the vision for the city, input is needed on the Future Area Land Use Map (FLUM). The FLUM, once adopted as part of the 2038 Comprehensive Plan Update, will govern how rezoning should occur to implement the desired visions. Residents are encouraged to attend the community meeting, which will be held at Stonecrest Library from 10:30 am – 12:30 pm. The Stonecrest Library is located at 3123 Klondike Road in Stonecrest.

At the meeting, city officials and project team members will present a summary of public input received during the five previous open house events, as well as input from the appointed Land Use Plan Steering Committee. The primary focus of the community meeting is to provide residents the opportunity to discuss and identify appropriate land use designations and development locations for the City of Stonecrest's Future Land Use Plan Map.

Additional information is available at the City of Stonecrest 2038 project website at www.stonecrestga.gov.

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A-05 – Stonecrest Comprehensive Plan Community Open House

THE CITY OF STONECREST
COMPREHENSIVE PLAN 2038
CX3
[BUILDING COMMUNITY, CULTURE & COMMERCE FOR NOW AND INTO THE FUTURE!]

YOU'RE INVITED

PROVIDE YOUR FEEDBACK ON THE DRAFT STONECREST COMPREHENSIVE PLAN 2038

The City of Stonecrest will be holding a public hearing, including interactive presentations, to receive your input on the draft Stonecrest Comprehensive Plan 2038 on January 7, 2019. The Meeting will be held at the City of Stonecrest City Hall Building from 4 p.m. to 7 p.m.

Presentations
By
The Collaborative Firm
On Draft Plan

The public hearing will be officiated by the City of Stonecrest and city's retained consultants from The Collaborative Firm to receive comments for update consideration. Two interactive presentations will be conducted by The Collaborative Firm to provide an overview on the draft Stonecrest Comprehensive Plan 2038.

Monday, January 7, 2019
City of Stonecrest
City Hall
3120 Stonecrest Boulevard
Stonecrest, GA 30038
Presentation Time: 4:30 p.m.
Riding MARTA, Bus Route 111

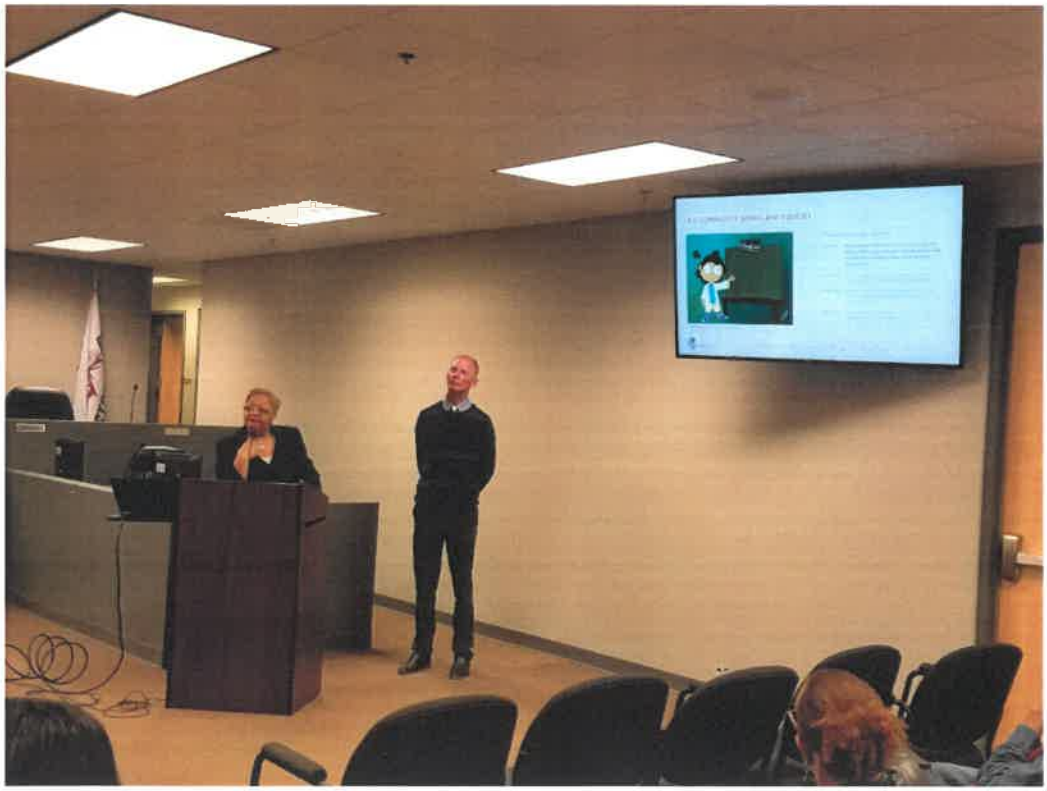
Monday, January 7, 2019
City of Stonecrest
City Hall
3120 Stonecrest Boulevard
Stonecrest, GA 30038
Presentation Time: 6:00 p.m.
Riding MARTA, Bus Route 111

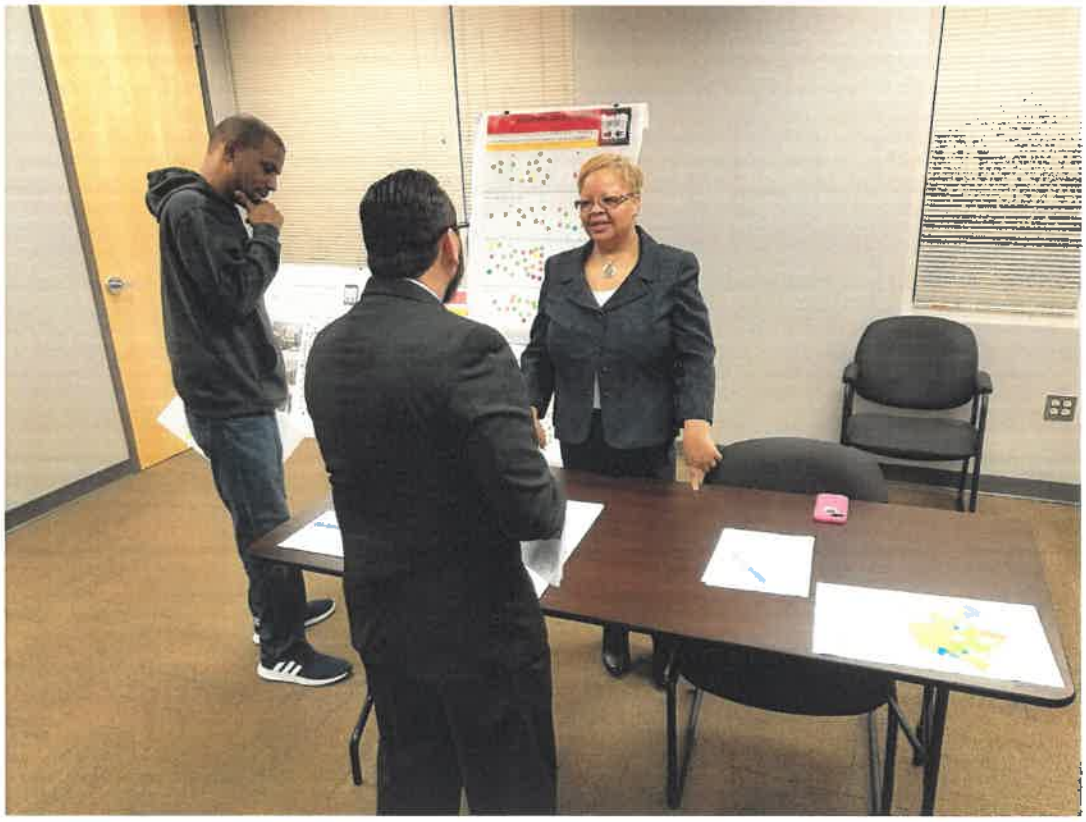
If you cannot attend the hearing and want to provide comments you may by:
(1) Leave a message at The Collaborative Firm (TCF) at 404-684-7031; (2) Email TCF Director of Planning & Economic Development, Mary Darby at mdarby@tcfatl.com; or (3) Fax your comments to 404-684-7033 by January 19, 2018. A copy of the draft Stonecrest Comprehensive Plan 2038 document can be reviewed online at www.stonecrestga.gov.

FOR MORE INFORMATION: CALL 404-684-7031

STONECREST COMPREHENSIVE PLAN 2038 OPEN HOUSE MEETING

JANUARY 7, 2019





STONECREST

15

The Collaborative Firm, LLC

1514 East Cleveland Ave, Suite B2
East Point, Georgia 30344
T: 404.684.7031
F: 404.684.7033
www.tcfatl.com

Stonecrest Comprehensive Plan 2038

December 5, 2018 Sign-in Sheet

Name	Organization	Email	Phone#
Plez Joyner	Stonecrest	pjoyner@stonecrestga.gov	770-224-0205
Eric Hubbard	Stonecrest	e7hubbard@gmail.com	7-912-8775
Mona Condemos	AM Alliance	Mona@andbicalliance.org	4.998.8384
Bernard Knight	Stonecrest Business Alliance	bknightattorney@attnet	4 1247 8614
Matthew Hayden	ACI	matt.hayden@aciinternational.com	
Cheryl Mathis	LACA	mathis318@yahoo	501.247.3913
			404-438-1390

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Stonecrest Comprehensive Plan 2038

December 5, 2018 Sign-in Sheet

Name	Organization	Email	Phone#
Stacey Thibodeaux		Staceythibodeaux@gmail.com	404-395-4698
Edwina Clarton		edwina328@gmail.com	6785168083
George Turner Jr	City Council D4	gturner@stonecrestga.gov	4048862053
Patricia Edge	The Mall at Stonecrest	pedge@urbanretail.com	678-526-9880

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T: 404.684.7031
F: 404.684.7033
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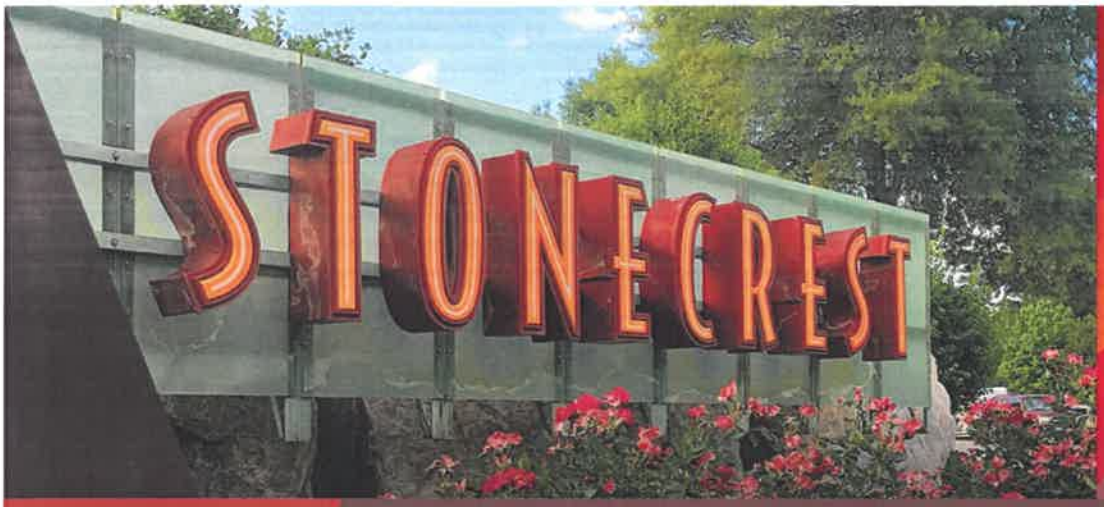
Stonecrest Comprehensive Plan 2038

December 5, 2018 Sign-in Sheet

Name	Organization	Email	Phone#
ERICA WILLIAMS		ewilliams@emagimpact.com	678-612-5601
JW EADY		jweady@bellsouth.net	678-836-6485
Kendra Price	Emory	Kendra.price@emory.edu	7-24-3987
Lori Brown		Lbrown14@bellsouth.net	404 285-0699
Sabrina Young Wright	Stonecrest ECD		
Mary Vorsay			
Chris Montesinos			



THE CITY OF STONECREST
COMPREHENSIVE PLAN 2038
CX3
[BUILDING COMMUNITY, CULTURE & COMMERCE FOR NOW AND INTO THE FUTURE!]

COMPREHENSIVE PLAN COMMUNITY OPEN HOUSE

The City of Stonecrest is excited to announce the development of a city-wide comprehensive plan. This plan will become a tool to help guide and shape the City's future growth. The Comprehensive Plan will provide a roadmap for growth and development in the city based on the needs and goals identified by the community. Do not miss the opportunity to share your ideas.

THURSDAY MAY 10, 2018

Drop by anytime between 6:00 - 8:00 PM. There is no formal presentation and refreshments will be served.

6:00 - 8:00 PM

STONECREST
CITY HALL
3120 Stonecrest Blvd.
Stonecrest, GA

For more information,
Contact (404)684-7031.

THE CITY OF STONECREST GEORGIA

A-06 – Stonecrest Comprehensive Plan Meeting Notice

Expertise in the Courts of Georgia, Federal & US Virgin Island Courts

Specializing in felony drug trafficking and serious violent felonies

Personal injury and wrongful death cases

Ethics charges against public employees and officials

As civil and criminal defense lawyers, we have a proven record of success litigating all cases, including high profile cases.

DWIGHT L. THOMAS, PC

Attorneys-at-Law

2296 Henderson Mill Rd - Ste. 407, Atlanta, GA 30345

Phone: (404) 522-1400

www.dwightlthomas.com

THE CITY OF STONECREST GEORGIA

YOU'RE INVITE **PROVIDE YOUR FEEDBACK ON THE DRAFT STONECREST COMPREHENSIVE PLAN 2038!**

On January 7, 2019, the City of Stonecrest will hold a public open house hearing to receive input on the draft Stonecrest Comprehensive Plan 2038. The hearing will be held at the City of Stonecrest City Hall Building located at 3120 Stonecrest Boulevard, Stonecrest, GA 30038 from 4:00 p.m. to 7:00 p.m. Two 10-minute interactive presentations will be conducted by The Collaborative Firm on the overall content of the draft Comprehensive Plan 2038. For more information call: Mary Darby at The Collaborative Firm - 404-684-7031, or Nicole Dozier at The City of Stonecrest - 770-224-0200.

Stonecrest Comprehensive Plan 2038

Community, Commerce and Culture - Roadmap to the Future

The City of Stonecrest is excited to announce the development of a city-wide comprehesive plan. This plan will become a tool to help guide and shape the City's future growth. The comprehensive plan will include:

- Community Goals and Vision
- Needs and Opportunities
- Implementation Plan

The Comprehensive Plan will provide the vision for how growth within the City of Stonecrest will be balanced with the goals and needs of its stakeholders, impacting what the city will look like in the future. It defines a place for quality residential neighborhoods, thriving commercial districts, compatible mixed use developments and strategically located employment centers.

Tell us your vision!

Saturday, May 5th
Time
Location
Address
City, State Zip Code

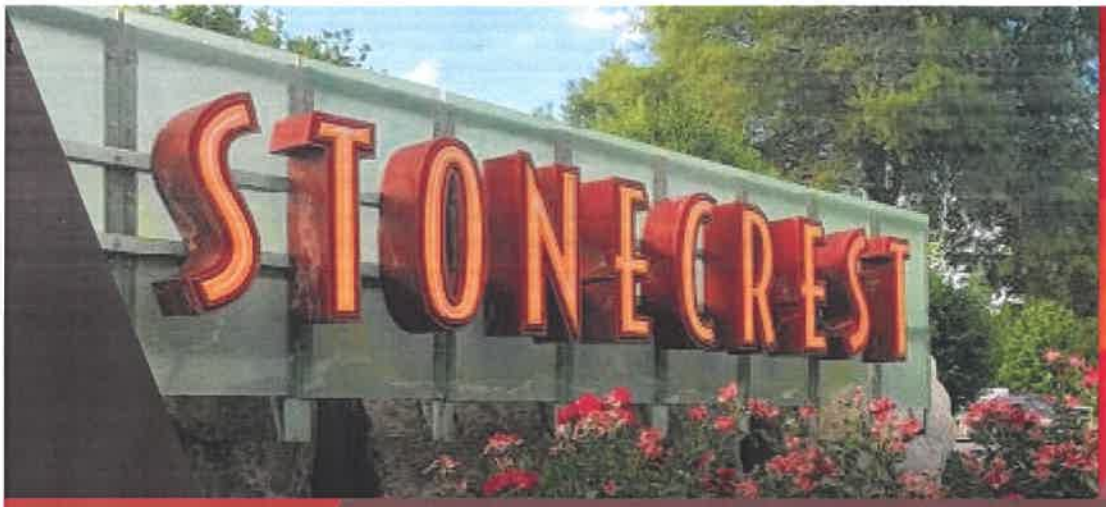
Saturday, May 12th
Time
Location
Address
City, State Zip Code

Thursday, June 7th
Time
Location
Address
City, State Zip Code

Thursday, June 14th
Time
Location
Address
City, State Zip Code

Thursday, June 14th - Time
Location
Address, City, Zip Code

For more information visit http://bit.ly/Stonecrest2038



THE CITY OF STONECREST
COMPREHENSIVE PLAN 2038
CX3
[BUILDING COMMUNITY, CULTURE & COMMERCE FOR NOW AND INTO THE FUTURE!]

COMPREHENSIVE PLAN COMMUNITY OPEN HOUSES

The City of Stonecrest is excited to announce the development of a city-wide comprehensive plan. This plan will become a tool to help guide and shape the City's future growth. The Comprehensive Plan will provide a roadmap for growth and development in the city based on the needs and goals identified by the community. Do not miss the opportunity to share your ideas.

THURSDAY, JUNE 7, 2018
Lou Walker Senior Center
2538 Panola Road; Stonecrest, GA
5:30 - 7:30 PM

TUESDAY, JUNE 12, 2018
Ousley UMC
3261 Panola Road; Lithonia, GA
6:00 - 8:00 PM

SATURDAY, JUNE 16, 2018
Big Miller Grove Church
3800 Miles E. Fowler Way; Lithonia, GA
10:00 AM - 12:00 PM

THURSDAY, JUNE 28, 2018
New Birth Church
6400 Woodrow Road; Lithonia, GA
6:00 - 8:00 PM

Drop by anytime between the scheduled hours. There is no formal presentation and refreshments will be served.

Scan here to take the survey or visit
bit.ly/Stonecrest2038

For more information, contact (404)684-7031.

THE CITY OF STONECREST GEORGIA

www.stonecrestga.gov

A-07 – Stonecrest Stakeholder Outreach and Engagement Plan

City of Stonecrest
Comprehensive Plan
Stakeholder Outreach and Community Engagement Plan

Site visit:

The project team will make a site visit to the City of Stonecrest early in the process, in order to perform the analysis necessary to gain an understanding of community concerns and desires, overall character and feel for the area. During the site visit, the project team will take pictures of relevant areas to utilize in presentations and the analysis of existing conditions. The team will also visit meeting locations in order to prepare for steering committee and community meetings.

Tasks

- Site visit with city staff
- Record site visit via note taking and pictures
- Venue walkthrough of each meeting location

Steering Committee:

Key stakeholders will be identified with the lead of city staff. The steering committee will provide the project team with key ongoing input throughout the process of developing the comprehensive plan, and will provide more specific and targeted direction regarding what the community would like to see. The Steering Committee will also act as a "check and balance" on the project team, to ensure the input heard from the public and stakeholders is accurately translated into the concepts for the comprehensive plan.

Tasks

- Identify members for committee
- Create and maintain contact list
- Coordinate meeting dates
  - Thursday, April 26, 2018
  - Thursday, May 24, 2018
  - Thursday, June 28, 2018
- Coordinate venue logistics
- Create email invitations
- Review presentations and other collateral material for each meeting
- Maintain meeting notes

Stakeholder Interviews:

The project team will schedule and lead up to 10 stakeholder interviews. These interviews will obtain direct input on the vision and plan elements from community stakeholders and department directors.

Task

- Identify stakeholders
- Draft questions
- Identify interview location
- Schedule interviews
- Record interview notes

Community Meetings: The project team will conduct public meetings for each district in the City of Stonecrest. Community meetings will promote the involvement of citizens and will make accommodations for low to high income, minority, disabled, and elderly citizens. The meetings will strive to involve all stakeholders (i.e. property owners, citizens, business owners, employers, employees, etc.). Strategies will be specifically designed to reach multiple types of stakeholders whom are typically not engaged. A contact list will be maintained by the project team to communicate with interested parties regarding the project. The contact list will be utilized to communicate meeting notifications, project notices, key project dates, other opportunities for engagement, and other written communications.

Tasks

- Create and maintain contact list inclusive of:
  - Elected officials
  - City staff
  - City departments
  - Chamber of Commerce
  - Civic organizations
  - Homeowner Associations
  - Businesses
- Coordinate meeting dates
  - District 1: Saturday, May 5, 2018
  - District 2: Saturday, May 12, 2018
  - District 3: Thursday, June 7, 2018
  - District 4: Thursday June 14, 2018 or Saturday, June 16, 2018
  - District 5: Thursday June 21, 2018 or Saturday, June 23, 2018
  - Open House (x2): October 2018
- Coordinate venue logistics
- Design and distribute meeting flyers via traditional and non-traditional outlets
  - School announcements

        - Browns Mill Elementary School
        - Edward L Boule Sr Elementary School
        - Fairington Elementary School
        - Flat Rock Elementary School
        - Narvie Harris Elementary School
        - Panola Way Elementary School
        - Princeton Elementary School
        - Stoneview Elementary School
        - Salem Middle School
        - Arabia Mountain High School
        - Lithonia High School
        - Miller Grove High School
        - Academy of Lithonia Charter Schools
        - Glenn Nova Christian Academy
        - Leadership Preparatory Academy
        - Murphy Candler School
    - Email blasts
        - Elected officials
        - City staff
        - City departments
        - Chamber of commerce
        - Civic organizations
        - Homeowner Associations
        - Businesses
        - Churches
        - Residents
    - Elected officials' newsletters
    - Social media postings
    - Paid social media advertisement, **if budget allows**
    - Literature drops
        - Redan-Trotti Library (near Stonecrest)
        - Salem-Panola Library
        - Stonecrest Library
        - Browns Mill Recreation Center
        - Redan Recreation Center (near Stonecrest)
        - Lithonia-Davison Library (near Stonecrest)
        - Lithonia/East DeKalb Senior Center (near Stonecrest)
        - Lou Walker Multipurpose Senior Center
    - Street signage, **if budget allows**
        - DeKalb Medical
        - Kroger – Covington Highway
        - Publix – Panola Road
        - Stonecrest Mall

        - Stonecrest Marketplace
        - Walmart – Covington Highway
        - Walmart – Stonecrest
    - Draft and distribute press releases
    - Review presentations and collateral materials
    - Coordinate engagement activities
    - Record meeting notes

Community Survey: The project team will develop a community survey to solicit input on the needs, opportunities, and desires of the Stonecrest community.

Task

- Review survey content
- Design survey
- Upload survey content to SurveyMonkey
- Embed survey onto website
- Design and distribute survey notification
- Review results

Digital Outreach: In order to engage large, diverse community and stakeholder groups it will be critical for the project team to create a project website. The project website will keep the community and stakeholders up-to-date on the latest project information, allow community members to digitally engage in a community survey and easily share information to their family, friends, and neighbors. Meeting presentations, meeting flyers, meeting dates, project information, and the community survey will be posted on the project website. The link to the project website will be posted on the City of Stonecrest's website.

Tasks

- Design website
- Draft content
- Publish website
- Update content

Community Pop Ups: Community pop up kiosks will be planned in conjunction with city events, local businesses and various public gathering places. The project team will use pop up kiosks to introduce the project, conduct surveys, publicize community meetings, and provide other key project updates. Visual boards will be utilized to provide and solicit input on community priorities and concerns. **– If budget allows.**

Tasks

- Identify city events
- Identify local businesses and public gathering places
- Kiosk logistics
- Record notes

A-08 – Stonecrest Steering Committee Confirmation Letter

THE CITY OF
STONECREST
GEORGIA
Community Development Department

April 19, 2018

Dear Steering Committee Member:

The first Steering Committee meeting previously set for Thursday, April 26, 2018 has been rescheduled to Thursday, May 3, 2018 from 6:00 p.m. to 7:30 pm in the Stonecrest City Hall facility. The April 26th date conflicted with a MARTA transportation presentation which required the attendance of several committee members. I apologize for any inconvenience in the rescheduling and hope you are still able to make the May 3rd meeting.

The first Steering Committee Meeting is an important one because it will provide information on the roles and mission of the committee, as well as, the project timeline and public engagement process.

We hope that you can attend this important meeting, as your input is critical to the success of this effort. **Please RSVP by close of business on Friday, April 27th** to Madolyn Spann, Project Manager, via email at mspann@tcfatl.com or by phone at (404) 684-7031.

Thank you and we look forward to your participation in this important effort.

Sincerely,

Nicole C. E. Dozier
Community Development Director
City of Stonecrest