



CITY OF STONECREST, GEORGIA

CITY COUNCIL WORK SESSION – AGENDA

3120 Stonecrest Blvd., Stonecrest, GA 30038

Monday, August 14, 2023 at 6:00 PM

Mayor Jazzmin Cobble

Council Member Tara Graves - District 1 Council Member Rob Turner - District 2

Council Member Alecia Washington - District 3 Mayor Pro Tem George Turner - District 4

Council Member Tammy Grimes - District 5

Citizen Access: [Stonecrest YouTube Live Channel](#)

- I. **CALL TO ORDER:** George Turner, Mayor Pro-Tem
- II. **ROLL CALL:** Sonya Isom, City Clerk
- III. **AGENDA DISCUSSION ITEMS**
 - a.** **For Discussion** - ARPA Update - *Steven Whitney, Berry Dunn & Gia Scruggs, City Manager*
 - b.** **For Discussion** - Project Viewer - *Tre'Jon Singletary, Senior Planner*
 - c.** **For Discussion** - TMOD 23-001 Truck Parking Gravel Lots - *Ray White, Director of Planning & Zoning*
 - d.** **For Discussion** - TMOD 23-004 Food Trucks - *Ray White, Director of Planning & Zoning*
 - e.** **For Discussion** - Comprehensive Plan 5-Year Update 2024 - *Matthew Williams, Deputy Director of Planning and Zoning*
 - f.** **For Discussion** - Activation of Charter Commission - *George Turner, Mayor Pro Tem*
 - g.** **For Discussion** - Sandstone Estate Privatization Request - *George Turner, Mayor Pro Tem*
 - h.** **For Discussion** - FY24 Council Priorities - *George Turner, Mayor Pro Tem*
- IV. **EXECUTIVE SESSION**

(When an executive session is required, one will be called for the following issues: 1) Personnel, 2) Litigation, 3) Real Estate)

V. ADJOURNMENT

Americans with Disabilities Act

The City of Stonecrest does not discriminate on the basis of disability in its programs, services, activities and employment practices.

If you need auxiliary aids and services for effective communication (such as a sign language interpreter, an assistive listening device or print material in digital format) or reasonable modification to programs, services or activities contact the ADA Coordinator, Sonya Isom, as soon as possible, preferably 2 days before the activity or event.



CITY COUNCIL AGENDA ITEM

SUBJECT: ARPA Update

AGENDA SECTION: *(check all that apply)*

PRESENTATION **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.

CATEGORY: *(check all that apply)*

ORDINANCE **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Click or tap here to enter text.

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): 07/31/23 & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: Gia Scruggs, City Manager

PRESENTER: Steven Whitney, Berry Dunn & Gia Scruggs, City Manager

PURPOSE: To give an update on the APRA funds.

FACTS: Click or tap here to enter text.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Choose an item. Click or tap here to enter text.

ATTACHMENTS:

- (1) Attachment 1 - Click or tap here to enter text.
- (2) Attachment 2 - Click or tap here to enter text.
- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.



CITY COUNCIL AGENDA ITEM

SUBJECT: Project Viewer

AGENDA SECTION: *(check all that apply)*

- PRESENTATION** **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.
-

CATEGORY: *(check all that apply)*

- ORDINANCE** **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Discussion
-

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Click or tap to enter a date. & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: Tre'Jon Singletary, Senior Planner

PRESENTER: Tre'Jon Singletary, Senior Planner

PURPOSE: Presentation to inform the public, elected officials, and staff about the new Planning and Zoning Project Viewer.

FACTS: The Planning and Zoning Project Viewer is a digital map that provide details on applications that the Planning and Zoning Departments approves and/or review. The applications includes but not limited to Land Disturbance Permits (LDPs), Rezoning Petitions, Special Land Use Permits (SLUPs) Petitions, Variance Petitions, Text Modifications (TMODs), and Special Events. The Planning and Zoning Project Viewers was a collaborative effort byway of Planning and Zoning Department and the GIS Department.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Status Update Only Click or tap here to enter text.

ATTACHMENTS:

(1) Attachment 1 - Click or tap here to enter text.



CITY COUNCIL AGENDA ITEM

- (2) Attachment 2 - Click or tap here to enter text.
- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.



CITY COUNCIL AGENDA ITEM

SUBJECT: TMOD 23-001 Truck Parking Gravel Lots

AGENDA SECTION: *(check all that apply)*

- PRESENTATION PUBLIC HEARING CONSENT AGENDA OLD BUSINESS
 NEW BUSINESS OTHER, PLEASE STATE: Click or tap here to enter text.
-

CATEGORY: *(check all that apply)*

- ORDINANCE RESOLUTION CONTRACT POLICY STATUS REPORT
 OTHER, PLEASE STATE: Click or tap here to enter text.
-

ACTION REQUESTED: DECISION DISCUSSION, REVIEW, or UPDATE ONLY

Previously Heard Date(s): July 24, 2023 & July 31, 2023

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: Tre'Jon Singletary, Senior Planner

PRESENTER: Ray White, Director of Planning & Zoning

PURPOSE: The intent of the Gravel Parking Text Amendment, TMOD 23-001 is to provide guidelines, requirements and improve the appearance of parking lots.

FACTS: CPIM was held on May 11, 2023. Planning Commission was June 26, 2023. The staff is proposing changes to the Zoning Ordinance, Chapter 27 as follows: replace “unpaved” with paved, increase residential separation from 150 feet to 750 feet, replace “transportation equipment and storage or maintenance (vehicles)” with “any industrial use for truck parking (commercial parking lot)(Chapter 27, Article 9)

OPTIONS: Approve, Deny, Defer Click or tap here to enter text.

RECOMMENDED ACTION: Approval

ATTACHMENTS:

(1) Attachment 1 - Powerpoint Presentation



CITY COUNCIL AGENDA ITEM

- (2) Attachment 2 - Staff Report
- (3) Attachment 3 - Ordinance
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.

TMOD23-001 Truck Parking Gravel Lot

Planning and Zoning Dept.

July 24, 2023



Facts & Background

- Community Planning Information Meeting (CPIM)
 - May 11, 2023
- Planning Commission
 - Recommended a 30 – day deferral on July 18, 2023
- Approximately fifteen (15) trucking parking lots within Stonecrest
 - Ten (10) of which are gravel lots
 - Five (5) of which are paved lots
- Staff proposing truck parking fall under one of three categories moving forward
 1. Truck Stop
 2. Truck Terminal
 3. Transportation Equipment and Storage or Maintenance (Vehicle)
- TMOD21-012 (Gravel Parking) has not been codified within Municode for the public to



Article 6.1.3 Parking

B. All parking lots and spaces shall conform to the following requirements:

- 10. Notwithstanding any other provisions of chapter 27 or chapter 14, parking areas and/or parking on ~~unpaved paved~~ surfaces for **any industrial use for truck parking (commercial truck parking lot) transportation equipment and storage or maintenance (vehicle), without services provided,** shall be permitted as a principal use on parcels zoned M or M-2, provided that:
 - a. The parking area shall be screened from the view of the public street with an opaque corrugated metal fence or wall minimum of ten (10) feet in height. Chain link and wooden fences along street frontage are prohibited.
 - b. The parking area shall be at least 25 feet from the street right-of-way.
 - c. A ten-foot-wide evergreen landscape buffer shall be planted around the perimeter of the fence along the public street with at least two rows of trees. All trees shall be at least six (6) feet in height and/or two inches in caliber and shall be regularly maintained and watered as necessary. Dead or dying trees shall be promptly replaced. All surfaces between trees shall be mulched.
 - d. ~~The soil erosion, sedimentation and pollution requirements of chapter 14, article V of the Code of the City of Stonecrest, Georgia are met~~ Paving regulations must be in compliance with Chapter 14 (Land Development Ordinance);
 - e. Minimum standards of the Georgia Stormwater Management Manual are met in terms of stormwater runoff and water quality; and
 - f. The **commercial truck** parking lot ~~has~~ shall be a minimum of ~~one five (5)~~ acres.
 - g. **All existing parking lots that have an active business license with the gravel parking are legally nonconforming. Any modification to those parking lots requires compliance with the current ordinance.**

Article 6.1.3 Parking

- 11. ~~Unpaved-Paved~~ parking areas within the M and M-2 zones permitted under subsection B.10. of this section shall comply with the following specifications:
 - a. The parking area shall be at least ~~750~~ ~~150~~ feet from the boundaries of a residentially zoned parcel;
 - b. ~~The parking area subgrade must meet a minimum compaction of 95 percent as certified by a registered professional engineer~~ Paving regulations must be in compliance with Chapter 14 (Land Development Ordinance);
 - c. ~~The parking area surface shall be composed of at least eight inches of compacted Graded Aggregate Base;~~
 - d. ~~The Graded Aggregate Base shall be stabilized and treated to control dust through approved means, which may include but is not limited to, the effective design and operation of the facility, the periodic application of dust suppressant materials such as calcium chloride, magnesium chloride, or lignin sulfonate, reduced operating speeds on unpaved surfaces, or the periodic replenishment of gravel surfaces;~~
 - e. Parking areas shall be inspected by the City of Stonecrest, or a third-party inspector approved by the City of Stonecrest every year to ensure continued compliance with the above specifications. Proof of inspection and compliance with the Stonecrest Code of Ordinances is required at the time of annual business license renewal, and this inspection report must be approved by the Building Department prior to issuance or renewal of a business license. Additional maintenance such as grading, Graded Aggregate Base, or surface treatment may be.

Article 9 Defined Terms

Article 9. – Definitions/Maps

Sec. 9.1.3. – Defined Terms.

Commercial parking lot means an uncovered or unsheltered structure of one or more stories designed, constructed and used for the parking of motor vehicles for profit.

***Commercial truck parking lot* means an uncovered or unsheltered surface lot designed, constructed and used for the parking of motor trucks with a minimum of 5-axles or more for profit.**

What Changed?

Sec.6.1.3 Parking Revisions

B-10

- Unpaved to paved for commercial truck parking
- Updated B.10.D
 - “Paving regulations must be in compliance with Chapter 14 (Land Development)”
- Updated B.10.F
 - Minimum one acre to five acres for commercial truck parking
- Added B.10.G
 - “All existing parking lots that have an active business license with the gravel parking are legally nonconforming. Any modification to those parking lots requires compliance with the current ordinance.”

B-11

- Unpaved to paved for commercial truck parking
- Updated B.11.A
 - Residential distance requirement from 150 to 750 feet
- Updated B.11.B
 - “Paving regulations must be in compliance with Chapter 14 (Land Development)”
- Eliminated 11., C & D

Defined Terms Sec. 9.1.3

- (Existing) Commercial parking lot means an uncovered or unsheltered structure of one or more stories designed, constructed, and used for the parking of motor vehicles for profit.
- (Added) Commercial truck parking lot means an uncovered or unsheltered surface lot designed, constructed, and used for the parking of motor trucks with a minimum of 5-axles or more for profit.

Staff Recommendation



Approval



Raymond
White
Director
Planning and
Zoning
Department



Matthew
Williams
Deputy
Director
Planning and
Zoning
Department

TO: City Council

FROM: Planning and Zoning Department

SUBJECT: TMOD-23-001

ADDRESS: City-Wide

WORK SESSION DATE: August 14, 2023

Summary: The intent of the Gravel Parking Text Amendment, TMOD-23-001, is to provide guidelines, requirements and improve the appearance of truck parking lots.

STAFF RECOMMENDATION: APPROVAL

PLANNING COMMISSION RECOMMENDATION: 30 DAY DEFERRAL



TMOD-23-001

Planning & Zoning
Department**FACTS & ISSUES**

- Community Information Meeting (CPIM)
 - May 11, 2023
- Planning Commission
 - July 18, 2023
- Staff is proposing changes to Article 6 (Parking) of Chapter 27 (Zoning Ordinance) as well as TMOD21-012 (Gravel Parking)

Attachment(s) Included:

- **Revisions to the Zoning Ordinance**
- **Adopted Ordinance of TMOD21-012 (Gravel Parking)**

TMOD-23-001
STONECREST ZONING ORDINANCE UPDATE

Revision to the Zoning Ordinance, Chapter 27

Article 6. – Parking

Sec. 6.1.3. – Parking Regulations, off-street parking spaces.

B. All parking lots and spaces shall conform to the following requirements:

10. Notwithstanding any other provisions of chapter 27 or chapter 14, parking areas and/or parking on ~~unpaved~~ paved surfaces for **any industrial use for truck parking (commercial truck parking lot) transportation equipment and storage or maintenance (vehiele), without serviees provided**, shall be permitted as a principal use on parcels zoned M or M-2, provided that:
 - a. The parking area shall be screened from the view of the public street with an opaque corrugated metal fence or wall minimum of ten (10) feet in height. Chain link and wooden fences along street frontage are prohibited.
 - b. The parking area shall be at least 25 feet from the street right-of-way.
 - c. A ten-foot-wide evergreen landscape buffer shall be planted around the perimeter of the fence along the public street with at least two rows of trees. All trees shall be at least six (6) feet in height and/or two inches in caliber and shall be regularly maintained and watered as necessary. Dead or dying trees shall be promptly replaced. All surfaces between trees shall be mulched.
 - d. ~~The soil erosion, sedimentation and pollution requirements of chapter 14, article V of the Code of the City of Stonecrest, Georgia are met~~ **Paving regulations must be in compliance with Chapter 14 (Land Development Ordinance);**
 - e. Minimum standards of the Georgia Stormwater Management Manual are met in terms of stormwater runoff and water quality; and
 - f. The **commercial truck** parking lot ~~has~~ shall be a minimum of ~~one~~ **five (5)** acres.
 - g. All existing parking lots that have an active business license with the gravel parking are legally nonconforming. Any modification to those parking lots requires compliance with the current ordinance.**

11. **Unpaved Paved** parking areas within the M and M-2 zones permitted under subsection B.10. of this section shall comply with the following specifications:
- a. The parking area shall be at least **750 150** feet from the boundaries of a residentially zoned parcel;
 - b. **The parking area subgrade must meet a minimum compaction of 95 percent as certified by a registered professional engineer Paving regulations must be in compliance with Chapter 14 (Land Development Ordinance);**
 - c. ~~The parking area surface shall be composed of at least eight inches of compacted Graded Aggregate Base;~~
 - d. ~~The Graded Aggregate Base shall be stabilized and treated to control dust through approved means, which may include but is not limited to, the effective design and operation of the facility, the periodic application of dust suppressant materials such as calcium chloride, magnesium chloride, or lignin sulfonate, reduced operating speeds on unpaved surfaces, or the periodic replenishment of gravel surfaces;~~
 - e. Parking areas shall be inspected by the City of Stonecrest, or a third-party inspector approved by the City of Stonecrest every year to ensure continued compliance with the above specifications. Proof of inspection and compliance with the Stonecrest Code of Ordinances is required at the time of annual business license renewal, and this inspection report must be approved by the Building Department prior to issuance or renewal of a business license. Additional maintenance such as grading, Graded Aggregate Base, or surface treatment may be.

Article 9. – Definitions/Maps

Sec. 9.1.3. – Defined Terms.

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STATE OF GEORGIA

DEKALB COUNTY

CITY OF STONECREST

ORDINANCE NO. ____ - _____

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES, CITY OF STONECREST, GEORGIA ARTICLE IV (USE REGULATIONS), ARTICLE VI (PARKING) AND ARTICLE VIII (DEFINITIONS/MAPS) WITHIN CHAPTER 27 (ZONING ORDINANCE) FOR REVISIONS IMPACTING TRUCK PARKING LOTS; TO PROVIDE SEVERABILITY; TO PROVIDE A PENALTY; TO PROVIDE FOR REPEAL OF CONFLICTING ORDINANCES; TO PROVIDE FOR AN ADOPTION AND EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the governing body of the City of Stonecrest (“City”) is the Mayor and City Council thereof; and

WHEREAS, Article IX, Section II, Paragraph IV of the 1983 Constitution of the State of Georgia authorizes the City to adopt plans and exercise the power of zoning; and

WHEREAS, the governing authority of the City is authorized by O.C.G.A. § 36-35-3 to adopt ordinances relating to its property, affairs, and local government; and

WHEREAS, the Mayor and City Council desire to amend ARTICLE IV (USE REGULATIONS), ARTICLE VI (PARKING) AND ARTICLE VIII (DEFINITIONS/MAPS) WITHIN CHAPTER 27 (ZONING ORDINANCE); and

WHEREAS, from time-to-time amendments may be proposed for public necessity, general welfare, or sound zoning practice that justify such action; and

WHEREAS, the Director of Planning and Zoning recommends approval based on the City Staff Report; and

WHEREAS, a public hearing and recommendation pursuant to the provisions of the City’s Zoning Procedures Law has been provided by the Planning Commission; and

WHEREAS, a public hearing pursuant to the provisions of Georgia’s Zoning Procedures Law has been properly held by the City Council prior to the adoption of this Ordinance; and

WHEREAS, the health, safety, and welfare of the citizens of the city will be positively impacted by the adoption of this Ordinance.

BE IT AND IT IS HEREBY ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF STONECREST, GEORGIA, and by the authority thereof:

Section 1. The Code of Ordinances of the City of Stonecrest, Georgia is hereby amended by amending ARTICLE IV (USE REGULATIONS), ARTICLE VI (PARKING) AND ARTICLE VIII (DEFINITIONS/MAPS) WITHIN CHAPTER 27 (ZONING ORDINANCE) by adopting the amendment set forth in Exhibit A attached hereto and made a part hereof by reference.

Section 2. That text added to current law appears in **red and bold** Text removed from current law appears as **red, bold and strikethrough**.

Section 3. The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference as if fully set out herein.

Section 4. (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses, and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.

(b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent

allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause, or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause, or phrase of this Ordinance.

(c) In the event that any phrase, clause, sentence, paragraph, or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional, or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or section of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

Section 5. The City Clerk, with the concurrence of the City Attorney, is authorized to correct any scrivener’s errors found in this Ordinance, including its exhibits, as enacted.

Section 6. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section 7. The Ordinance shall be codified in a manner consistent with the laws of the State of Georgia and the City of Stonecrest.

Section 8. It is the intention of the governing body, and it is hereby ordained that the provisions of this Ordinance shall become and be made part of the Code of Ordinances, City of Stonecrest, Georgia.

ORDAINED this _____ day of _____, 2023.

[SIGNATURES TO FOLLOW]

CITY OF STONECREST, GEORGIA

Jazzmin Cobble, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

EXHIBIT A

Raymond
White
Director
Planning and
Zoning
Department



Matthew
Williams
Deputy
Director
Planning and
Zoning
Department

TO: City Council

FROM: Planning and Zoning Department

SUBJECT: TMOD-23-001

ADDRESS: City-Wide

WORK SESSION DATE: August 14, 2023

Summary: The intent of the Gravel Parking Text Amendment, TMOD-23-001, is to provide guidelines, requirements and improve the appearance of truck parking lots.

STAFF RECOMMENDATION: APPROVAL

PLANNING COMMISSION RECOMMENDATION: 30 DAY DEFERRAL



TMOD-23-001

Planning & Zoning
Department

FACTS & ISSUES

- Community Information Meeting (CPIM)
 - May 11, 2023
- Planning Commission
 - July 18, 2023
- Staff is proposing changes to Article 6 (Parking) of Chapter 27 (Zoning Ordinance) as well as TMOD21-012 (Gravel Parking)

Attachment(s) Included:

- **Revisions to the Zoning Ordinance**
- **Adopted Ordinance of TMOD21-012 (Gravel Parking)**

TMOD-23-001
STONECREST ZONING ORDINANCE UPDATE

Revision to the Zoning Ordinance, Chapter 27

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 - e. Minimum standards of the Georgia Stormwater Management Manual are met in terms of stormwater runoff and water quality; and
 - f. The **commercial truck** parking lot ~~has~~ shall be a minimum of ~~one~~ **five (5)** acres.
 - g. All existing parking lots that have an active business license with the gravel parking are legally nonconforming. Any modification to those parking lots requires compliance with the current ordinance.**

11. ~~Unpaved~~ **Paved** parking areas within the M and M-2 zones permitted under subsection B.10. of this section shall comply with the following specifications:
- a. The parking area shall be at least ~~750~~ **150** feet from the boundaries of a residentially zoned parcel;
 - b. ~~The parking area subgrade must meet a minimum compaction of 95 percent as certified by a registered professional engineer~~ **Paving regulations must be in compliance with Chapter 14 (Land Development Ordinance);**
 - c. ~~The parking area surface shall be composed of at least eight inches of compacted Graded Aggregate Base;~~
 - d. ~~The Graded Aggregate Base shall be stabilized and treated to control dust through approved means, which may include but is not limited to, the effective design and operation of the facility, the periodic application of dust suppressant materials such as calcium chloride, magnesium chloride, or lignin sulfonate, reduced operating speeds on unpaved surfaces, or the periodic replenishment of gravel surfaces;~~
 - e. Parking areas shall be inspected by the City of Stonecrest, or a third-party inspector approved by the City of Stonecrest every year to ensure continued compliance with the above specifications. Proof of inspection and compliance with the Stonecrest Code of Ordinances is required at the time of annual business license renewal, and this inspection report must be approved by the Building Department prior to issuance or renewal of a business license. Additional maintenance such as grading, Graded Aggregate Base, or surface treatment may be.

Article 9. – Definitions/Maps

Sec. 9.1.3. – Defined Terms.

Commercial parking lot means an uncovered or unsheltered structure of one or more stories designed, constructed and used for the parking of motor vehicles for profit.

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CITY COUNCIL AGENDA ITEM

SUBJECT: TMOD 23-004 Food Trucks

AGENDA SECTION: *(check all that apply)*

PRESENTATION **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.

CATEGORY: *(check all that apply)*

ORDINANCE **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Click or tap here to enter text.

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Monday, June 12, 2023 & Click or tap here to enter text.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: Ray White, Director of Planning and Zoning

PRESENTER: Ray White, Director of Planning and Zoning

PURPOSE: Amendment to Stonecrest Chapter 15 (Licenses, Permits and Miscellaneous Business Regulations), Article 19 (Mobile Food Vendors), Chapter 27 (Zoning Ordinance), Article 4 (Use Regulations), Article 9 (definitions/Maps) regarding Food Trucks, and Appendix A (Schedule of Fees).

FACTS: There are no zoning regulations for Food Truck within the Zoning Ordinance. Current “Vending Operations Rules” exist in Chapter 15 (Licenses, Permits and Miscellaneous Business Regulations). Staff is proposing changes to the Stonecrest’s Chapter 15 and 27 Ordinances

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Discussion Only

ATTACHMENTS:

- (1) Attachment 1 - Staff Report
- (2) Attachment 2 - Click or tap here to enter text.



CITY COUNCIL AGENDA ITEM

- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.

Raymond White
Director
Planning and Zoning
Department



Matthew
Williams
Deputy Director
Planning and
Zoning
Department

TO: Mayor and Council

FROM: Planning and Zoning Department

SUBJECT: TMOD-23-004

ADDRESS: City-Wide

WORK SESSION DATE: August 14, 2023

Summary: Amendment to Stonecrest Chapter 15 (Licenses, Permits and Miscellaneous Business Regulations), Article 19 (Mobile Food Vendors), Chapter 27 (Zoning Ordinance), Article 4 (Use Regulations), and Article 9 (definitions/Maps) regarding Food Trucks.

STAFF RECOMMENDATION: Approval



TMOD-23-004

Planning and Zoning Department

FACTS & ISSUES

- There are not existing Zoning Regulations for Food Truck with Zoning Ordinance
- Current “Vending Operations Rules” exist in Chapter 15 (Licenses, Permits and Miscellaneous Business Regulations)
- Staff is proposing changes to the Stonecrest’s Ordinance

Attachment(s) Included:

- **Revisions to Stonecrest’s Ordinance regarding Food Trucks**



TMOD-23-004

STONECREST ORDINANCE UPDATE

Revision to the Licenses, Permits and Miscellaneous Business Regulations, Chapter 15

Article 19 – Mobile Food Vendors

Division 1. – Generally

Sec. 15.19.1. – Definitions.

~~Food truck means any motor vehicle used for vending of prepared food items to the public from designated food truck areas.~~

~~Food truck shall mean a business based in a motor vehicle or trailer with a mobile or full-service kitchen which temporarily establishes itself on an existing property to sell prepared, prepackaged or cooked food on-site and which meets all state and local regulations regarding food service and preparation.~~

~~Vending cart means a vending cart at which prepared food, prepared non-alcoholic beverages, pre-packaged food and non-alcoholic pre-packaged beverages may be offered for sale.~~

~~Vending/Food cart means a pushcart which is designed to be readily movable from which food items are dispensed.~~

Sec. 15.19.4. – Vending operational rules. Reserved

~~(a) Hours of operation shall be between 7:00 a.m. and 6:00 p.m., or as previously approved by the City Manager or his designee in connection with a special event permit.~~

~~(b) Any and all signage must comply with the City of Stonecrest Code of Ordinances, chapter 21.~~

~~(c) Vendors may offer items permissible for sale only.~~

~~(d) All vendors shall display their valid vending permits, photo identification card, and any required copies of licensing agreements at the valid vendor location.~~



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~~€ All vendors must maintain an auditable point-of-sale system to track and report on sales revenue and appropriate taxation in accordance with the requirements of section 15-19-3.~~

~~(f) Vending operations may not obstruct vehicular traffic flow except for up to 15 minutes to load and unload vending carts and merchandise.~~

~~(g) Vending operations, including, but not limited to, the display of merchandise and may not exceed the approved operating area.~~

~~(h) Vending carts and/or food trucks shall not be left unattended or stored at any time in the operating area when vending is not taking place or during restricted hours of operation.~~

~~(i) Vending carts and/or food trucks should not occupy more than one standard parking space.~~

~~(j) Vending carts and/or food trucks shall not operate on vacant or undeveloped lots.~~

~~(k) Vending carts and/or food trucks shall be located within 100 yards of the principal structure of the lot upon which it intends to vend.~~

~~(l) Vending carts and/or food trucks are allowed to stay at any one place of operation for a maximum of four hours.~~

~~(m) Vendors offering prepared food shall obtain the proper authorization and permits from the DeKalb County Board of Health or the comparable department of another municipality.~~

~~(n) Vendors offering pre-packed food and prepackaged beverages shall obtain the proper authorization from the Georgia Department of Agriculture.~~

Revision to the Zoning Ordinance, Chapter 27

Article 4. – Use Regulations

Division 1. – Overview of Use Categories and Use Table



Sec. 4.1.3. – Use Table.

Use	KEY: P - Permitted use Pa - Permitted as an accessory use										SA - Special administrative permit from Community Development Director SP - Special land use permit (SLUP)											See Section 4.2			
	RE	RLG	R-100	R-85	R-75	R-60	RSM	MR-1	MR-2	HR-1,2,3	MHP	RNC	OI	OIT	NS	C-1	C-2	OD	M	M-2	MU-1		MU-2	MU-3	MU-4,5
COMMERCIAL																									
Recreation and Entertainment																									
Food Trucks, Mobile Vending/ Food Carts													SA			SA	SA	SA	SA	SA					✓

Division 2. – Supplemental Use Regulations

Sec. 4.2.67. – Food Trucks, Mobile Vending/Food Cart.

All Food Trucks shall comply with the following:

- A. Permit.**
 - 1. All Food Trucks, Mobile Vending/Food Carts require a Special Administrative Permit to operate within the city.**
 - 2. The Food Truck, Mobile Vending/Food Cart Permit shall be valid for a period of one – calendar year after issuance and applicable to the approved site only.**
 - 3. Any condition of zoning or provision of the Stonecrest and Dekalb County’s zoning ordinance that prohibits a food truck use on a property shall supersede this section.**



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- 4. Food Trucks, Mobile Vending/Food Carts shall maintain and display plainly all current city, Dekalb County, State of Georgia, and federal licenses and shall follow all laws of the state and county health departments, or any other applicable laws.**

B. Permitted locations.

- 1. Allowable districts: OD, OI, C-1, C-2, M, M-2, and accessory to institutional uses, such as a place of worship or a school, or for the benefit of community interest; determined by Planning and Zoning Department.**
- 2. Food Trucks, Mobile Vending/Food Carts shall be required to park on paved surfaces.**

C. Restricted locations.

- 1. No Food Trucks, Mobile Vending/Food Carts shall be located within 250 feet of a residential structure(s).**
- 2. All Food Trucks, Mobile Vending/Food Carts shall be located a minimum of 200 feet from any eating establishment and 100 feet from any retail store that sell food unless both the property owner(s) (as they appear on the current tax records of Dekalb County as retrieved by the County's Geographic Information System (GIS) or if the current ownership has recently changed and does not match the GIS record the applicant may provide a copy of the new deed as proof of ownership) and lease holder(s) of said eating establishment/retail store grant written notarized permission for the Food Trucks, Mobile Vending/Food Cart to be located closer than this minimum setback.**
- 3. Food Trucks, Mobile Vending/Food Carts' vendors shall not be located within 25 feet of any right-of-way, entryway, curb-cut or driveway.**
- 4. Sales near Schools. No person shall dispense any item, at any time, including food, from an ice cream truck parked or stopped within 500 feet of the property line of a school between 7:30 a.m. and 4:00 p.m. on regular school days; unless granted with written notarized permission from current school's Principal.**

D. Hours of operation.

- 1. The hours of operation shall be between the hours of 7:00 a.m. to 8:00 p.m., Sunday through Thursday and between the hours of 7:00 a.m. to 10:00 p.m., Friday through Saturday.**
- 2. Food Trucks, Mobile Vending/Food Carts shall not operate on any private property without the prior consent of the property owner(s). The applicant shall provide a notarized written permission statement of the property owner(s) as they appear on the current tax records of Dekalb County as retrieved by the County's Geographic Information System (GIS). If the current ownership has recently changed and does not match the GIS record th**



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applicant may provide a copy of the new deed as proof of ownership. A 24-hour contact number of the property owner(s) shall be provided along with permit application.

E. Parking.

- 1. Food Trucks, Mobile Vending/Food Carts should not occupy more than two standard parking spaces.**
- 2. No Food Truck, Mobile Vending/Food Cart shall be housed or stored within a residential zoning district.**

F. Signage.

- 1. Any and all signage must comply with the City of Stonecrest Code of Ordinances, chapter 21.**

G. Lighting/Noise.

- 1. Food Trucks, Mobile Vending/Food Carts shall not emit sounds, outcry, speaker, amplifier, or announcements.**

H. Waste Disposal.

- 1. Food Trucks, Mobile Vending/Food Carts are responsible for the proper disposal of waste and trash associated with the operation. Food Trucks, Mobile Vending/Food Carts shall remove all generated waste and trash from their approved location at the end of each day or as needed to maintain the public health and safety. No liquid waste or grease is to be disposed of in tree pits, storm drains, sanitary sewers, onto the sidewalks, streets or other public or private space. A written waste management plan indicating plans for waste handling, sanitation, litter collection/prevention, recycling, and daily cleanup procedures shall be submitted with the Special Administrative Permit application.**

Article 9. – Definitions/Maps

Sec. 9.1.3. – Defined terms.

***Food truck* means a business based in a motor vehicle or trailer with a mobile or full-service kitchen which temporarily establishes itself on an existing property to sell prepared, prepackaged or cooked food on-site and which meets all state and local regulations regarding food service and preparation.**

***Vending* means vending activity as permitted on privately-owned commercial or industrial property under the jurisdiction of the City of Stonecrest and in specifically designated city-owned parks or property. Vending shall only be permitted in city-owned parks or property where such activity is associated with a special event and/or subject to regulation under a more specific permit.**



Vending/Food cart means a pushcart which is designed to be readily movable from which food items are dispensed.

Revision to Appendix A – SCHEDULE OF FEES

Stonecrest Planning and Zoning Fee Schedule		
Special Administrative Permit	Temporary outdoor events	\$50.00 plus \$10.00 per day
	Temporary outdoor sales, seasonal	\$50.00
	Temporary Outdoor Retail Sales	\$50.00 plus \$10.00 per day
	Temporary or seasonal farmer's markets; Temporary produce stand	\$50.00
	Temporary Structure	\$50.00
	Urban Community Garden, over 5 acres	\$50.00
	Telecommunication	\$50.00
	All Other Administrative Permits	\$25.00
	Food Trucks, Mobile Vending/Food Carts	\$750 plus \$100 for additional location



CITY COUNCIL AGENDA ITEM

SUBJECT: Comprehensive Plan 5-Year Update 2024

AGENDA SECTION: *(check all that apply)*

- PRESENTATION** **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
- NEW BUSINESS** **OTHER, PLEASE STATE:** Click or tap here to enter text.

CATEGORY: *(check all that apply)*

- ORDINANCE** **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
- OTHER, PLEASE STATE:** Click or tap here to enter text.

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Click or tap to enter a date. & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: Matthew Williams, Deputy Director of Planning & Zoning

PRESENTER: Matthew Williams, Deputy Director of Planning & Zoning

PURPOSE: To inform the Mayor and City Council on the upcoming comprehensive plan 5-year update including public participation, timeline and next steps. We would like the Mayor and City Council to provide feedback on the process.

FACTS: The 2038 Comprehensive Plan was approved in 2019. The Georgia Department of Community Affairs requires all local governments to update their comprehensive plan every 5 years.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Discussion only Click or tap here to enter text.

ATTACHMENTS:

- (1) Attachment 1 - Powerpoint Presentation
- (2) Attachment 2 - DCA Requirements and Guide
- (3) Attachment 3 - 2038 Comprehensive Plan



CITY COUNCIL AGENDA ITEM

- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.

2038 Comprehensive Plan 5-Year Update



2038 Comprehensive Plan 5-Year Update

- Background and Facts
- 2018 Comprehensive Plan Elements
- Department of Community Affairs/Atlanta Regional Commission
- Consultants/Plan Development
- Stakeholder Participation
- Community Work Plan
- Timeline
- Livable Centers Initiative (LCI)
- Next Steps

Background and Facts

- What is a comprehensive plan? (Qualified Local Government)
- Stonecrest Comprehensive Plan 2038 was approved 2019
- 5-Year Updates are required by the Department of Community Affairs (DCA)
- Technical assistance is provided by Atlanta Regional Commission (ARC)
- 5-Year Update submittal deadline June 30, 2024

2018 Comprehensive Plan Elements

- Population
- Economic Development
- Housing
- Natural Resources
- Historic Resources
- Community Services and Facilities
- Broadband
- Land Use
- Transportation

- Community Goals
- Needs and Opportunities
- Community Work Program
- Broadband Services
- Capital Improvements
- Economic Development
- Land Use
- Transportation
- Housing

Needs and Opportunities Update

- Economic Development
 - 3 Needs/9 Opportunities
- Housing
 - 5 Needs/4 Opportunities
- Natural Resources
 - 4 Needs/3 Opportunities
- Historic Resources
 - 4 Needs/4 Opportunities
- City Services and Facilities
 - 4 Needs/5 Opportunities
- Land Use
 - 9 Needs/6 Opportunities
- Transportation
 - 6 Needs/8 Opportunities

City of Stonecrest
Comprehensive Plan 2038 “The City of I

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.

Draft Timeline

2038 Comprehensive Plan 5 Year Update (DRAFT)

Start Date: 7/1/2023

Tasks	Aug Sept						Oct Nov Dec						Jan Feb Mar						April May June						Status:	
	1						2						3						4							
	A	S					O	N	D				J	F	M				A	M	J					
Kick Off					█	█	█																		not started	
Public Participation					█	█	█			█	█							█	█						not started	
Steering Committee Meeting						█	█					█	█					█	█						not started	
Draft 1							█	█																not started		
Draft 2				█										█	█									not started		
Final Draft																█	█	█							not started	
Planning Commission Approval																		█	█							not started
MCC Approval																			█	█						not started
Submittal to DCA																				█	█	█		not started		

Stakeholder/Public Participation

- Outreach
- Visioning/Theme (CX3: Community, Culture, Commerce 2018)
- Public Meetings
 - Open Houses
- Public Hearings
- Steering Committee Meetings
 - Members
- Stakeholder Surveys



Community Work Plan 2019 - 2023

Comprehensive Plan 2038

“The City of Innovation and Excellence”



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

ID	Description of Activity	Timeframe (x)					Department	Estimated Cost	Potential Funding Source
		2019	2020	2021	2022	2023			
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 Plan 2019 - 2023

- Quality of Life (6)
- Economic Development (17)
- Housing (3)
- Natural and Cultural Resources (6)
- Historic Preservation (2)
- Community Services and Facilities (7)
- Land Use (8)
- Transportation (7)

Mayor and City Council Discussion

- Monthly Work Session Updates
- Theme
- Plan Element Updates
- City Council Districts' Public Meetings (location)
- Community Work Plan Update
- Timeline for MCC vote and submittal
- Livable Centers Initiative (LCI)



**RULES
OF
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS**

**CHAPTER 110-12-1
MINIMUM STANDARDS AND
PROCEDURES FOR LOCAL
COMPREHENSIVE PLANNING**

TABLE OF CONTENTS

- 110-12-1-.01 Purpose
- 110-12-1-.02 Requirements
- 110-12-1-.03 Plan Elements
- 110-12-1-.04 Procedures
- 110-12-1-.05 Definitions

**CHAPTER 110-12-1-.01
PURPOSE**

110-12-1-.01 Purpose. These rules become effective October 1, 2018. The purpose of the Minimum Standards and Procedures is to provide a framework for the development, management and implementation of local comprehensive plans at the local, regional and state government level. They reflect an important state interest: healthy and economically vibrant cities and counties are vital to the state’s economic prosperity.

Statewide benefits of comprehensive planning

City and county comprehensive planning should be conducted in the context of Georgia’s strong and vibrant intergovernmental system that clearly recognizes the important role cities and counties play in fostering the state’s image as an attractive place to invest, conduct businesses and raise a family. City and county comprehensive planning enhances coordination at many levels.

Local benefits of comprehensive planning

The highest and best use of comprehensive planning for local governments is to show important relationships between community issues. A local comprehensive plan is a fact-based resource for local constituents that tracks implementation of community-based policies. Furthermore, local comprehensive planning creates an environment of predictability for business and industry, investors, property owners, tax payers and the general public. In addition, the plan helps local governments to recognize and then

implement important economic development and revitalization initiatives. For these reasons, the state finds that well-planned communities are better prepared to attract new growth in a

highly competitive global market.

In short, local planning should recognize that:

- Assets can be **accentuated** and **improved**;
- Liabilities can be **mitigated** and **changed** over time; and
- Potential can be **sought after** and **developed**.

These minimum standards and procedures for city and county comprehensive planning reflect the principles of partnership and the unique needs, conditions and aspirations of each city and county.

Statutory Authority, O.C.G.A. 50-8-7.1(b)

**CHAPTER 110-12-1-.02
REQUIREMENTS**

110-12-1-.02 Requirements. O.C.G.A. 50-8-1 et seq. gives the Department authority to establish standards and procedures for comprehensive planning by all local governments in Georgia. Those standards and procedures, embodied herein, emphasize preparation of plans that help each local government address its immediate needs and opportunities while moving toward realization of its long-term goals for the future. In order to maintain qualified local government certification, and thereby remain eligible for selected state funding and permitting programs, each local government must prepare, adopt, maintain, and implement a comprehensive plan as specified in these standards.

(1) Required and Optional Plan Elements. Each community’s comprehensive plan must include the required plan elements specified in the “Required for” column below. Each community is encouraged to go beyond these minimum required elements and supplement its comprehensive plan with other plan elements (refer to the list of optional plan elements in the Supplemental Planning Recommendations for suggestions) to make the overall plan a good fit for the community.

Plan Element	Required for	Recommended for	Specifics at
Community Goals	All local governments		110-12-1-.03(1)
Needs and Opportunities	All local governments		110-12-1-.03(2)
Community Work Program	All local governments		110-12-1-.03(3)
Broadband Services Element	All local governments		110-12-1-.03 (4)
Capital Improvements Element	Governments that charge impact fees		110-12-1-.03(5)
Economic Development Element	Communities included in Georgia Job Tax Credit Tier 1	Communities seeking improved economic opportunities for their citizens	110-12-1-.03(6)
Land Use Element	Communities with zoning or equivalent land development regulations that are subject to the Zoning Procedures Law	Communities that: <ul style="list-style-type: none"> • Are considering new land development regulations • Include Target Areas in their comprehensive plan • Wish to improve aesthetics of specific areas or protect the character of specific parts of their community 	110-12-1-.03(7)

Transportation Element	Local governments that have territory included in a Metropolitan Planning Organization	<p>Communities:</p> <ul style="list-style-type: none"> • With automobile congestion problems in selected areas • Interested in adding alternative transportation facilities for bicyclists, pedestrians, public transportation users • That may have too much or too little parking in specific areas 	110-12-1-.03(8)
Housing Element	HUD CDBG Entitlement Communities	<p>Communities with:</p> <ul style="list-style-type: none"> • Concentrations of low-quality or dilapidated housing • Relatively high housing costs compared to individual/family incomes • A jobs-housing imbalance 	110-12-1-.03(9)

(2) Community Involvement. Each element of the comprehensive plan must be prepared with opportunity for involvement and input from stakeholders and the general public, in order to ensure that the plan reflects the full range of community needs and values. The three steps for involving stakeholders and the general public in developing the comprehensive plan are listed below.

(a) Identification of Stakeholders. Compile a list of stakeholders who need to have a voice in the development of the plan. Refer to the list of suggested stakeholders provided in the Supplemental Planning Recommendations for suggestions. Members of the governing authority must be included among the selected stakeholders and be actively involved in plan preparation, such as serving on the steering committee that guides development of the plan. This will help ensure that the plan will be implemented, because leadership that is involved in plan development is likely to become committed to seeing it through.

(b) Identification of Participation Techniques. Review each of the recommended community participation techniques identified in the Supplemental Planning Recommendations to select those to be used locally for involving the selected stakeholders in the process of developing the plan. At minimum, your community must form a steering committee to oversee and participate in development of the plan that includes some of the stakeholders identified in section (a) above, members of the governing authority, local economic development practitioners, and local government staff.

(c) Conduct Participation Program. Invite each of the stakeholders identified in section (a) above to participate in the activities and events identified in section (b). Use these participation events to solicit specific input on the content of the plan. Hold regular meetings of the steering committee to provide input and feedback to the plan preparers as the plan is developed.

(d) Documentation of Community Involvement Activities. Include an appendix to the comprehensive plan which assembles documentation showing that the activities discussed, above, occurred. This documentation must include: a list of stakeholders who were specifically identified to provide input on the plan; an overview of the participation techniques used to gather community input; and a list of the members of the steering committee that specifically identifies the governing authority and economic development practitioner representatives. Additionally, documentation of the community involvement activities and events undertaken in preparing the plan must be provided. The breadth and types of documentation may vary based upon community dynamics and the nature of the specific activities the community has undertaken. Acceptable types of documentation includes, but is not limited to: sign-in sheets from meetings/workshops/etc.; photographs of community involvement events; survey questions and results; records/agendas/minutes of meetings; copies of published advertisements of events; and/or copies of published social media posts.

(3) Consideration of the Regional Water Plan and the Environmental Planning Criteria. During the process of preparing its comprehensive plan, each community must review the Regional Water Plan(s) covering its area and the Rules for Environmental Planning Criteria (established and administered by the Department of Natural Resources pursuant to O.C.G.A. 12- 2-8) to determine if there is need to adapt local implementation practices or development regulations to address protection of these important natural resources. The community must certify via a cover letter signed by its chief elected official that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria when it transmits the plan to the Regional Commission for review.

(4) Review of the Comprehensive Plan. Upon completion, the comprehensive plan must be transmitted to the Regional Commission for review. Both the Regional Commission and the Department will review the plan and respond to the local government with findings and recommendations. Once approved by the Department as being in compliance with the Minimum Standards and Procedures, the local government may adopt the plan. Specific details for this review process are covered in section 110-12-1-.04.

(5) Official Listing of Planning Requirements and Deadlines. The Department maintains and makes available on its website a recertification schedule identifying the deadlines for comprehensive plan updates, and the specific plan elements that must be included in each update, for all counties and municipalities in Georgia.

(6) Alternative Planning Requirements. Any Regional Commission may apply to the Department for approval of alternative planning requirements for a particular community if both the community's leadership and Regional Commission agree that an alternative to the planning standards provided herein is more appropriate for the community. Communities interested in pursuing alternative planning requirements should consult with their regional commission for ideas and guidance prior to beginning their local planning process. Specific details about applying for this exemption are covered in section 110-12-1-.04(3).

(7) Planning Resources and Support.

(a) The Department’s Supplemental Planning Recommendations provide ideas and suggested best practices to assist communities as they prepare their plans and address these Minimum Standards and Procedures.

(b) The community’s Regional Commission is available to prepare the four core elements of the comprehensive plan (i.e., the Community Goals, Needs and Opportunities, Broadband Element, and Community Work Program), or an alternative plan of similar or lesser complexity agreed upon under the alternative planning requirements specified in section (5) above, at no additional cost for any interested community.

(c) To help ensure the ongoing efficacy of the comprehensive plan, the community’s Regional Commission will meet with each community’s leadership regularly to:

- review the plan;
- identify any needed changes or updates;
- discuss the community’s recent plan implementation accomplishments;
- prioritize plan implementation activities for the upcoming year; and
- offer Regional Commission assistance with plan implementation.

Statutory Authority, O.C.G.A. 50-8-7.1(b)

CHAPTER 110-12-1-.03 PLAN ELEMENTS

110-12-1-.03 Plan Elements. This chapter provides guidance for completing each element of the comprehensive plan. Communities should refer to section 110-12-1-.02(1) of these rules or the Department’s recertification schedule to determine which plan elements are required for their jurisdiction. For any of these plan elements, it is certainly acceptable and encouraged to draw from a previously prepared plan that addresses the guidance below into the comprehensive plan in lieu of preparing a new plan element. Each community is also encouraged to add optional elements to their comprehensive plan to address specific local needs (refer to the list of optional plan elements in the Supplemental Planning Recommendations for suggestions).

(1) Community Goals. (Required for all local governments, updates at local discretion.) 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 wellbeing of its residents. The Community Goals element details the overarching concepts which should guide local day-to-day decision-making for five, ten, even twenty years into the future. As such, the Community Goals shall be developed through a very public process of involving community leaders and stakeholders. The Community Goals are intended to generate local pride and enthusiasm about the future of the community, thereby leading citizens and leadership to act to ensure that the plan is implemented. The result must be an easy-to-use document readily referenced by community leaders as they work toward achieving this desired future of the community. Regular update of the Community Goals is not required, although communities are encouraged to amend the goals whenever appropriate.

The Community Goals must include at least one or a combination of any of the four components listed below:

(a) General Vision Statement. Include a general statement that paints a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction.

(b) List of Community Goals. Include a listing of the goals the community seeks to achieve. Review the suggested community goals in the Supplemental Planning Recommendations for suggestions.

(c) Community Policies. Include any policies (such as, “New development will be encouraged to locate on infill sites closer to town, whenever possible.”) the local government selects to provide ongoing guidance and direction to local government officials for making decisions consistent with achieving the Community Goals. Refer to suggested policies listed in the Supplemental Planning Recommendations for suggestions.

(d) Character Areas and Defining Narrative. This option lays out more specific goals for the future of the community by community sub-areas, districts, or neighborhoods, and may be prepared using the guidance provided for the Land Use Element at 110-12-1-.03(6)(a).

(2) Needs and Opportunities. (Required for all local governments, updates required every five years.) This is the locally agreed upon list of Needs and Opportunities the community intends to address. In contrast to the long-term focus of the Community Goals element, the Needs and Opportunities element conveys the relatively short-term imperatives which will require direct

attention from the community in the following five years. The list must be developed by involving community stakeholders in carrying out a SWOT (strengths, weaknesses, opportunities, threats) or similar analysis of the community. The community may opt to designate specific needs or opportunities as “high priority” indicating that they must be followed-up with corresponding implementation measures in the Community Work Program. The following resources may also be enlisted to help stakeholders identify local Needs and Opportunities:

(a) Supplemental Planning Recommendations. Review the list of typical needs and opportunities provided in the Supplemental Planning Recommendations and select those that are applicable for the community.

(b) Analysis of Data and Information. Check for potential needs and opportunities by reviewing and evaluating demographic, economic, housing, transportation and other data and information about the community. When evaluating this data and information, focus on:

- Whether it verifies needs or opportunities identified previously;
- Whether it uncovers new needs or opportunities not previously identified;
- Whether it indicates significant local trends that need to be considered in the planning process.

In order to ensure a concise and readable comprehensive plan, it is not recommended to include the data and information provided on the Department’s website in your plan, nor is it required to include evaluations, data, or maps to substantiate or illustrate the identified needs or opportunities. However, if the community finds it worthwhile, it may include charts, graphs, and/or tables illustrating the data-points which are most critical to its planning process in an appendix to the plan.

(c) Analysis of Consistency with Quality Community Objectives. Evaluate the community’s current policies, activities, and development patterns by comparing with the Department’s Quality Community Objectives and the supporting Best Practices available on the Department’s website. Use this analysis to identify any community needs and opportunities for adapting local activities, development patterns and implementation practices to the Quality Community Objectives.

(3) Community Work Program. (Required for all local governments, updates required every five years.) This element of the comprehensive plan lays out the specific activities the community plans to undertake during the five years following adoption of the plan as provided at section 110-12-1-.04(1)(j) to address its Needs and Opportunities while steadily moving toward the realization of its Community Goals. This includes any activities, initiatives, programs, ordinances, administrative systems (such as site plan review, design review, etc.) to be put in place to implement the plan. (Note that general policy statements should not be included in the Community Work Program, but instead should be included in the Community Goals element, perhaps in a section devoted specifically to Community Policies.) The Community Work Program must include the following information for each listed activity:

- Brief description of the activity;
- Timeframe for initiating and completing the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and

- Funding source(s), if applicable.

(4) Broadband Services Element. (Required for all local governments, updates at local discretion.) Each local government must include in its Local Comprehensive Plan an action plan for the promotion of the deployment of broadband services by broadband service providers into unserved areas within its jurisdiction. The action plan must describe steps for the promotion of reasonable and cost-effective access to broadband to parts of the local government's jurisdiction designated by the Department as unserved areas. The local action plan required pursuant to this element may include, but shall not be limited to, any assessments, studies, ordinances, and/or goals to achieve certification as a Broadband Ready Community or designation of facilities and developments as Georgia Broadband Ready Community Sites. Each local comprehensive plan should contemplate and seek to implement this element in a manner which stresses the importance of broadband deployment across this state, and that broadband services should be considered as important as other necessary utilities.

(5) Capital Improvements Element. (Required for local governments that charge impact fees, optional but encouraged for all other local governments. Updates required every year.) For communities that charge development impact fees, a detailed Capital Improvements Element prepared to meet the Development Impact Fee Compliance Requirements (DCA Rules 110-12-2) is required. As such, it is not necessary to embed this element directly into the comprehensive plan document; however, it must be consistent with and reflective of the other components of the comprehensive plan.

(6) Economic Development Element. (Required for local governments included in Georgia Job Tax Credit Tier 1, optional but encouraged for all other local governments. Updates at local discretion.) Identify community goals, needs, and opportunities related to economic development and vitality of the community, and Community Work Program activities for addressing these needs and opportunities, considering such factors as diversity of the economic base, quality of the local labor force, effectiveness of local economic development agencies, programs and tools. The analysis produced for the Comprehensive Economic Development Strategy (CEDs) for the region or a similar local economic development plan may be substituted for this element's analytic requirements (and should be provided appropriate reference/citation); however, applicable community goals, needs and opportunities, and work program items, as provided in sections (1) through (3), above, must be explicitly integrated into the Local Comprehensive Plan.

(7) Land Use Element. (Required for local governments with zoning or equivalent land development regulations that are subject to the Zoning Procedures Law, optional but encouraged for all other local governments. Updates required every five years.) The Land Use Element, where required, must include at least one of the two components listed below:

(a) Character Areas Map and Defining Narrative. Identify and map the boundaries of existing or potential character areas (see definition in Chapter 110-12-1-.05) covering the entire community, including existing community sub-areas, districts, or neighborhoods. Refer to the list of recommended character areas provided in the Supplemental Planning Recommendations for suggestions. Note that community improvement districts, tax allocation districts, Livable Centers Initiative planning areas, designated redevelopment areas

and the like are good candidates for delineation as character areas.

For each identified character area, carefully define a specific vision or plan that includes the following information:

- Written description and pictures/illustrations that make it clear what types, forms, styles, and patterns of development are to be encouraged in the area. Refer to recommended development patterns listed in the Supplemental Planning Recommendations for suggestions.
- Listing of specific land uses and/or (if appropriate for the jurisdiction) zoning categories to be allowed in the area.
- Identification of implementation measures to achieve the desired development patterns for the area, for example: more detailed sub-area planning, new or revised local development regulations, incentives, public investments, and infrastructure improvements. Refer to recommended plan implementation measures listed in the Supplemental Planning Recommendations for suggestions.

(b) Future Land Use Map and Narrative. Prepare a Future Land Use Map that uses conventional categories or classifications to depict the location (typically parcel by parcel) of specific future land uses. If this option is chosen, prepare the Future Land Use Map using either of the land use classification schemes described below and include a narrative that explains how to interpret the map and each land use category within the context of the community producing the plan.

1. Standard Categories. More detailed categories used by communities must be able to be grouped into one of the following industry-standard categories:

- **Residential.** The predominant use of land within the residential category is for single-family and multi-family dwelling units organized into general categories of net densities.
- **Commercial.** This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building. Communities may elect to separate office uses from other commercial uses, such as retail, service or entertainment facilities.
- **Industrial.** This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.
- **Public/Institutional.** This category includes certain state, federal or local government uses, and institutional land uses. Government uses include government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc. Do not include facilities that are publicly owned, but would be classified more accurately in another land use category. For example, include publicly owned parks and/or recreational facilities in the park/recreation/conservation category; include landfills in the industrial category; and include general office buildings containing government offices in the commercial category.
- **Transportation/Communication/Utilities.** This category includes such uses as

major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses.

- **Park/Recreation/Conservation.** This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.
- **Agriculture/Forestry.** This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), agriculture, or commercial timber or pulpwood harvesting.
- **Undeveloped/Vacant.** This category is for lots or tracts of land that are served by typical urban public services (water, sewer, etc.) but have not been developed for a specific use or were developed for a specific use that has since been abandoned.
- **Mixed Use.** For a detailed, fine-grained mixed land use, or one in which land uses are more evenly balanced, mixed land use categories may be created and applied at the discretion of the community. If used, mixed land use categories must be clearly defined, including the types of land uses allowed, the percentage distribution among the mix of uses (or other objective measure of the combination), and the allowable density of each use.

(c) Land Based Classification Standards (LBCS). As an alternative to the standard classification system, local governments may, at their discretion, utilize the LBCS developed by the American Planning Association. The full implementation of this alternative system includes five dimensions to describe land uses, including activity, function, site development character, structural character, and ownership. Local governments electing to employ this system must at a minimum identify the function dimension of land uses in the analyses, assessments, mapping, and other land use requirements of this chapter.

(8) Transportation Element. (Required for the portions of a local government's jurisdiction that are included in a Metropolitan Planning Organization, optional but encouraged for all other local governments. Updates at local discretion.) The analysis provided in the Metropolitan Planning Organization's transportation strategy for the region or a similar local transportation plan may be substituted for this element's analytical requirements (and should be provided appropriate reference/citation); however, applicable community goals, needs and opportunities, and work program items, as provided in sections (1) through (3), above, must be explicitly integrated into the Local Comprehensive Plan. If, rather than using the analysis prepared in a separate plan, a new Transportation Element is prepared, it must include the following components:

(a) Evaluate the adequacy of the following major components of the local transportation system for serving needs of the community throughout the planning period:

- **Road Network.** Identify roads, highways and bridges. Also identify any significant issues with the road network, including connectivity, signalized intersections or inadequate signage.
- **Alternative Modes.** Identify bicycle, pedestrian facilities and public transportation or other services for populations without automobiles. Also identify areas of the community

where mode choice is limited. Evaluate how effectively mobility needs of the community are met by these alternative transportation modes.

- **Parking.** Identify areas with insufficient parking or inadequate parking facilities (e.g., downtown, busy commercial areas), excess or obsolete surface parking facilities in need of retrofitting or redevelopment.
- **Railroads, Trucking, Port Facilities and Airports.** Identify freight and passenger rail lines, major rail intermodal facilities, non-rail freight operations, seaports, harbors, and commercial and general purpose air terminals. Evaluate the impact of these on the overall transportation network.
- **Transportation and Land Use Connection.** The transportation element should recognize that transportation policies, programs, and projects should be planned in alignment with local land use development policies. Future transportation investments should similarly be matched with appropriate land use policies.

(b) Develop a strategy for addressing any needs or opportunities identified above and integrate this strategy into the Local Comprehensive Plan's community goals, needs and opportunities and, community work, as provided in sections (1) through (3), above.

(9) Housing Element. (Required for Community Development Block Grant Entitlement Communities, optional but encouraged for all other local governments. Updates at local discretion.) Use the following factors to evaluate the adequacy and suitability of existing housing stock to serve current and future community needs. Factors to consider include: housing types and mix, condition and occupancy, local cost of housing, cost-burdened households in the community, jobs-housing balance, housing needs of special populations, and availability of housing options across the life cycle. The analysis provided in the Consolidated Plan or similar local housing plan may be substituted for this element's analytical requirements (and should be provided appropriate reference/citation); however, applicable community goals, needs and opportunities, and work program items, as provided in sections (1) through (3), above, must be explicitly integrated into the Local Comprehensive Plan.

Statutory Authority, O.C.G.A. 50-8-7.1(b)

CHAPTER 110-12-1-.04 PROCEDURES

110-12-1-.04 Procedures.

(1) Preparation, Transmittal and Review of the Comprehensive Plan. All required hearings should be handled in a manner that is consistent with any locally-adopted ordinances or other customary processes regarding the conduct of public hearings. The Department recommends that any community which must include a Land Use Element in its plan pursuant to section 110-12-1-.03(7) should comply with the Zoning Procedures Law (O.C.G.A. § 36-66-1, et seq.). Failure to handle public hearings appropriately may undermine the legal validity of the local comprehensive plan. Documentation of the required public hearings (e.g., a copy of the “tear sheet” advertising the hearing in the local newspaper, a sign-in sheet from the hearing, etc.) must be included in the appendix of community involvement activities discussed in section 110-12-1-.02(2)(d).

(a) First Required Public Hearing. A first public hearing must be held at the inception of the local planning process. The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. Once public comments have been addressed, the community may begin the process of developing the plan.

(b) Developing the Plan - Community Involvement. Each element of the plan must be prepared with considerable opportunity for involvement and input from stakeholders, local leadership, and the general public, following the process specified in section 110-12-1-.02(2). This will help ensure that the plan reflects the full range of community needs and values and that the plan will be implemented, because citizens and leadership that are involved in plan development are likely to become committed to seeing it through.

(c) Second Public Hearing. A second public hearing must be held once the plan has been drafted and made available for public review, but prior to its transmittal to the Regional Commission for review. The purpose of this hearing is to brief the community on the contents of the plan, provide an opportunity for residents to make final suggestions, additions or revisions, and notify the community of when the plan will be submitted to the Regional Commission for review. Once public comments have been addressed, the plan must be transmitted to the Regional Commission with the cover letter provided at section 110-12-1-.02(3).

(d) Submittal for Review. Upon completion, the local government must transmit its plan to the Regional Commission for review. Once received, the Regional Commission shall immediately forward the plan to the Department for review, indicating the date the plan was received from the local government. This date of submittal for review is the beginning of the plan review process.

(e) Notification of Interested Parties. Once the Regional Commission has accepted the plan for review, it shall immediately notify interested parties of the availability of the plan for review and comment, providing the name of the local government, the general nature of the plan and a deadline by which comments must be returned to the Regional Commission. At minimum, interested parties shall include:

- Local governments inside or outside the Regional Commission's region that are contiguous to the submitting local government, and other local governments that are likely to be affected by the plan;
- Any local authorities, special districts, or other entities identified in evaluating intergovernmental coordination mechanisms and processes (if applicable);
- Regional Commissions that are contiguous to the local government or that are likely to be affected by the plan; and
- Affected state agencies, including the Department of Transportation, the Department of Natural Resources, the Georgia Environmental Facilities Authority, and the Department.

The Regional Commission may (at its sole discretion) conduct a hearing at which any local government, Regional Commission or other local, regional, or state agency may present its views on the plan. The rules for conducting such hearings shall be as approved and adopted by the Council of the Regional Commission.

(f) Regional Commission Review. The Regional Commission shall review the plan for potential conflicts with plans of neighboring jurisdictions, opportunities for interjurisdictional/regional solutions to common issues, and consistency with the adopted regional plan for the region.

(g) Department Review. The Department shall review the required elements of the plan for compliance with the Minimum Standards and Procedures. This review may result in identification of deficiencies that must be resolved before the plan can be approved. The Department may also provide advisory comments to the community and/or the plan preparer (if the plan was prepared by some other party) which are intended to improve the usefulness of the submitted plan and other, future plans. Such advisory comments shall not prevent a local government from adopting an otherwise compliant local comprehensive plan. The Department's findings and recommendations resulting from its review shall be transmitted to the Regional Commission for inclusion in the final report within 35 days after submittal for review.

(h) Report of Findings and Recommendations. Within 40 days after submittal for review, the Regional Commission must transmit a report of findings and recommendations to the local government and a copy of which shall be provided to the Department. This report must include:

- Comments submitted by interested parties that reviewed the plan and (if applicable) a summary of the regional review hearing, detailing any significant issues raised;
- The Regional Commission's findings from its Intergovernmental and Consistency review of the plan and its recommendations for addressing these findings; and
- A copy of the Department's findings and recommendations resulting from its review of the plan.

(i) Plan Revisions. If the Report of Findings and Recommendations indicates that the plan is not yet in compliance with the Minimum Standards and Procedures, the local government must address any requested changes by revising the plan and resubmitting it

to the Regional Commission for review. Once the plan is resubmitted for review, both the Department and the Regional Commission will complete their review and respond to the local government as soon as possible. This process of revision and review can be repeated until the plan is found to be in compliance with the Minimum Standards and Procedures.

(j) Adoption of the Plan. Once the plan has been found by the Department to be in compliance with the Minimum Standards and Procedures, the local governing body may adopt the approved plan. In order to maintain Qualified Local Government certification, the local government must adopt the approved plan. If the local government fails to adopt the plan within one year after the plan is found to be in compliance with the Minimum Standards and Procedures, it will be necessary to resubmit the plan for review as provided at 110-12-1-.04(1)(d).

(k) Notification of Local Adoption. Within seven days of local adoption of the approved plan, the local government must provide an executed copy of the adoption resolution and an as-adopted version of the plan to the Regional Commission. Within seven days of receipt of this written notice, the Regional Commission must forward these documents to the Department.

(l) Qualified Local Government Certification. Once the Department has been notified by the Regional Commission that a local government has adopted the approved plan, the Department will notify the local government that Qualified Local Government certification has been extended.

(m) Publicizing the Plan. Once adopted by the local government, the availability of the plan must be publicized by the local government for public information. This requirement may be met by providing notice in a local newspaper of general circulation, posting notice on the local government's website, or using similar means to notify the public of plan adoption and directing them where a complete copy of the plan may be reviewed.

(2) Maintaining the Plan. Local governments are responsible for maintaining their plans to accurately reflect current community conditions and the community's goals and priorities for the future. Maintenance of the plan includes plan amendments and regular updates of the plan.

(a) Plan Amendments. The local government determines when a plan amendment is necessary to address changing circumstances that may have detracted from the usefulness of the plan as a guide to local decision-making. Any amendment which, in the judgement of the Department, may impact the compliance of any comprehensive plan component within these standards may be required to follow the submittal and review procedures outlined in section 110-12-1-.04(1). Guidance on the applicability of this requirement may be sought from the appropriate regional commission and/or the Department.

(b) Plan Updates. The elements of the comprehensive plan identified in Chapter 110-12-1-.03 as requiring 5-year updates must be updated every five years in accordance with the recertification schedule maintained by the Department. If significant changes have occurred in community conditions (e.g., if the data upon which the plan is based has become significantly outdated, or the community's goals have changed), a more

extensive update of other elements of the plan may be called for. A comprehensive plan update shall include update of all elements specified for five-year update in Chapter 110-12-1-.03 plus:

- A new Community Work Program (which includes the project which are included in the Capital Improvements Element) covering the five-year period beginning at the time the plan update is adopted as provided at section 110-12-1-.03(1)(j). And,
- A report of accomplishments that describes the current status of each activity in the previous Community Work Program (which includes the Capital Improvements Program). At a minimum, local governments must indicate which activities that:
 - Have been completed;
 - Are currently underway (including a projected completion date);
 - Have been postponed (explaining why and when it will be resumed); or
 - Have been cancelled and are no longer activities the local government intends to undertake (explaining why).

Any activities reported as “underway” or “postponed” must be reflected in the new Community Work Program or elsewhere in the comprehensive plan update, as appropriate.

(c) Submittal and Review Procedures for Plan Updates. Plan Updates and, when necessary, Plan Amendments shall be reviewed following the submittal and review procedures outlined in section 110-12-1-.04(1).

(d) Service Delivery Strategy Review. The update schedule for required five-year updates to each county comprehensive plan required by paragraph (b) of this section shall serve as the basis for a ten-year update schedule for the review of service delivery strategy agreements required by Code Section 36-70-28 (b)(1) such that each service delivery strategy agreement shall be reviewed after every other five-year county comprehensive plan update beginning with the most recent update.

(3) Variances. A request for alternative planning requirements or a variance from particular requirements in these rules must be submitted to the Department in writing by the local government and its Regional Commission, and must provide sufficient documentation to substantiate the request.

Variance requests specifically asking only for time extensions to complete plans or plan updates will be granted only under the following conditions:

- (a)** If the preparation of a plan or plan update is substantially complete at the time revised Minimum Standards and Procedures take effect and the local government desires to change its plan or major plan update to conform to the new requirements. Generally, such variance will only be granted if the local government's recertification date falls within 12 months after the effective date for the revised Minimum Standards and Procedures.
- (b)** If events beyond the local government's control have occurred (e.g., a natural disaster that affects the local government's jurisdiction or a fire that substantially damages the local government's planning or administrative offices, etc.) and the local government is

under extraordinary stress in coping with this compelling situation.

(4) Mapping Requirements. If either a Character Areas Map or Future Land Use Map is included in the plan, this must be submitted to the appropriate regional commission and the Department in a GIS digital vector data format simultaneously with the comprehensive plan. To facilitate the preparation of these and other maps that may be included in the plan. It is recommended that plan preparers use these maps, but if other maps are used, they must meet the following requirements:

(a) Digital Format. Maps submitted in digital form must be provided as digital vector map products, using the shapefile format via a Department-approved exchange media or electronic transfer method.

(b) Base Maps. Base or reference maps must equal or exceed the scale, accuracy, precision, and feature content of the equivalent map made available by the Department. They must use the Georgia Coordinate System of 1985 as defined in the O.C.G.A. 44-4-20 through 44-4-31, or use latitude and longitude coordinates based on the North American Datum of 1983.

(c) Boundaries. All administrative or political boundaries on maps submitted to the Department must include the latest available boundaries from the U.S. Census Bureau. In the event that the U.S. Census boundary map provided on the Department's website does not represent current municipal boundaries, due to recent annexations or de-annexations that have not yet been reported through the official U.S. Census Boundary and Annexation Survey update process, the plan preparer must use the most accurate representation of boundaries available. However, in cases where it is necessary to submit such alternate boundaries to the Department, the affected municipality is advised that O.C.G.A. 36-36-3 requires cities to report all annexations to the Department. Consequently, the municipality will be expected to participate in the next annual U.S. Census Boundary and Annexation Survey to reconcile these differences in their boundary map.

Statutory Authority, O.C.G.A. 50-8-7.1(b)

CHAPTER 110-12-1-.05 DEFINITIONS

110-12-1-.05 Definitions. For the purpose of these rules, the following words shall have the meaning as contained herein unless the context does not permit such meaning. Terms not defined in these rules but defined in O.C.G.A. 50-8-1, et seq., or O.C.G.A. 50-39-1 shall have the meanings contained therein. Terms not defined in these rules, nor in O.C.G.A. 50-8-1, et seq., or O.C.G.A. 50-39-1 shall have ascribed to them the ordinary accepted meanings such as the context may imply. For the purpose of these rules, the terms “shall” and “must” have the same meaning, are mandatory in nature, and are indicative of a requirement. The following terms and definitions shall be used to guide the implementation of the comprehensive planning process.

- (1) ‘Character Area’ means a specific geographic area or district within the community that:
- has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, and arts district, a neighborhood, or a transportation corridor);
 - has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern); or
 - requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.).

Each character area is a planning sub-area within the community where more detailed, small-area planning and implementation of certain policies, investments, incentives, or regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the Community Goals.

- (2) ‘Community’ means the local jurisdiction (county or municipality) or group of local jurisdictions (in the case of a joint plan) that are preparing a local plan.
- (3) ‘Comprehensive Plan’ means plan meeting these Minimum Standards and Procedures. The comprehensive plan must be prepared pursuant to the Minimum Standards and Procedures for preparation of comprehensive plans and for implementation of comprehensive plans, established by the Department in accordance with O.C.G.A. 50-8-7.1(b) and 50-8-7.2.
- (4) ‘Comprehensive Planning Process’ means planning by counties or municipalities in accordance with the Minimum Standards and Procedures.
- (5) ‘Conflict’ means any conflict, dispute, or inconsistency arising:
- Between or among plans, or components thereof, for any counties or municipalities, as proposed, prepared, proposed to be implemented, or implemented;
 - Between or among plans for any regions, as proposed, prepared, proposed to be implemented, or implemented;
 - Between or among plans, or components thereof, for any counties or municipalities and plans for the region which include such counties or municipalities, as such plans are proposed, prepared, proposed to be implemented, or implemented;

- With respect to or in connection with any action proposed to be taken or taken by any county, municipality, or other local government relating to or affecting regionally important resources, as defined by the Department; or
- With respect to or in connection with any action proposed to be taken or taken by any county, municipality, or other local government relating to or affecting developments of regional impact, as defined by the Department.

(6) ‘Core Elements’ means the Community Goals, Needs and Opportunities, Broadband Element, and Community Work Program. These are the primary elements that must be included, at a minimum, in each community’s Comprehensive Plan.

(7) ‘County’ means any county of this state.

(8) ‘Days’ means calendar days, unless otherwise specified.

(9) ‘Density’ means an objective measurement of the number of people or residential units allowed per unit of land, such as dwelling units per acre.

(10) ‘Department’ means the Department of Community Affairs established under O.C.G.A. 50-8-1.

(11) ‘Governing Body’ means the board of commissioners of a county, sole commissioner of a county, council, commissioners, or other governing authority of a county or municipality.

(12) ‘Infrastructure’ means those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

(13) ‘Local Government’ means any county, municipality, or other political subdivision of the state.

(14) ‘Metropolitan Planning Organization’ means the federally designated agencies created in urban areas containing more than 50,000 people that are charged with conducting comprehensive, coordinated planning processes to determine the transportation needs of their respective constituencies, and prioritizing and programming projects (including bicycle and pedestrian projects) for federal funding.

(15) ‘Minimum Standards and Procedures’ means the Minimum Standards and Procedures, including the minimum elements which shall be addressed and included, for preparation of comprehensive plans, for implementation of comprehensive plans, for updates of comprehensive plans including update schedules, and for participation in the coordinated and comprehensive planning process.

(16) ‘Mediation’ means the process to be employed by the Department and Regional Commissions for resolving conflicts which may arise from time to time in the comprehensive planning process. Procedures and guidelines to govern mediation are as established by the Department pursuant to O.C.G.A. 50-8-7.1(d).

- (17) ‘Municipality’ means any municipal corporation of the state and any consolidated government of the state.
- (18) ‘Plan’ means the comprehensive plan for any county or municipality.
- (19) ‘Plan amendment’ means a change to the adopted plan that occurs between plan updates. Amendments of the adopted plan are appropriate when the conditions, policies, etc., on which the plan is based, have significantly changed so as to materially detract from the usefulness of the plan as a guide to local decision making, or when required by the Department as a result of changes to the Minimum Standards and Procedures.
- (20) ‘Plan update’ means a more or less complete re-write of the plan, which shall occur approximately every five years, in accordance with the recertification schedule maintained by the Department.
- (21) ‘Planning’ means the process of determining actions which state agencies, Regional Commissions, and local governments propose to take.
- (22) ‘Qualified Local Government’ means a county or municipality that adopts and maintains a comprehensive plan as defined in these Minimum Standards and Procedures.
- (23) ‘Regional Commission’ means a Regional Commission established under O.C.G.A. 50-8-32.
- (24) ‘Regional Plan’ means the comprehensive plan for a region prepared by the Regional Commission in accordance with the standards and procedures established by the Department.
- (25) ‘Rules for Environmental Planning Criteria’ means those standards and procedures with respect to natural resources, the environment, and vital areas of the state established and administered by the Department of Natural Resources pursuant to O.C.G.A. 12-2-8, including, but not limited to, criteria for the protection of water supply watersheds, groundwater recharge areas, wetlands, protected mountains and protected river corridors.
- (26) ‘Service Delivery Strategy’ means the intergovernmental arrangement among municipal governments, the county government, and other affected entities within the same county for delivery of community services, developed in accordance with the Service Delivery Strategy law. To ensure consistency between the plan and the agreed upon strategy: (1) the services to be provided by the local government, as identified in the plan, cannot exceed those identified in the agreed upon strategy and (2) the service areas identified for individual services that will be provided by the local government must be consistent between the plan and Strategy. As provided in Code Section 36-70-28 (b)(1), Service Delivery Strategies must be reviewed, and revised if necessary, in conjunction with county comprehensive plan updates.
- (27) ‘Supplemental Planning Recommendations’ means the supplemental recommendations provided by the Department to assist communities in preparing plans and addressing the Minimum Standards and Procedures. The plan preparers and the community are encouraged to review these recommended best practices where referenced in the Minimum Standards and Procedures and choose those that have applicability or helpfulness to the community and its planning process.

(28) ‘Update Schedule’ means: the schedule or schedules for updating comprehensive plans on an annual or five-year basis as provided for in paragraph (2)(b) of Section 110-12-1-.04 of these Rules. The term “Update Schedule’ also means an additional schedule for the review of Service Delivery Strategy agreements by counties and affected municipalities on a ten-year basis in conjunction with comprehensive plan updates.

Statutory Authority, O.C.G.A. 50-8-7.1(b)

City of Stonecrest COMPREHENSIVE PLAN 2038



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DRAFT
CITY OF STONECREST
COMPREHENSIVE DEVELOPMENT PLAN 2038

July 8, 2019

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



City of Stonecrest, Georgia

Mayor & City Council

Mayor Jason Lary

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

City Staff

Michael Harris, *Interim City Manager*

Nicole Dozier, *Director of Community Development*

Christopher Wheeler, *City Planner*

Consultant Team

The Collaborative Firm

Planning, Program Management & Development

Michael Hightower, *Managing Partner*

Danielle Cherry-Hoover, *Dir. of Public Involvement*

Madolyn Spann, *Senior Planner*

Chris Montesinos, *Senior Planner*

Sabrina Wright, *Economic Development Manager*

Mary V. Darby, *Dir. of Planning & Economic Development*

James Shelby, *Principal Planner - Consultant*

Maurice Ungaro, *Senior Planner*

Cailyn Barnes, *Administrative Services Coordinator*

VHB — Transportation

Grady Smith, *Principal-in-Charge*

Olen Daelhousen, *Transportation, Project Manager*



2018 Steering Committee

Jason Lary, Mayor

*Edwina Clanton, District 1

*Karen Taylor, District 3

*Cedric Rice, District 5

Nicole Dozier, Community Development Director

Eric Hubbard, Planning Commission

Bernard Knight, Stonecrest Business Alliance

Jetha Wagner, Avila Properties

Alan Carlisle, Cadillac Fairview

Kendra Price, Emory University

George Turner, District 4 Councilman

*Tony King, District 2

*John Castle, District 4

Plez Joyner, Assistant City Manager

Sabrina Wright, Economic Development Specialist

Erica Williams, Board of Zoning Appeals

Mera Cardenas, Arabia Mountain Alliance

Vicki Turner, Board of Education

Patricia Edge, Stonecrest Mall

Matt Hampton, Allen Institute

*Council Member Appointment



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City of Stonecrest
Comprehensive Plan 2038

“The City of Innovation and Excellence”



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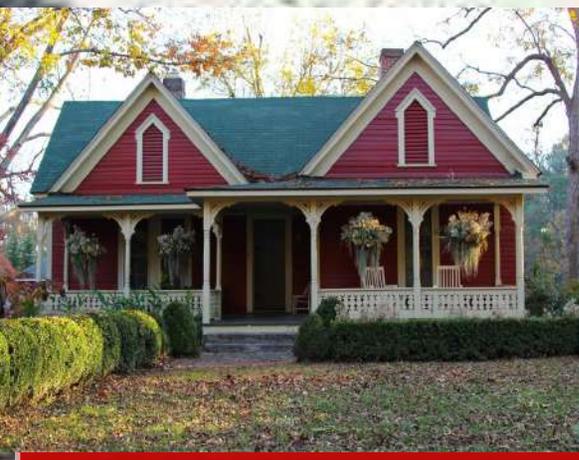
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CHAPTER 1.0 INTRODUCTION

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WELCOME TO STONECREST



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INTRODUCTION **CITY OF STONECREST**

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-



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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



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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.



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- 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**





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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 **Building Community, Culture & Commerce For Now and Into The Future!**

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



INTRODUCTION **CITY OF STONECREST**

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.



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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.



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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	Ap- Com-	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.

City of Stonecrest Comprehensive Plan 2038

“The City of Innovation and Excellence”



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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-



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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, respond-

ents 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-



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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



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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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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.

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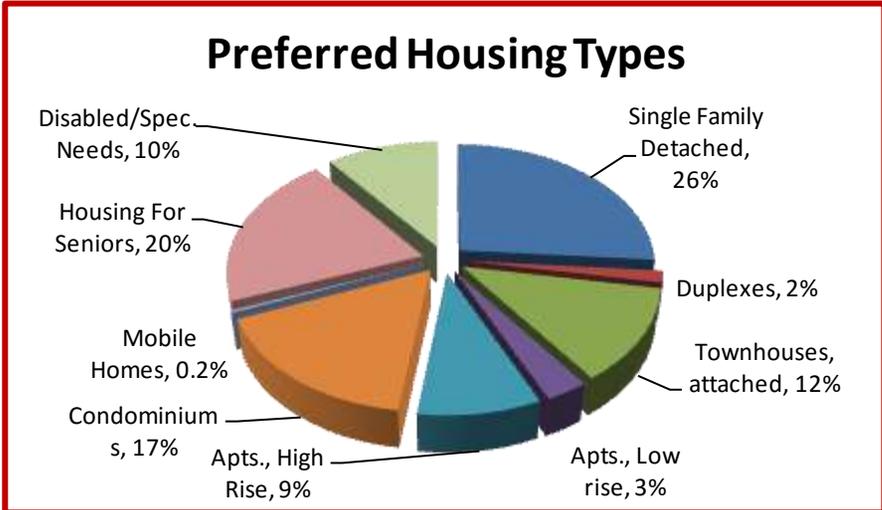


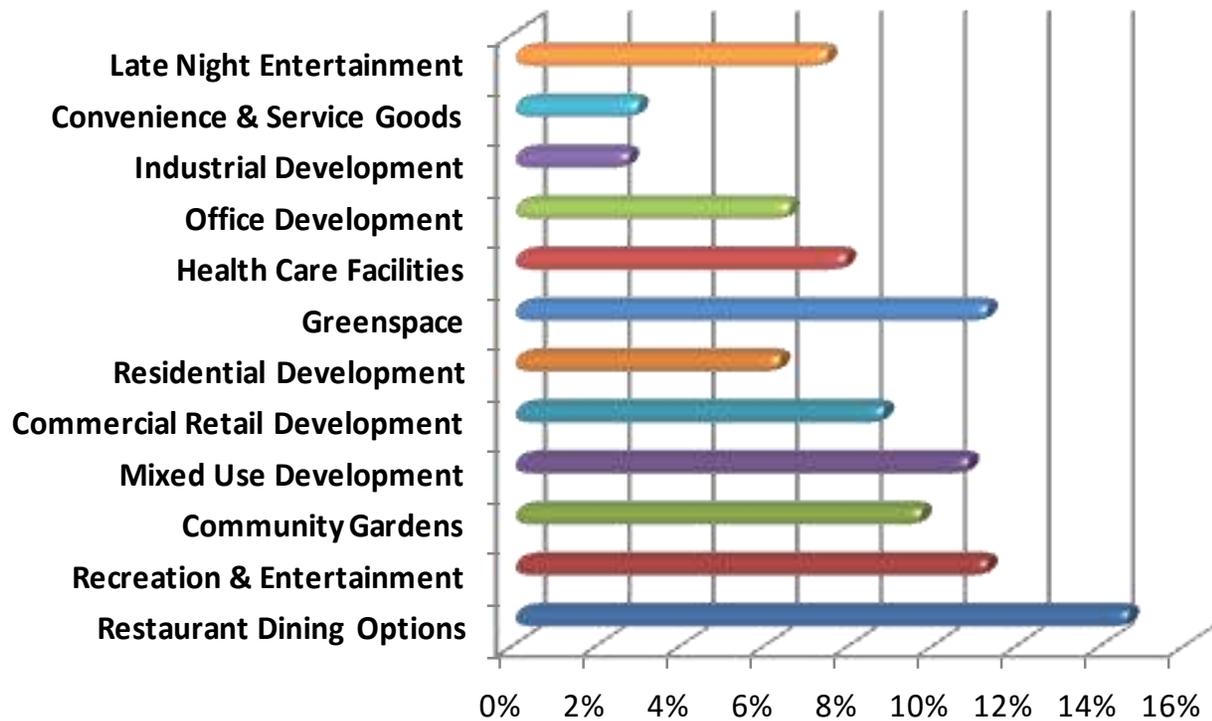
Figure I-04—Preferred Housing Types

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.



Quality of Life



*“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

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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, Com-

merce 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.



Building Community, Culture & Commerce For Now and Into The Future!

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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 day-time 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 surrounding 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.

- 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.

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

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 network.
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



2.0 NEEDS AND OPPORTUNITIES

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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COMPREHENSIVE PLAN ELEMENTS

DEMOGRAPHICS

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.

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, county-wide. 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 cities 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-01— Average Household Size

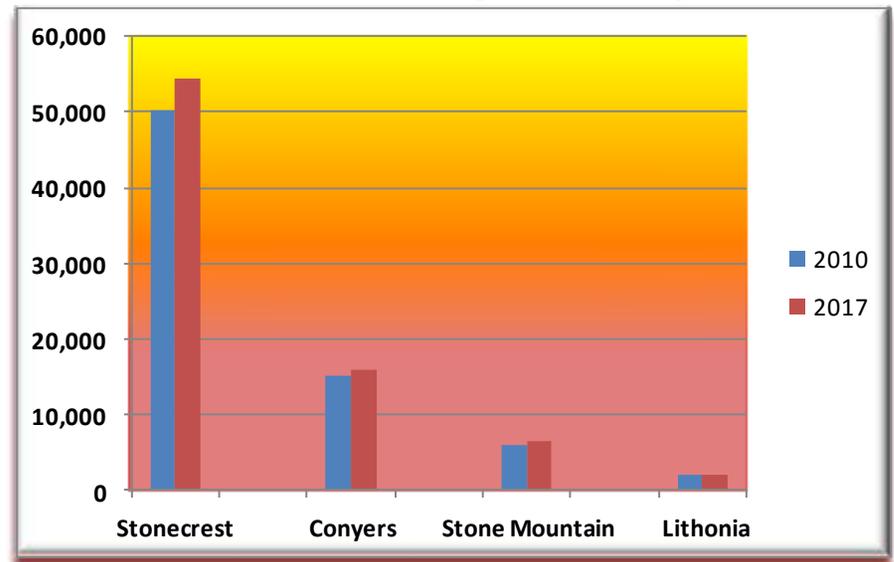


Figure D-02— Comparative Population



COMPREHENSIVE PLAN ELEMENTS

DEMOGRAPHICS

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

Age Pyramid

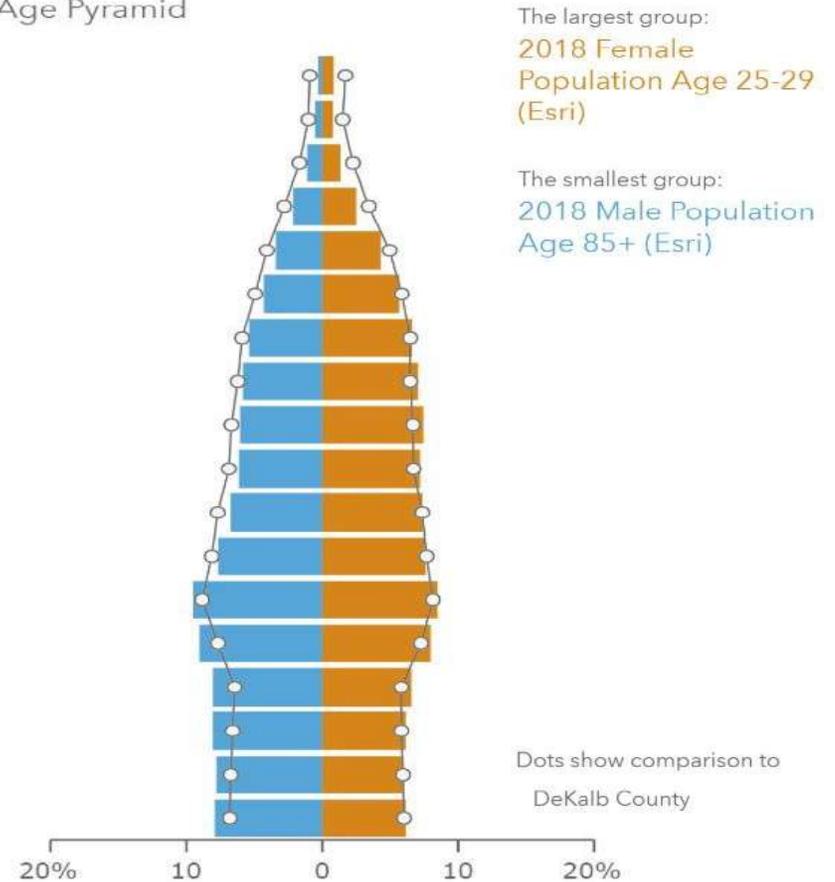


Figure D-03—Gender/Age Distribution. Source: Esri



COMPREHENSIVE PLAN ELEMENTS

DEMOGRAPHICS

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)

The People of Stonecrest

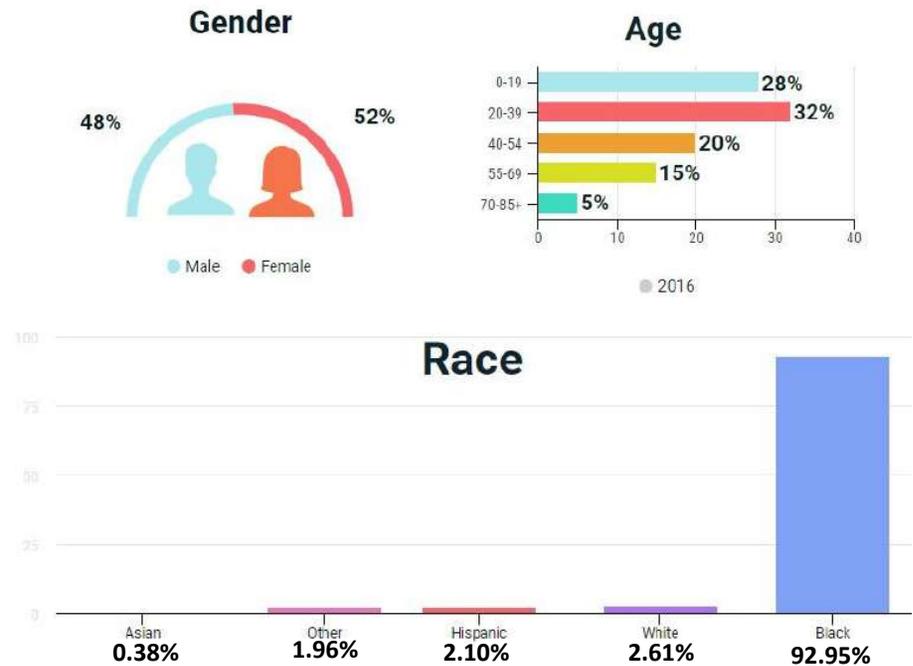


Figure D-04—Gender/Age/Race



COMPREHENSIVE PLAN ELEMENTS

DEMOGRAPHICS

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.

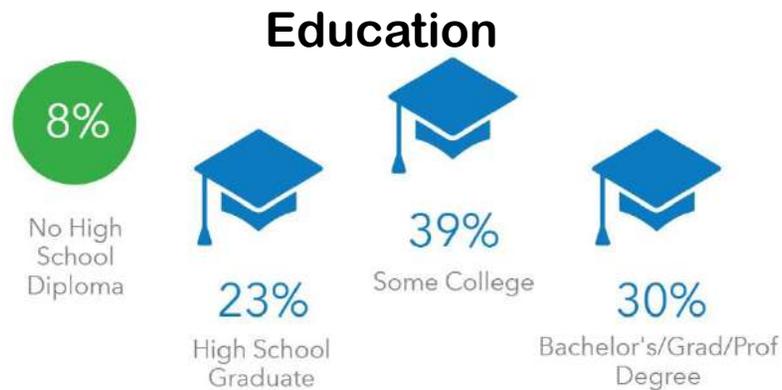


Figure D-05—Educational Attainment

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

<p>COMPREHENSIVE PLAN ELEMENTS</p>	<p>ECONOMIC DEVELOPMENT</p>
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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.

COMPREHENSIVE PLAN ELEMENTS **ECONOMIC DEVELOPMENT**

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.



COMPREHENSIVE PLAN ELEMENTS

ECONOMIC DEVELOPMENT

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 Develop-

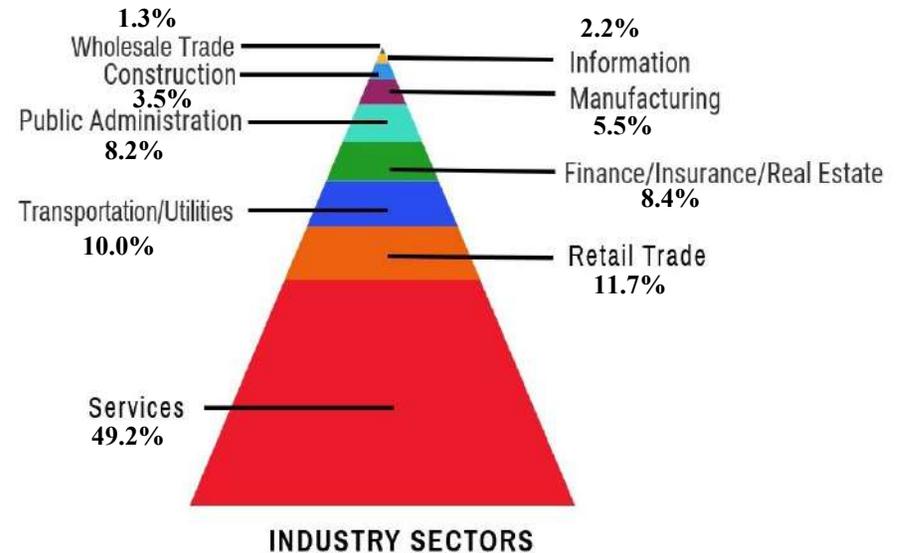


Figure ED-02 - Industry by Sector Source: 2017 US Census Estimates.

ment 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.



COMPREHENSIVE PLAN ELEMENTS

ECONOMIC DEVELOPMENT

JOBS:
Blue Collar vs. White Collar

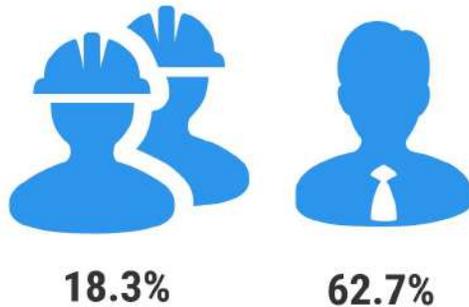


Figure ED-03—Business Employment Source: 2017 US Census Estimates.

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-



COMPREHENSIVE PLAN ELEMENTS

ECONOMIC DEVELOPMENT

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



COMPREHENSIVE PLAN ELEMENTS

ECONOMIC DEVELOPMENT

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.



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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.

Building Community, Culture & Commerce For Now and Into The Future!



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**



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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 Parview



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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.

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.

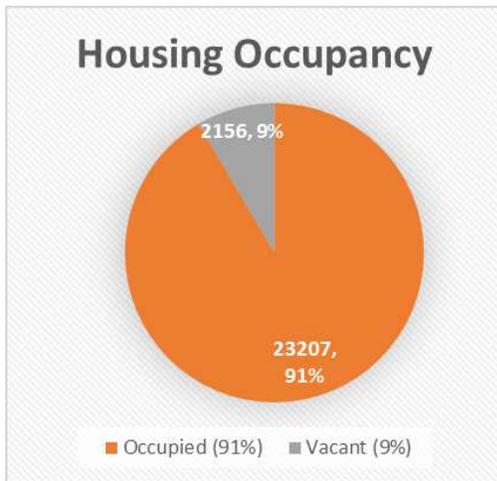


Figure H-01 – Housing Occupancy by Unit

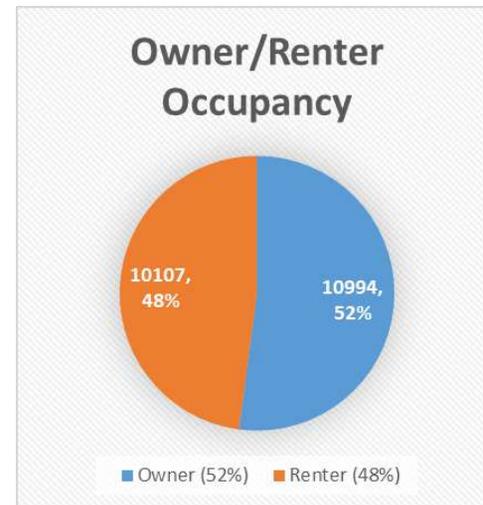


Figure H-02 – Ownership Status by Unit



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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.



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.

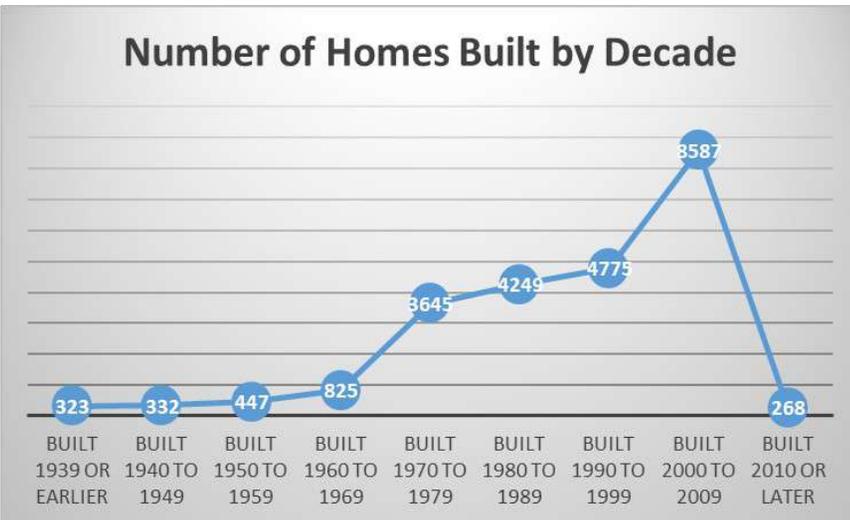


Figure H-03 – Housing Units/Year Built



COMPREHENSIVE PLAN ELEMENTS

HOUSING

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.

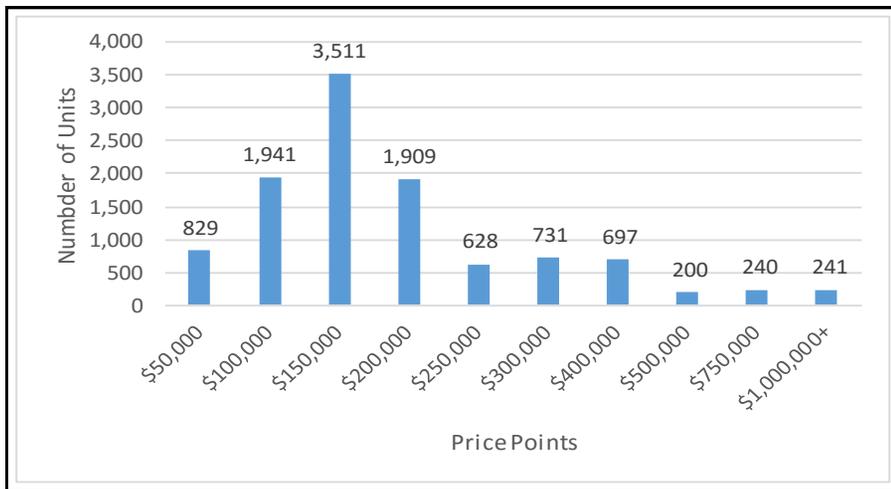


Figure H-04 – Owner-Occupied Units at Selected Price Points

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.

City of Stonecrest
Comprehensive Plan 2038 **“The City of Innovation and Excellence”**



COMPREHENSIVE PLAN ELEMENTS **HOUSING**

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.

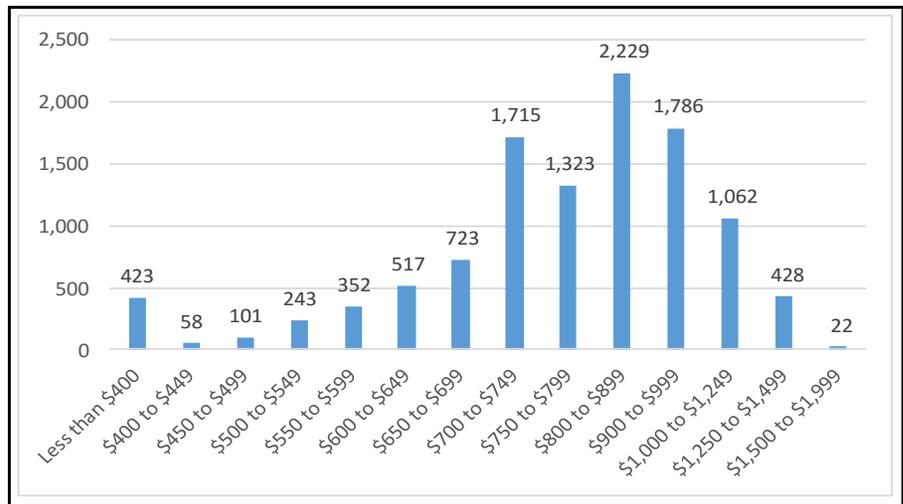


Figure H-07– Renter-Occupied Housing Units by Rent

<p>City of Stonecrest Comprehensive Plan 2038</p>	<p>“The City of Innovation and Excellence”</p>	
<p>COMPREHENSIVE PLAN ELEMENTS</p>		<p>HOUSING</p>

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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COMPREHENSIVE PLAN ELEMENTS **NATURAL AND CULTURAL RESOURCES**

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 wild-life, 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.



COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

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-

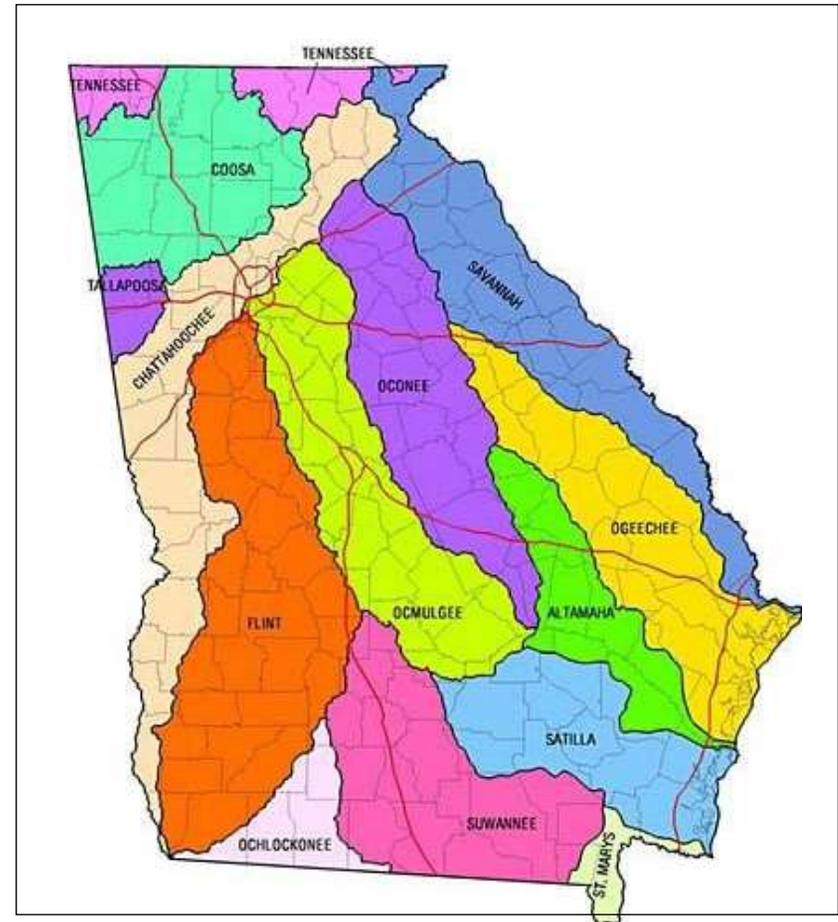


Figure NC-01— Watersheds in Georgia

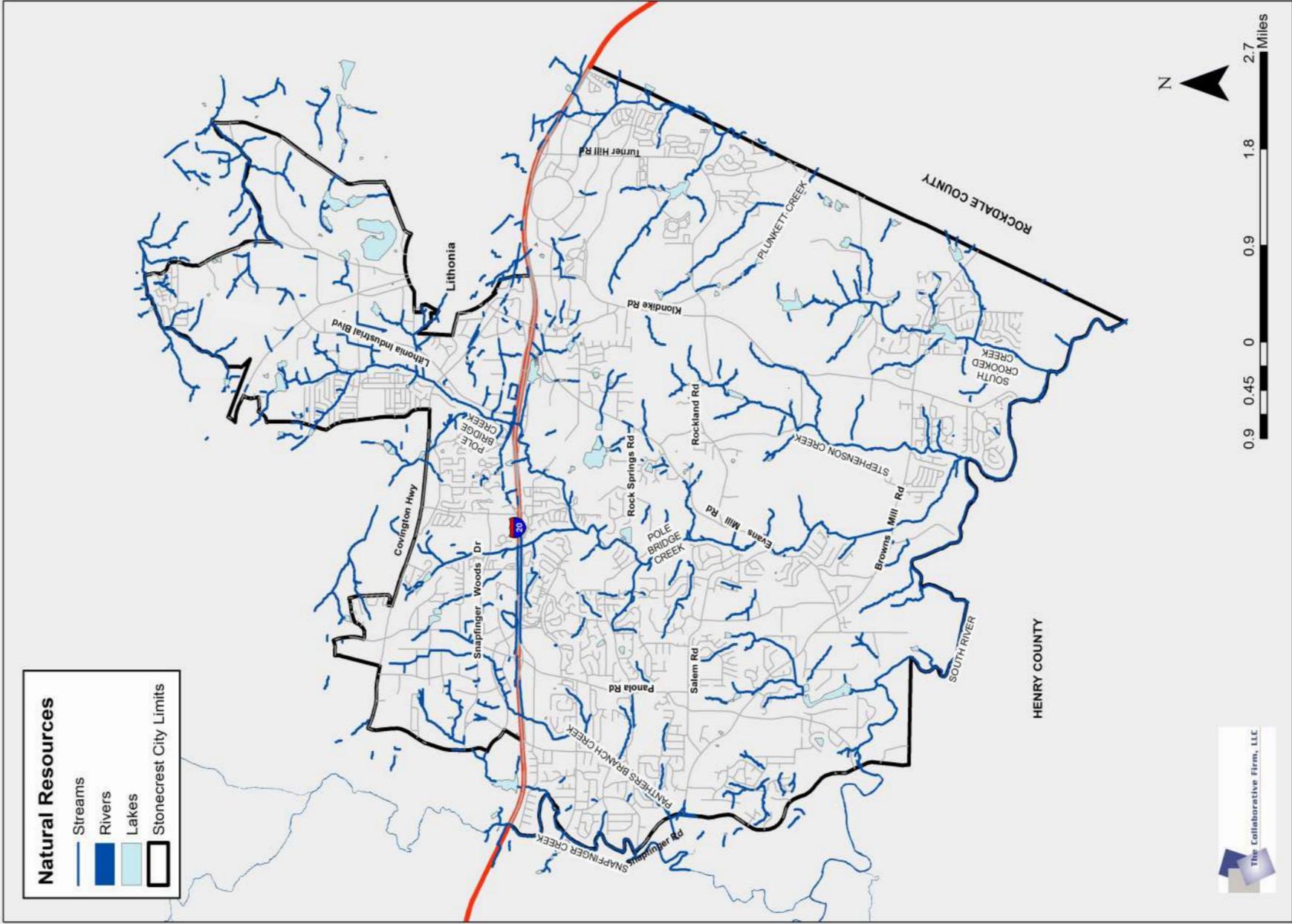


Figure NCR-1: Metropolitan North Georgia Water Planning District: Major River Basins

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COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

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 Green-space 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.



COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

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 Plant



DeKalb County Water Mains

COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

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



COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

as bridges and utility lines. In the future, DeKalb County, along with other local governments, as well as 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-



COMPREHENSIVE PLAN ELEMENTS

NATURAL AND CULTURAL RESOURCES

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.



COMPREHENSIVE PLAN ELEMENTS **NATURAL AND CULTURAL RESOURCES**

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



COMPREHENSIVE PLAN ELEMENTS **HISTORIC RESOURCES**

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.



COMPREHENSIVE PLAN ELEMENTS

HISTORIC RESOURCES

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, referen-

dum 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.



COMPREHENSIVE PLAN ELEMENTS **HISTORIC RESOURCES**

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

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COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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 *Inter-governmental 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



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



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES



(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 Techni-

cians (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.

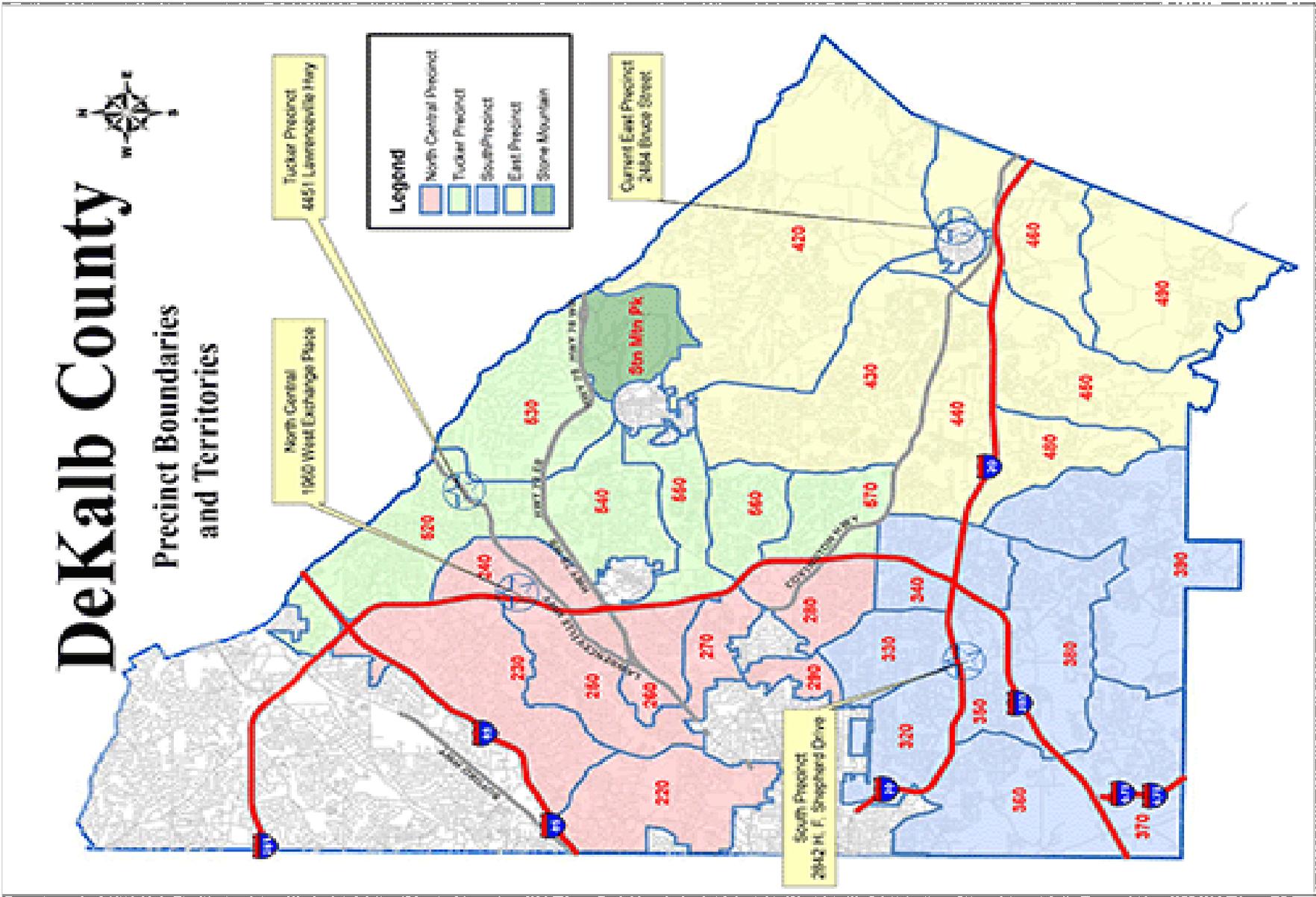
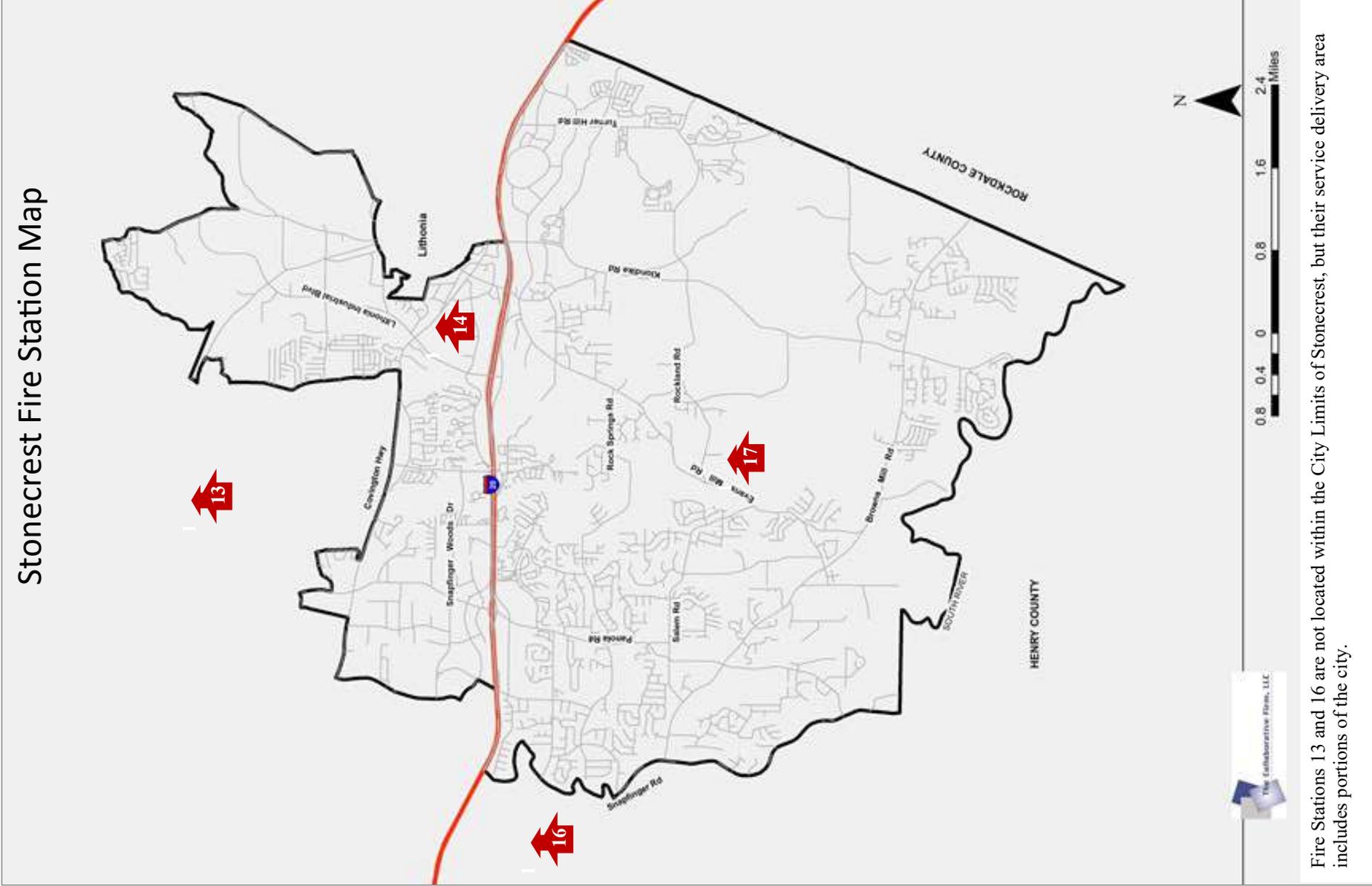


Figure CF-01 – DeKalb Police Precincts Map

Stonecrest Fire Station 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

City of Stonecrest
Comprehensive Plan 2038

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COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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.

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



Photo: DeKalb Fire and Rescue

Building Community, Culture & Commerce For Now and Into The Future!



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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-04 for 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.

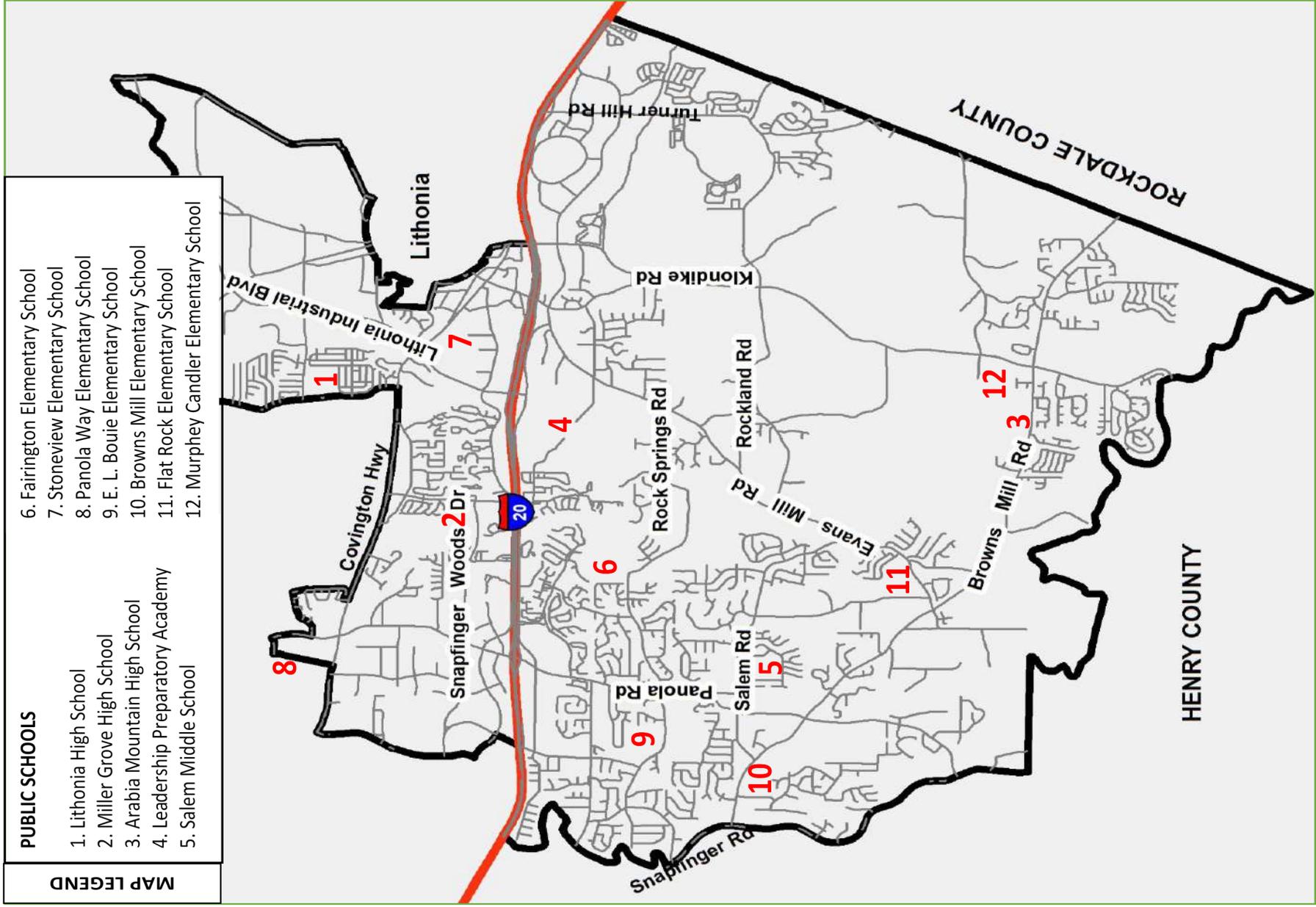


Figure CF-03 – Public Schools Map

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COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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-



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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/

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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



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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.

AMP

ARABIA MOUNTAIN PATH

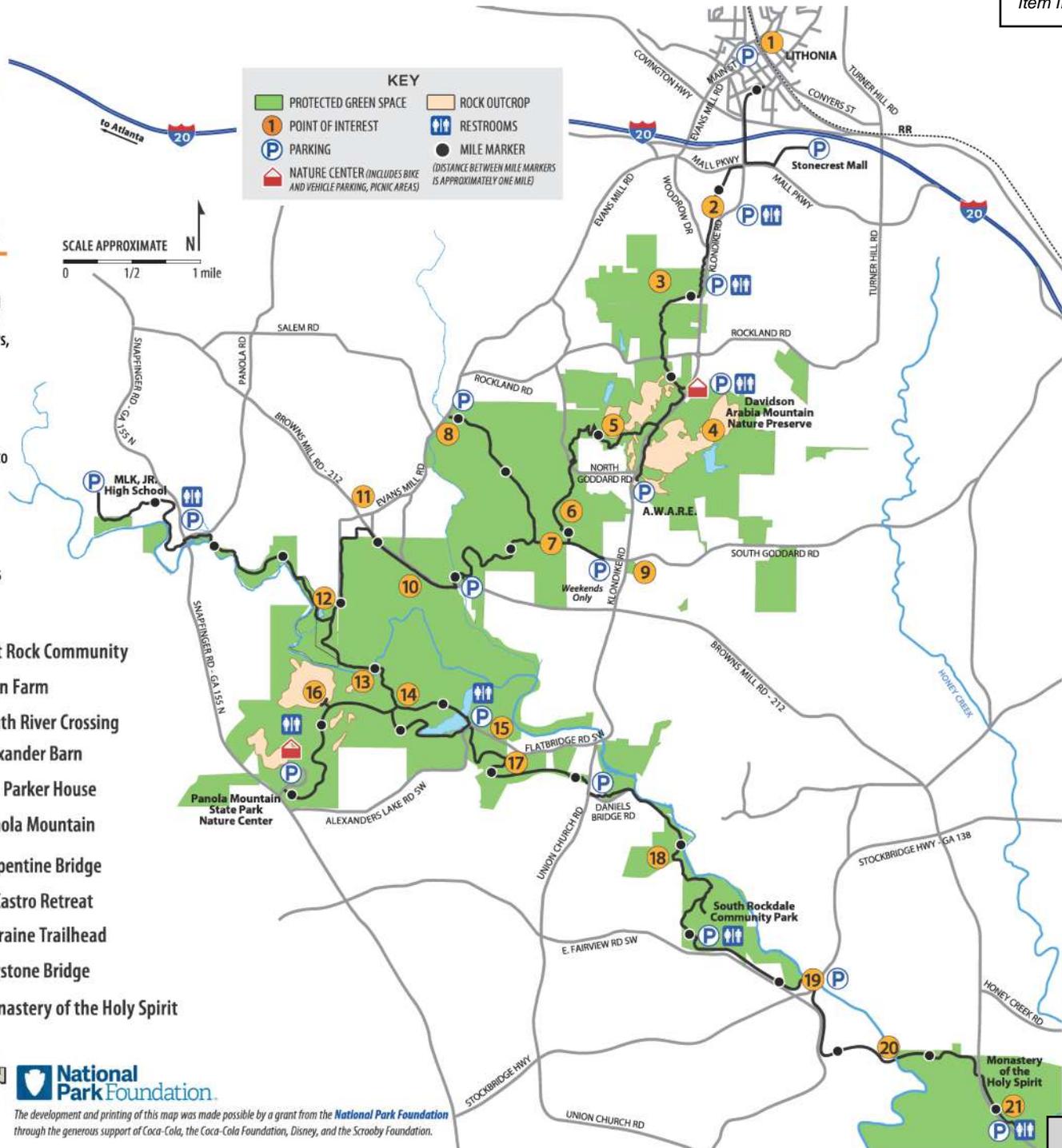
SELF-GUIDED PATH TOUR

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 | 11 Flat Rock Community |
| 2 Railroad Cut | 12 Lyon Farm |
| 3 Vaughters' Farm | 13 South River Crossing |
| 4 Arabia Mountain & Quarry Remnants | 14 Alexander Barn |
| 5 Quarry Office Ruins | 15 The Parker House |
| 6 Farming Terraces | 16 Panola Mountain |
| 7 Horace King Commemorative Covered Bridge | 17 Serpentine Bridge |
| 8 Evans Mill Ruins | 18 DeCastro Retreat |
| 9 Historic District of Klondike | 19 Lorraine Trailhead |
| 10 Pole Bridge Creek Wastewater Treatment Plant | 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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City of Stonecrest
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COMPREHENSIVE PLAN ELEMENTS **CITY SERVICES AND FACILITIES**

Facility	Size (Acres)	Athletic Fields	Baseball-Softball Fields	Green-space Open Space	Basketball Courts	Tennis Courts	Swimming Pool	Play-ground	Walking Trails	Picnic Pavilions	Special Amenity
Browns Mill Park	62.2	X	X			X	X		X	X	Recreation and Aquatic Center
DeKalb Southeast Athletic 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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Stonecrest Parks & Recreation Facilities Map

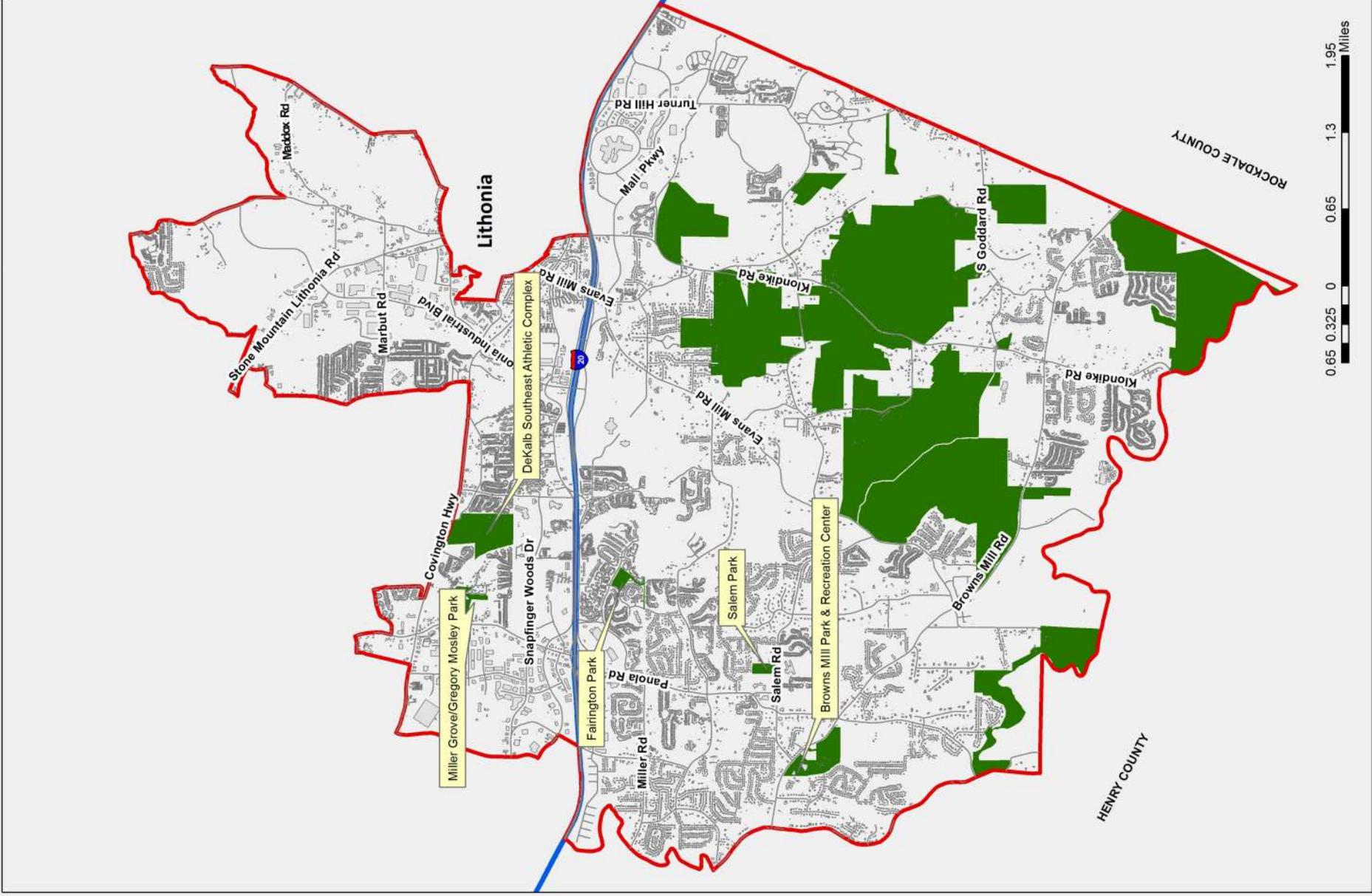


Figure CF-06— Stonecrest Parks, Recreation, and Greenspace

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COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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,



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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



COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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-

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COMPREHENSIVE PLAN ELEMENTS

CITY SERVICES AND FACILITIES

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.

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.

Building Community, Culture & Commerce For Now and Into The Future!



Emory Hillandale Hospital





COMPREHENSIVE PLAN ELEMENTS

BROADBAND

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 .



COMPREHENSIVE PLAN ELEMENTS

BROADBAND

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

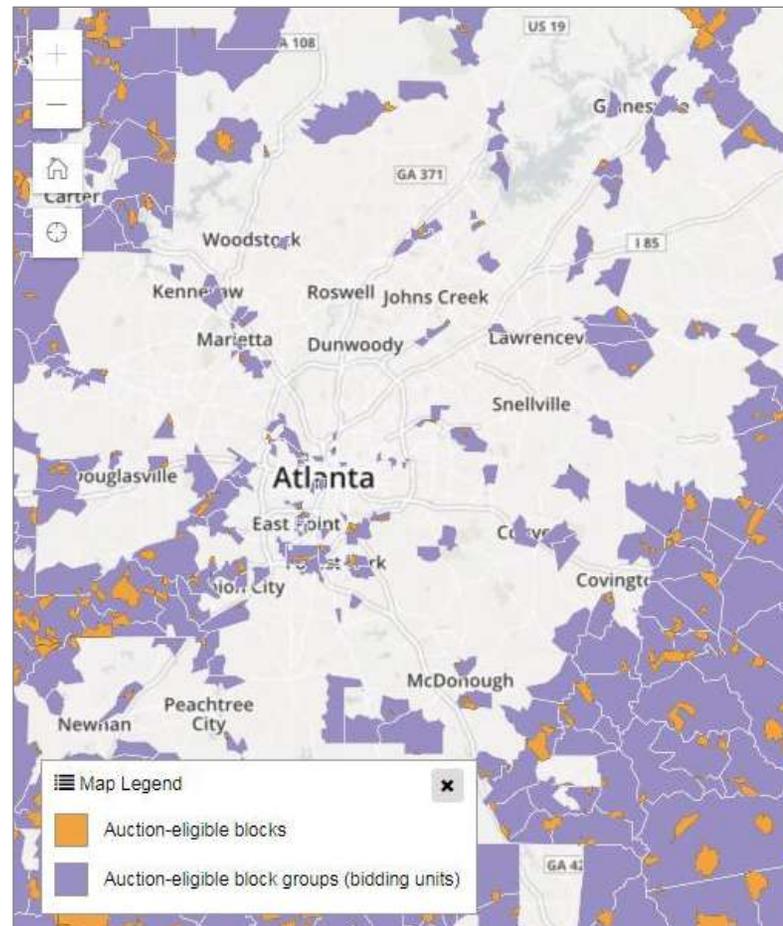


Figure: B-02— CAF Eligible Area Map

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COMPREHENSIVE PLAN ELEMENTS

BROADBAND

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.

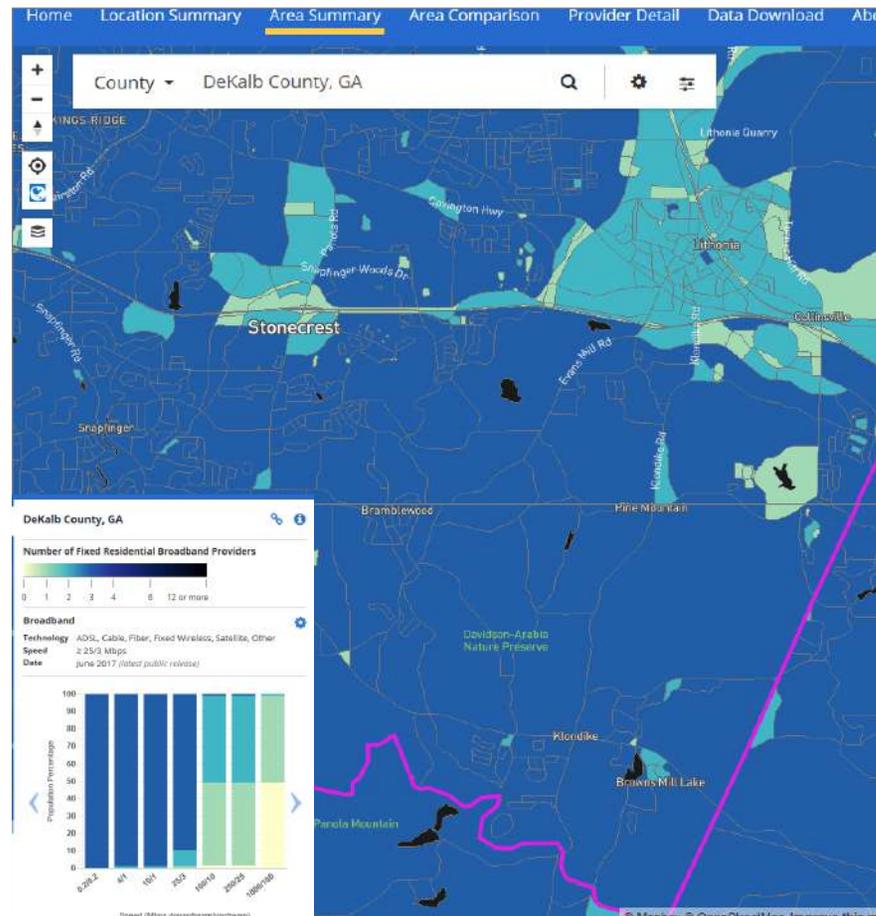


Figure: B-02— Fixed Broadband Deployment Map

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<p>COMPREHENSIVE PLAN ELEMENTS</p>	<p>LAND USE</p>
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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-

Existing Future Land Use Map from DeKalb County 2035

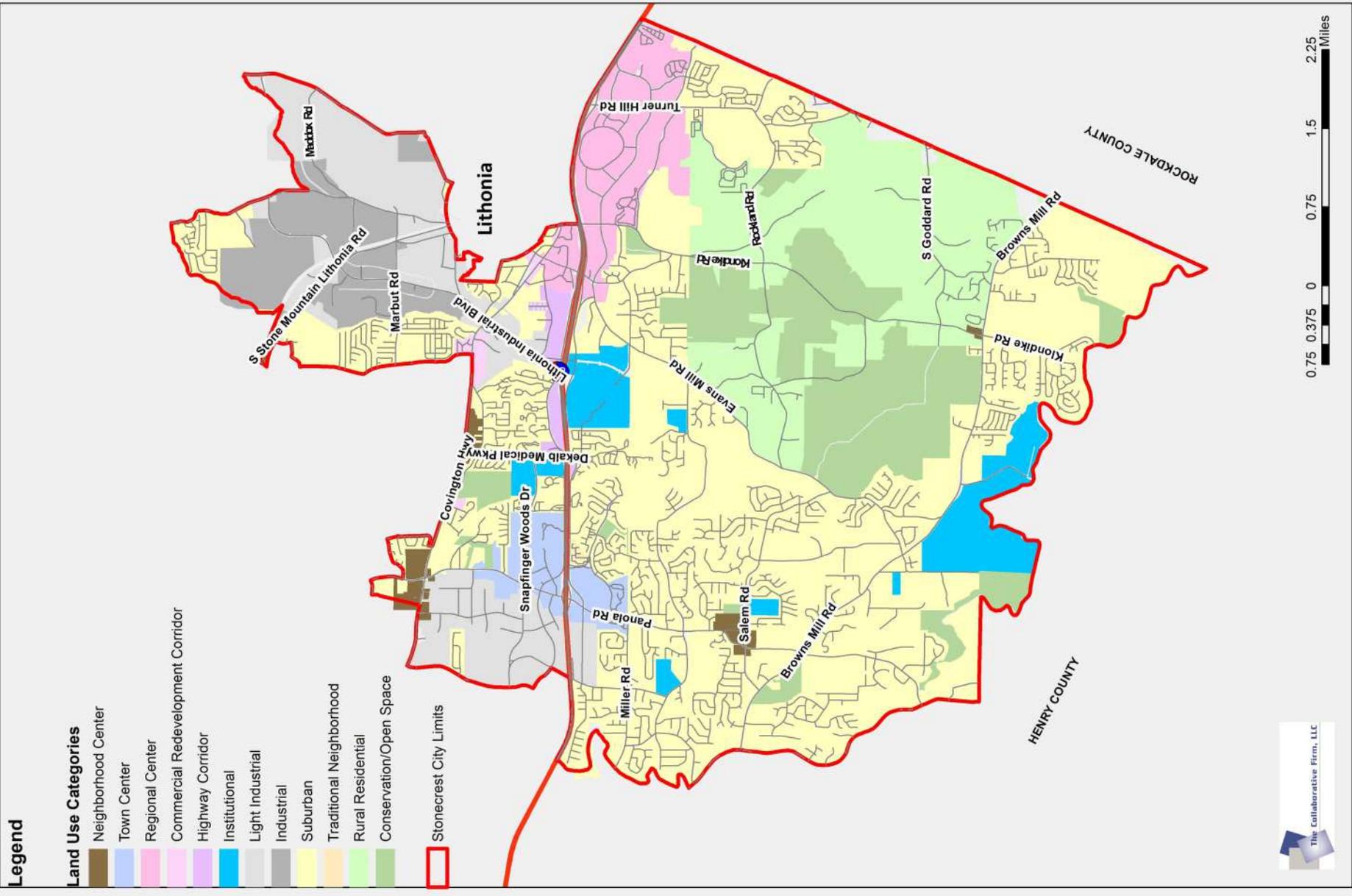


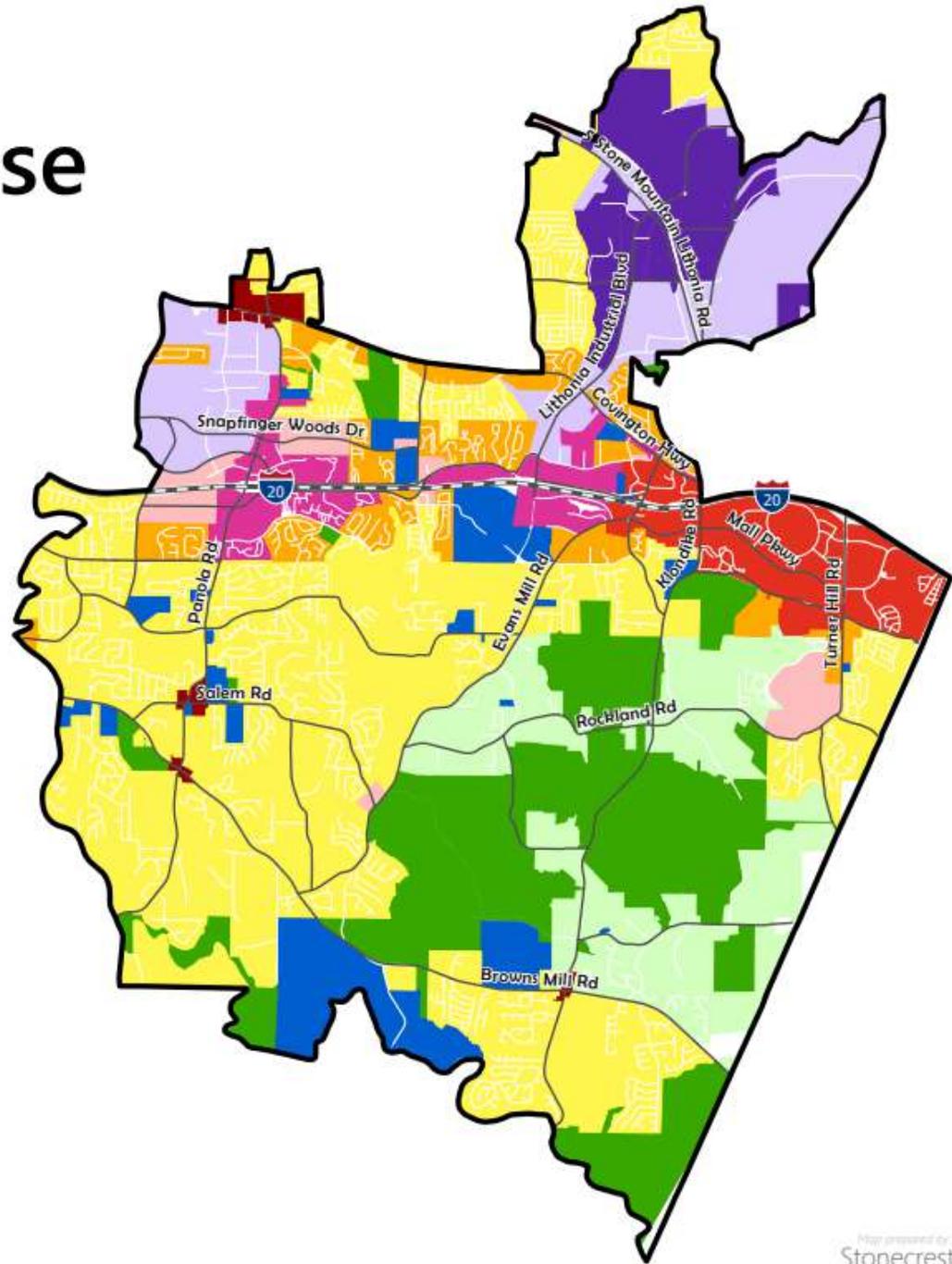
Figure: LU-02 — Existing Future Land Use Map DeKalb 2035

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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



Map prepared by
StonecrestGIS

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

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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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.

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 Catego-

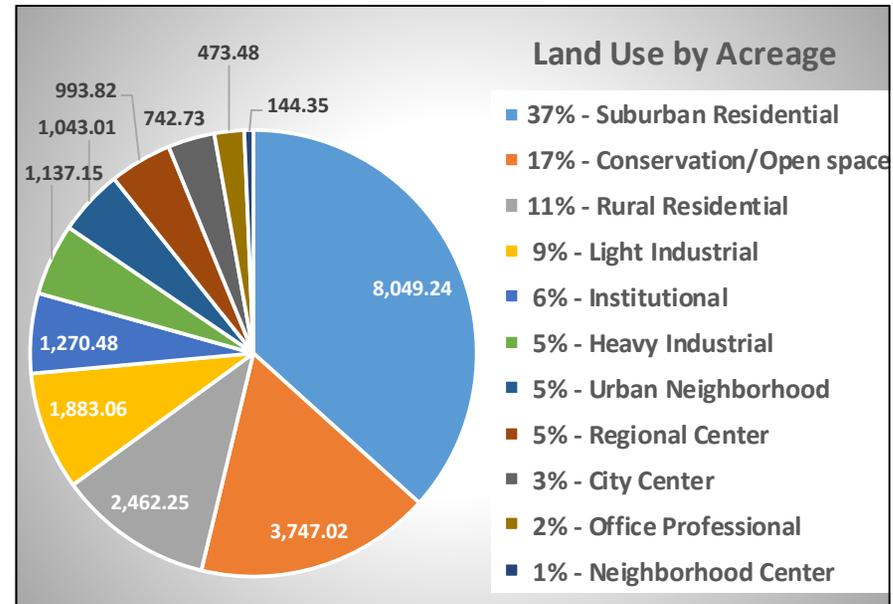


Figure: LU-05—Comparative Future Land Uses (Acreage/%)

ries 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.



COMPREHENSIVE PLAN ELEMENTS

LAND USE

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 Density	✓	✓	✓	✓	✓		✓		✓		
	Mixed Use Medium Density	✓	✓	✓	✓	✓		✓		✓		
	Mixed Use High Density	✓	✓			✓				✓	✓	
	Mixed Use very High Density	✓	✓			✓				✓	✓	
Commercial	Neighborhood Shopping			✓	✓	✓	✓	✓	✓	✓		
	Local Commercial	✓	✓	✓	✓	✓		✓		✓		
	General Commercial	✓	✓			✓		✓		✓	✓	
	Office-Distribution					✓				✓	✓	✓
	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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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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.

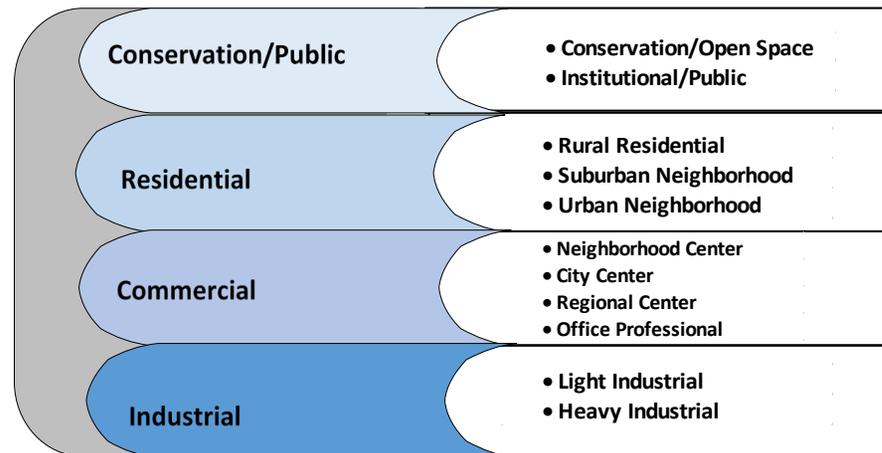


Figure: LU-07—Future Land Use Character Areas

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COMPREHENSIVE PLAN ELEMENTS **LAND USE**

	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

COMPREHENSIVE PLAN ELEMENTS **LAND USE**

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
	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
	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
	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
	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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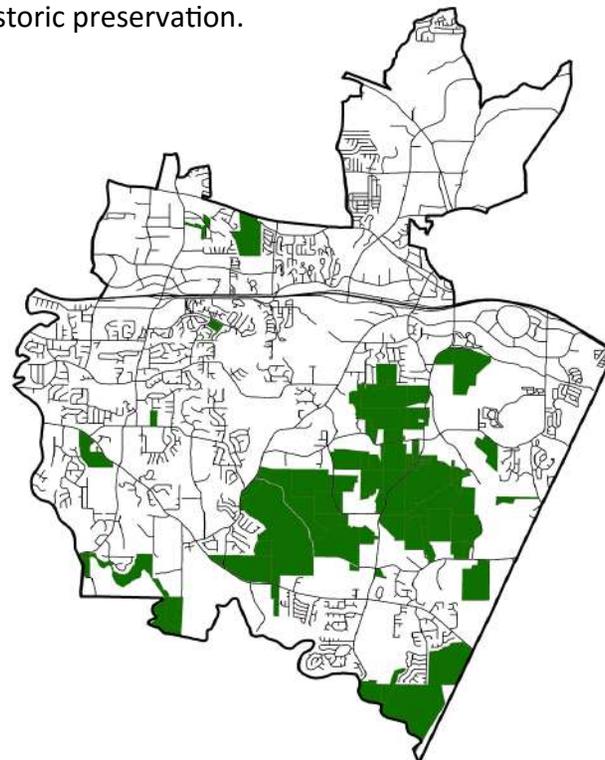
COMPREHENSIVE PLAN ELEMENTS **LAND USE**

Conservation/Open Space (COS) Character Area

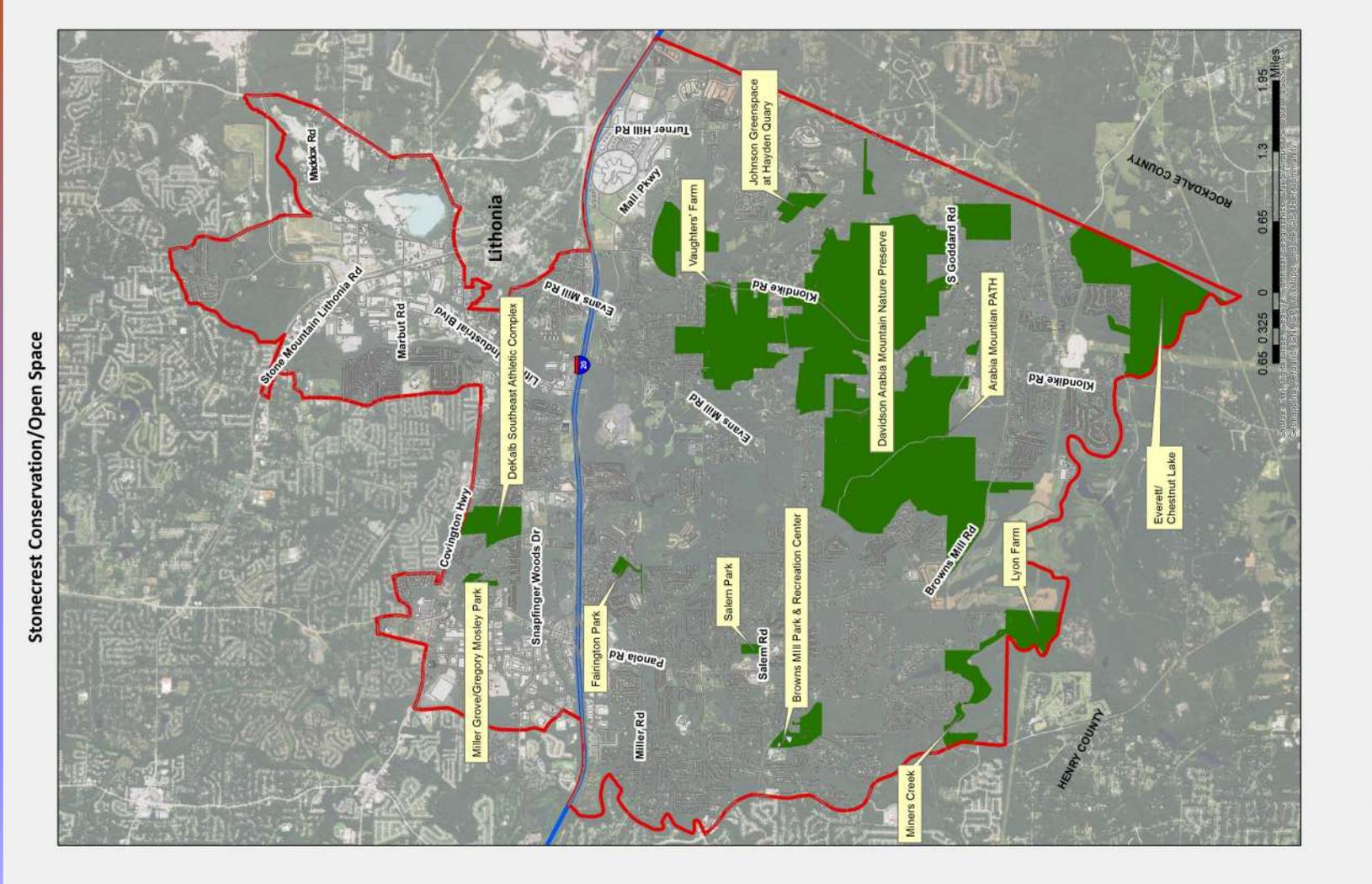
The intent of the Conservation and Open Space Character Area is to preserve areas in the city with significant natural and ecological features, as well as environmentally sensitive recreational facilities for public enjoyment. These areas consist of undeveloped natural lands, environmentally sensitive 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)





COMPREHENSIVE PLAN ELEMENTS

LAND USE

**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



Baseball



Soccer

Permitted Zoning in COS Areas

ALL Zoning Districts



Aquatic Park



Arabia Mountain PATH

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 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.



COMPREHENSIVE PLAN ELEMENTS

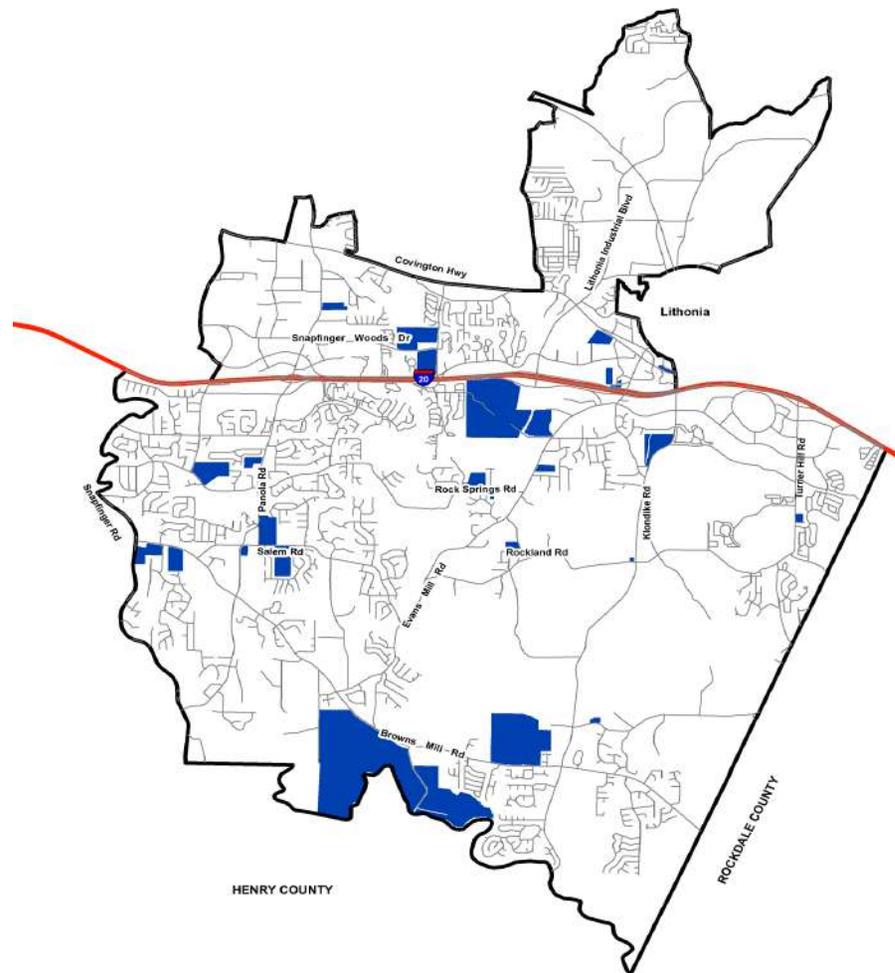
LAND USE

9.2.15 Institutional/Public (IP) Character Area

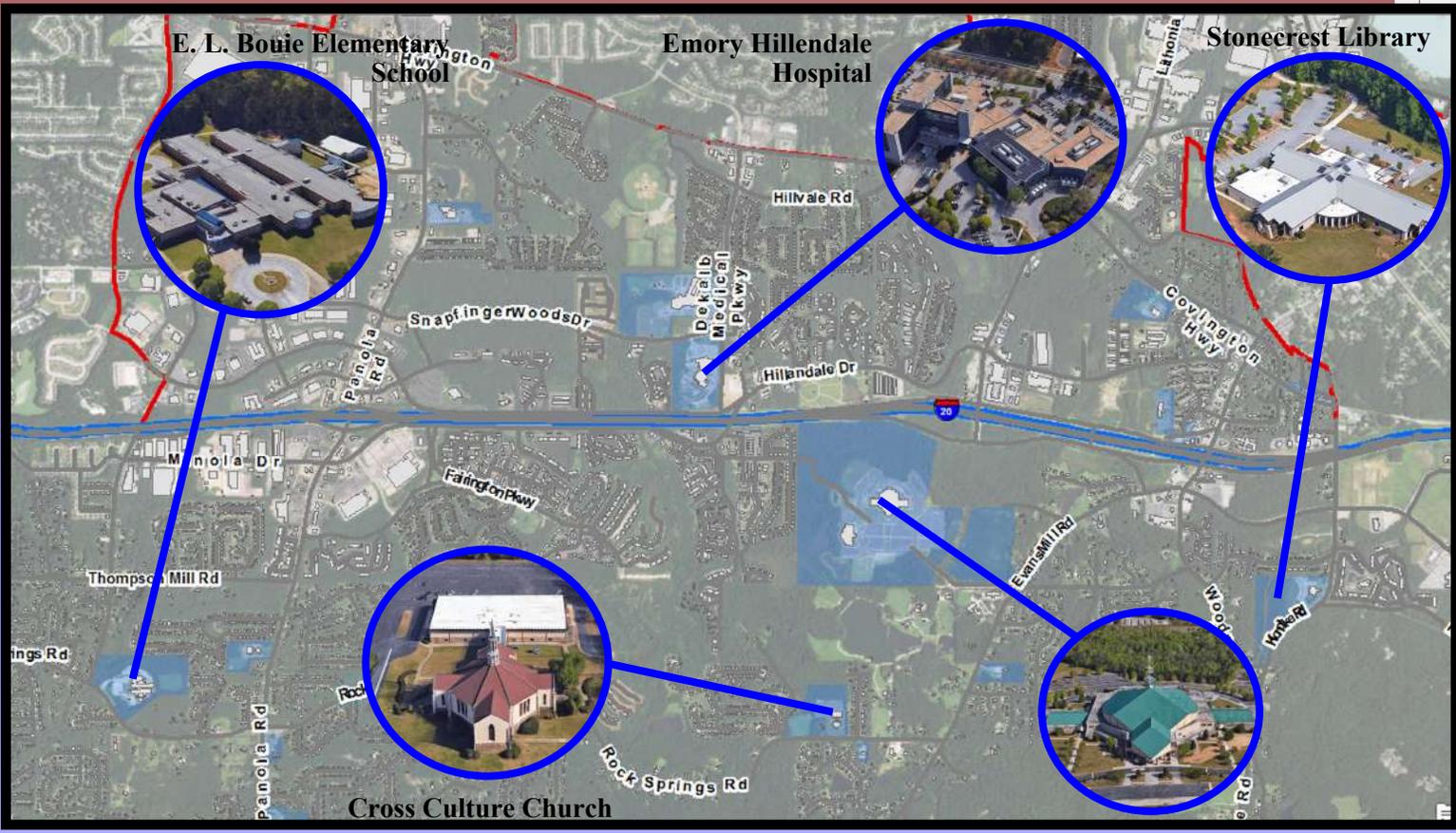
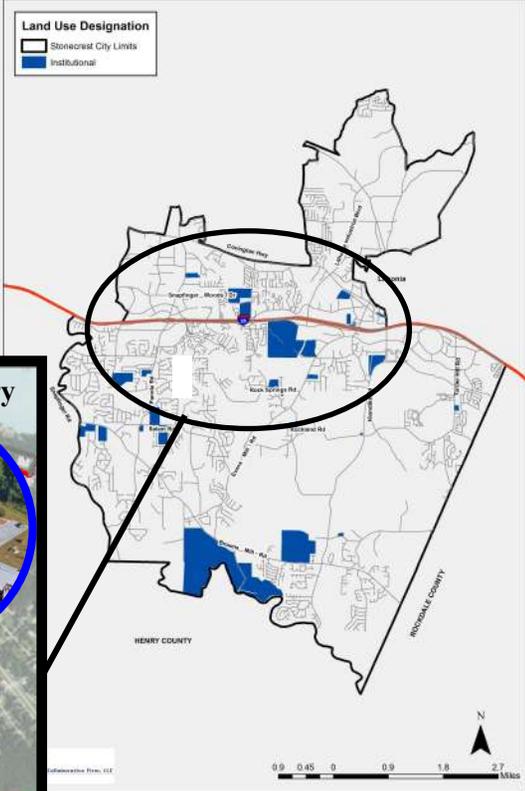
The intent of the Institutional/Public Character Area is to designate specific areas that provide institutional and public services. These areas consist of large areas used for religious, civic, educational and governmental facilities. These areas are integrated into the rural, suburban and traditional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

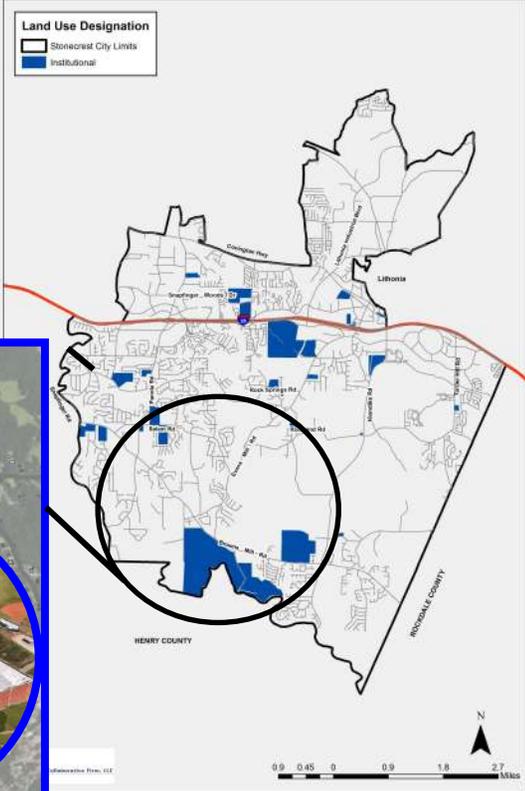


Institutional/Public (IP)



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Institutional/Public (IP)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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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COMPREHENSIVE PLAN ELEMENTS

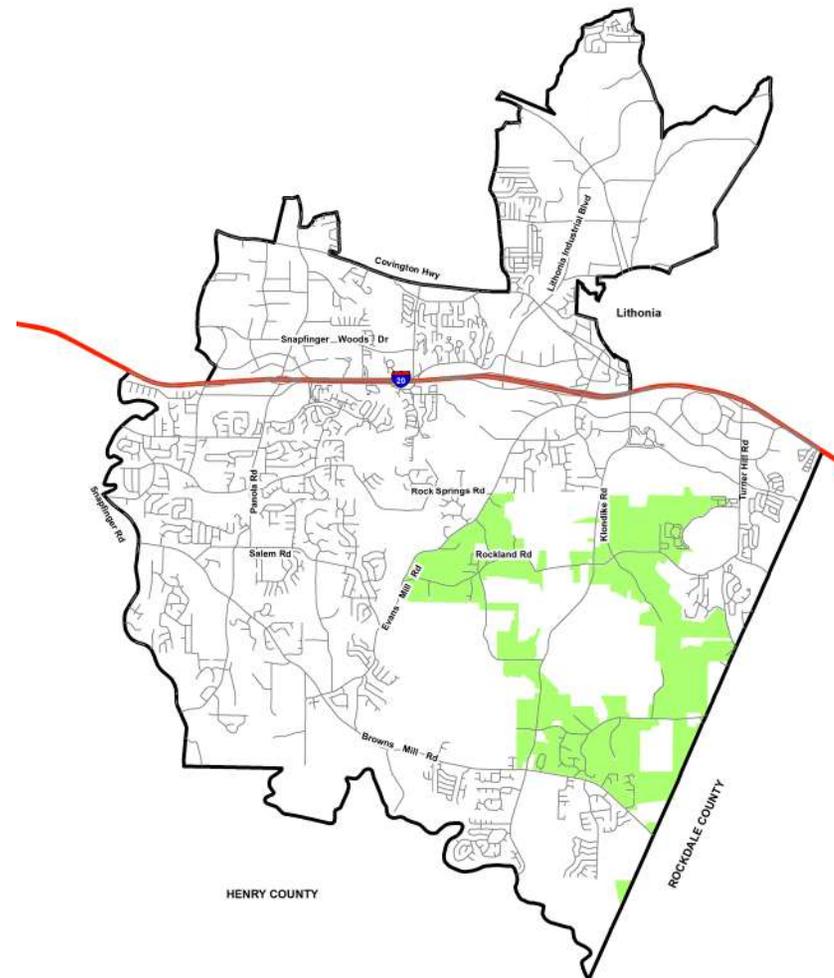
LAND USE

Rural Residential (RR) Character Area

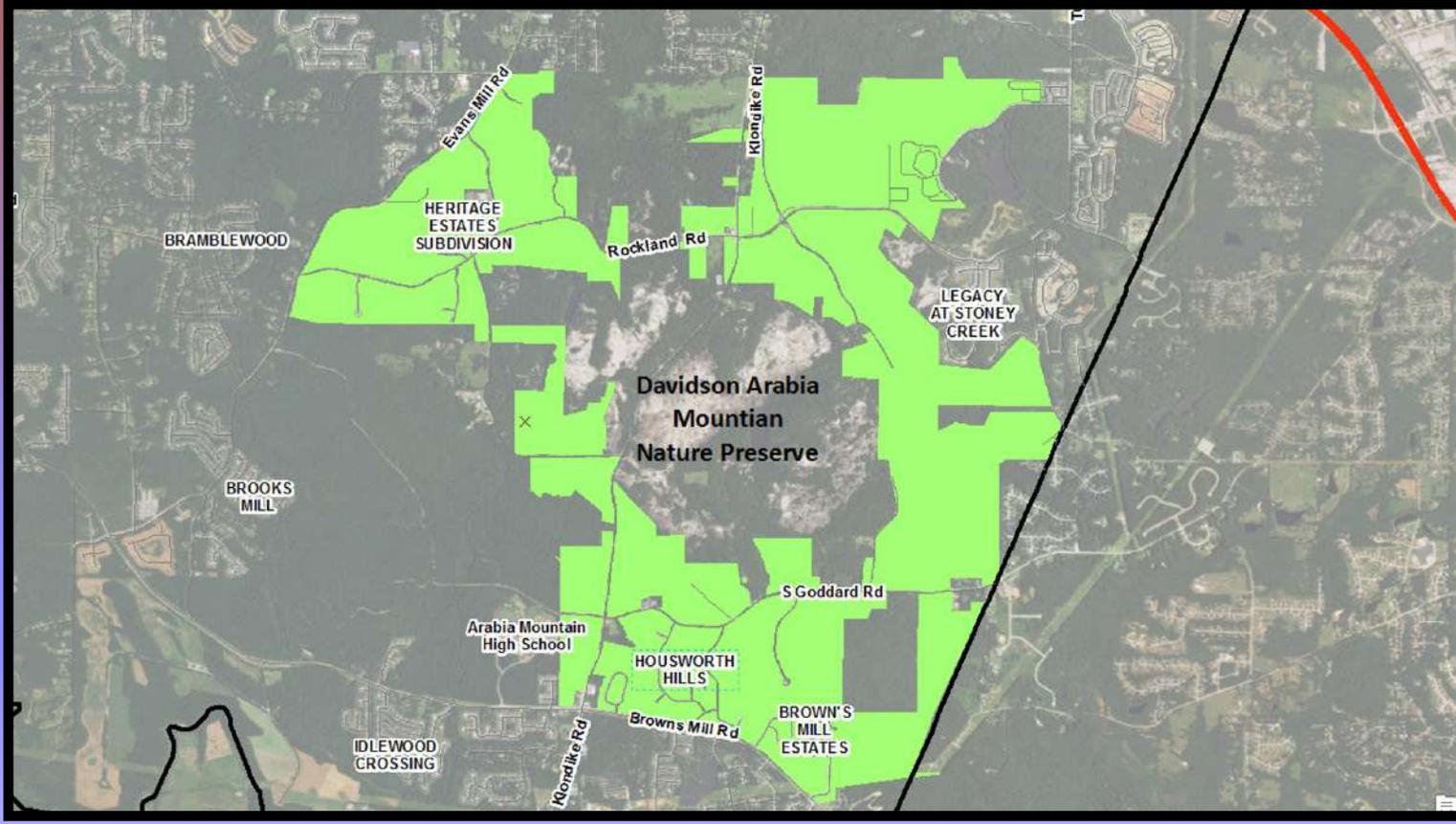
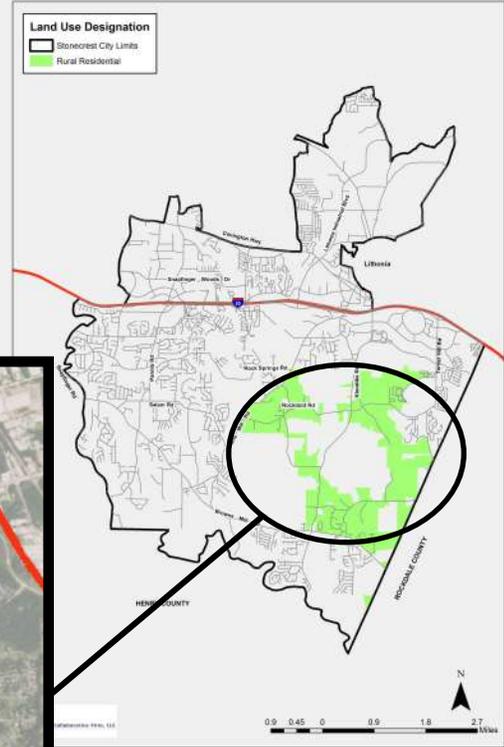
The purpose of the Rural Residential category is to provide for areas that are suitable for low-density housing with densities of up to four (4) dwelling units per acre. Single-family detached housing is the most appropriate type of development for this district. Stable Low-Density Residential Districts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





COMPREHENSIVE PLAN ELEMENTS

LAND USE

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



zillow.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.



COMPREHENSIVE PLAN ELEMENTS

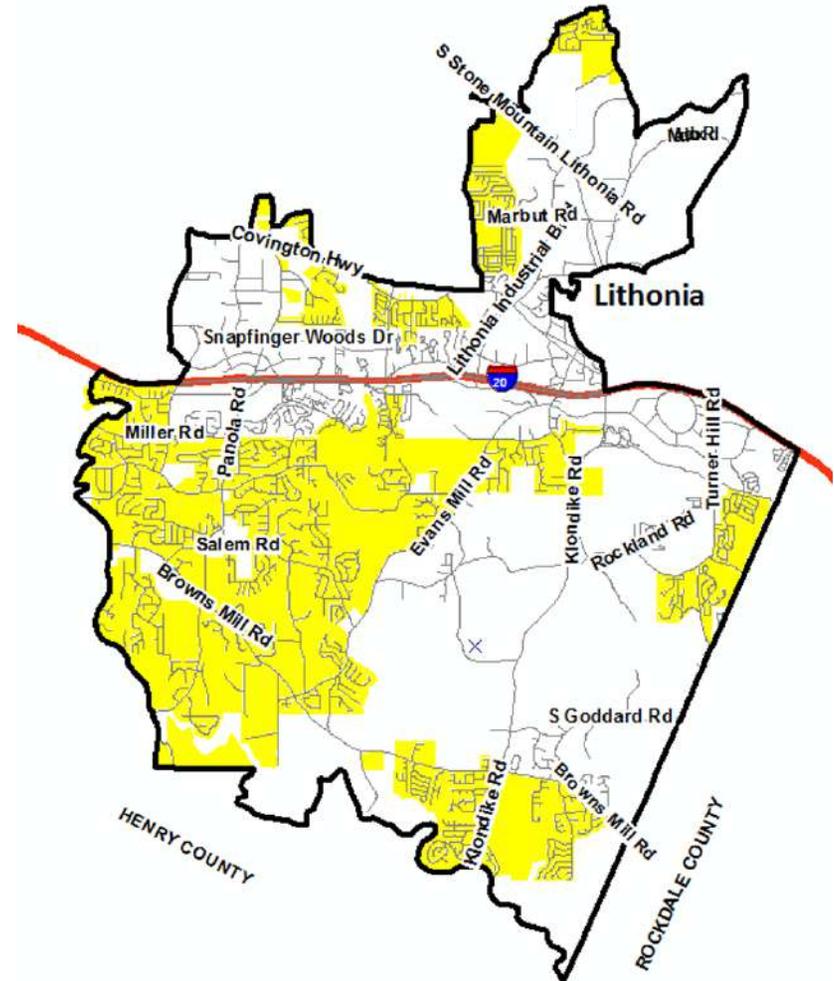
LAND USE

Suburban Neighborhood (SN)

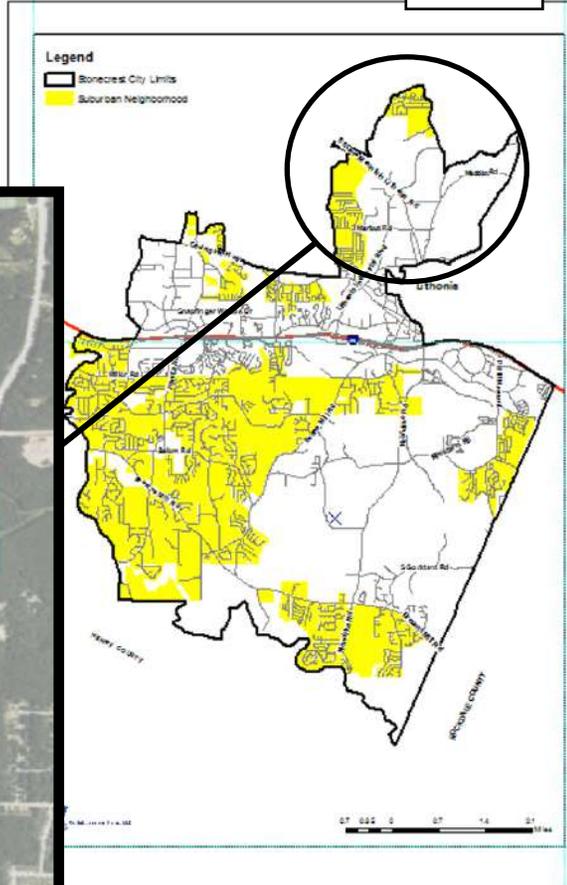
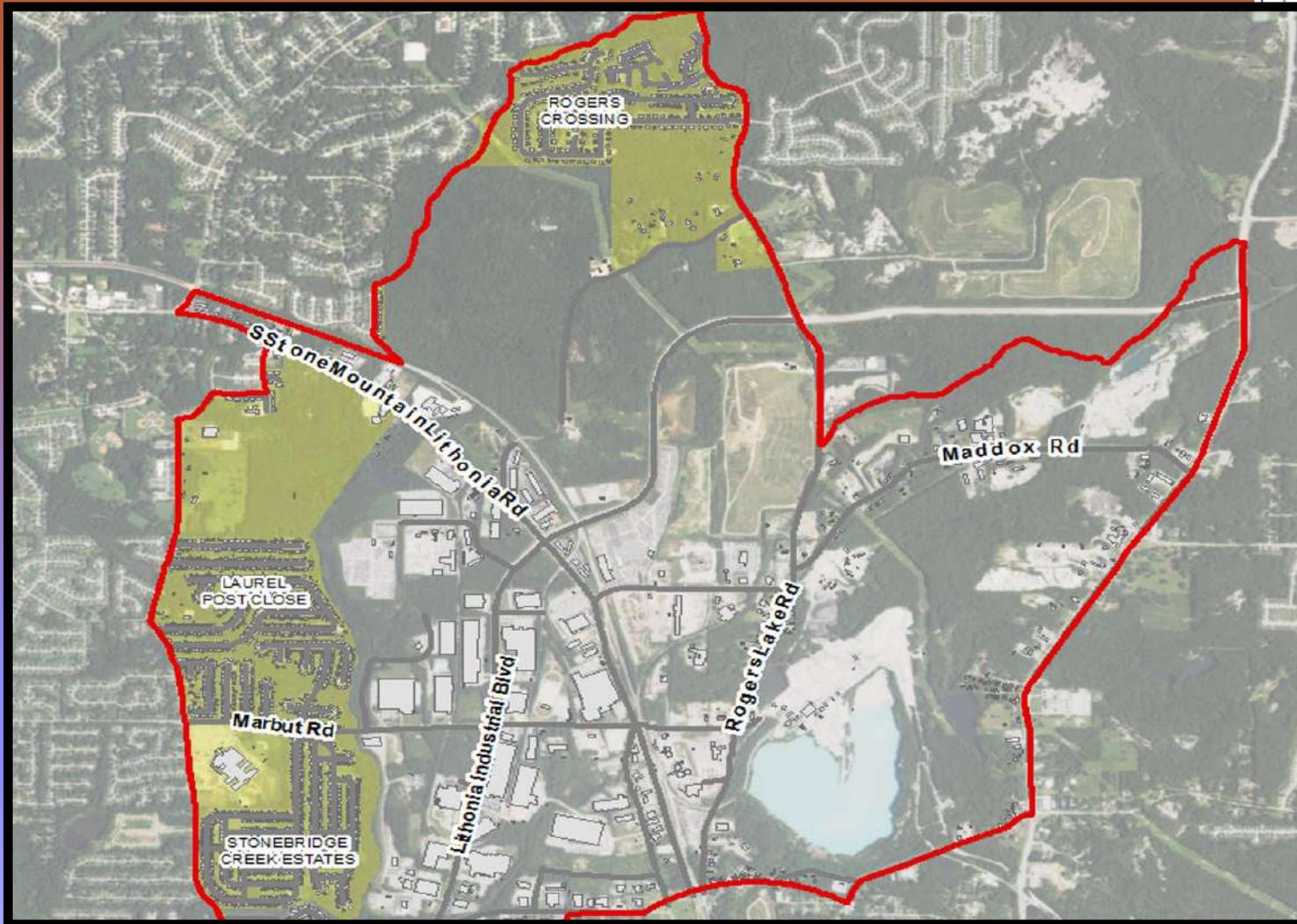
The intent of the Suburban Neighborhood character area is to recognize those areas of the city that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. These areas include those developed (built out) and those under 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

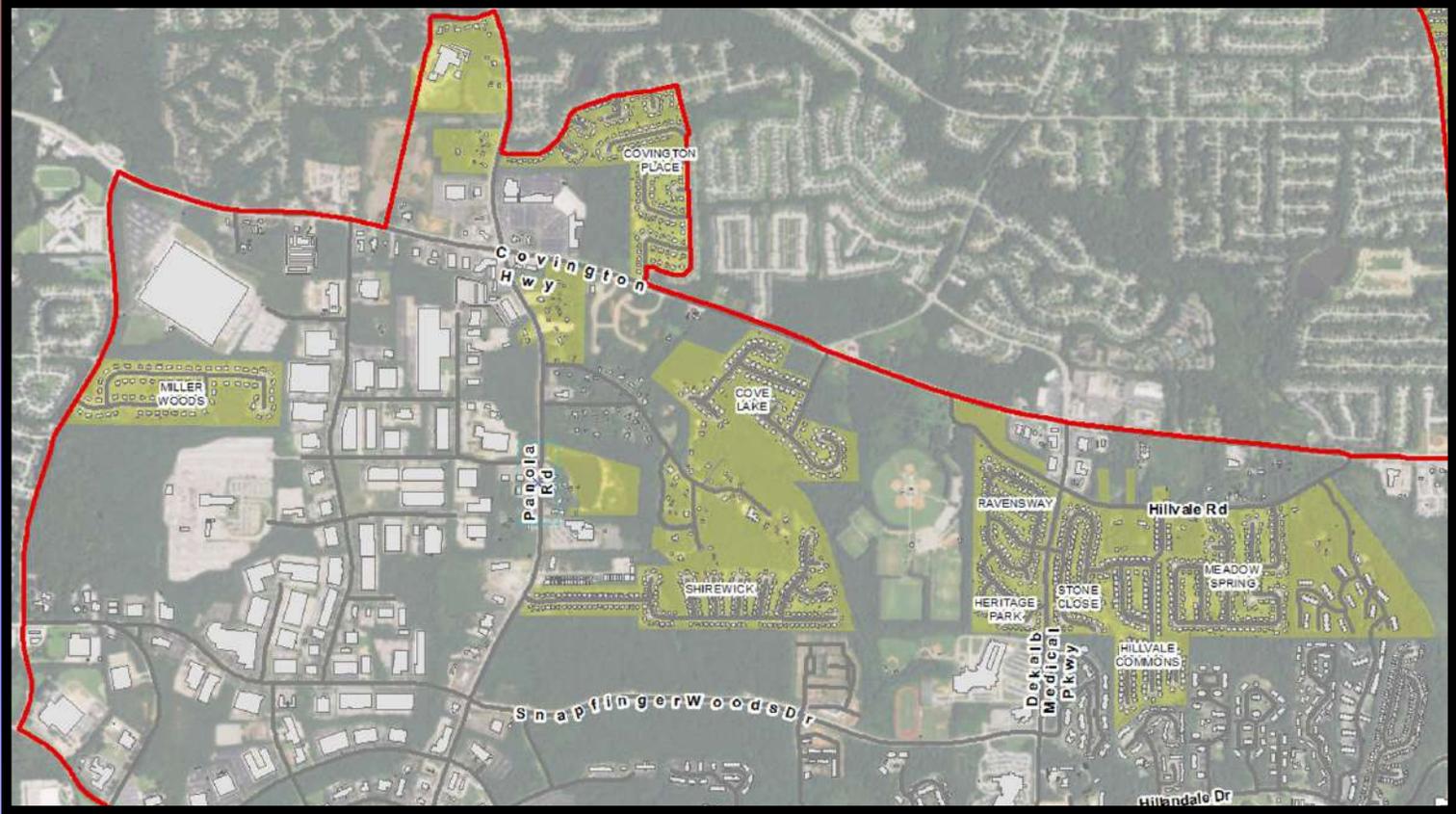
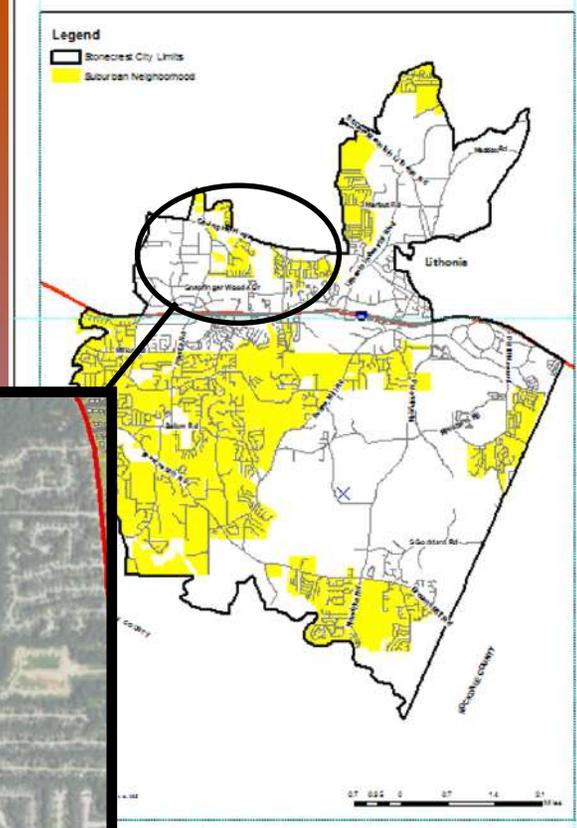


Suburban Neighborhood (SN)



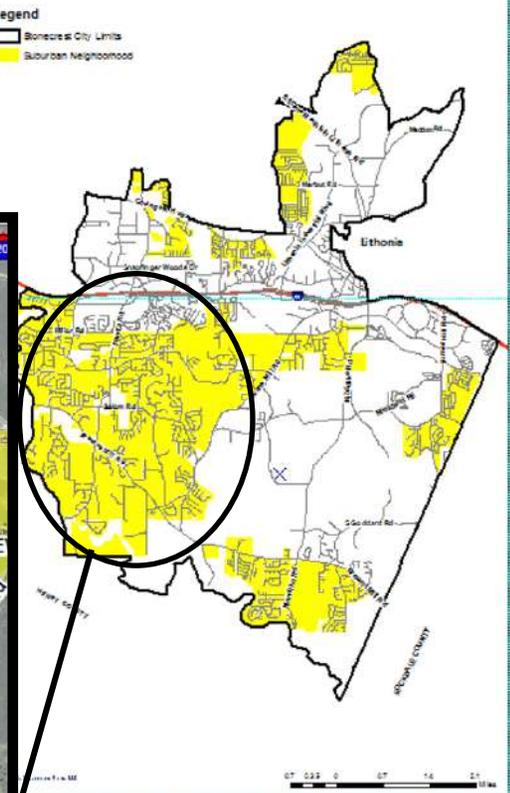
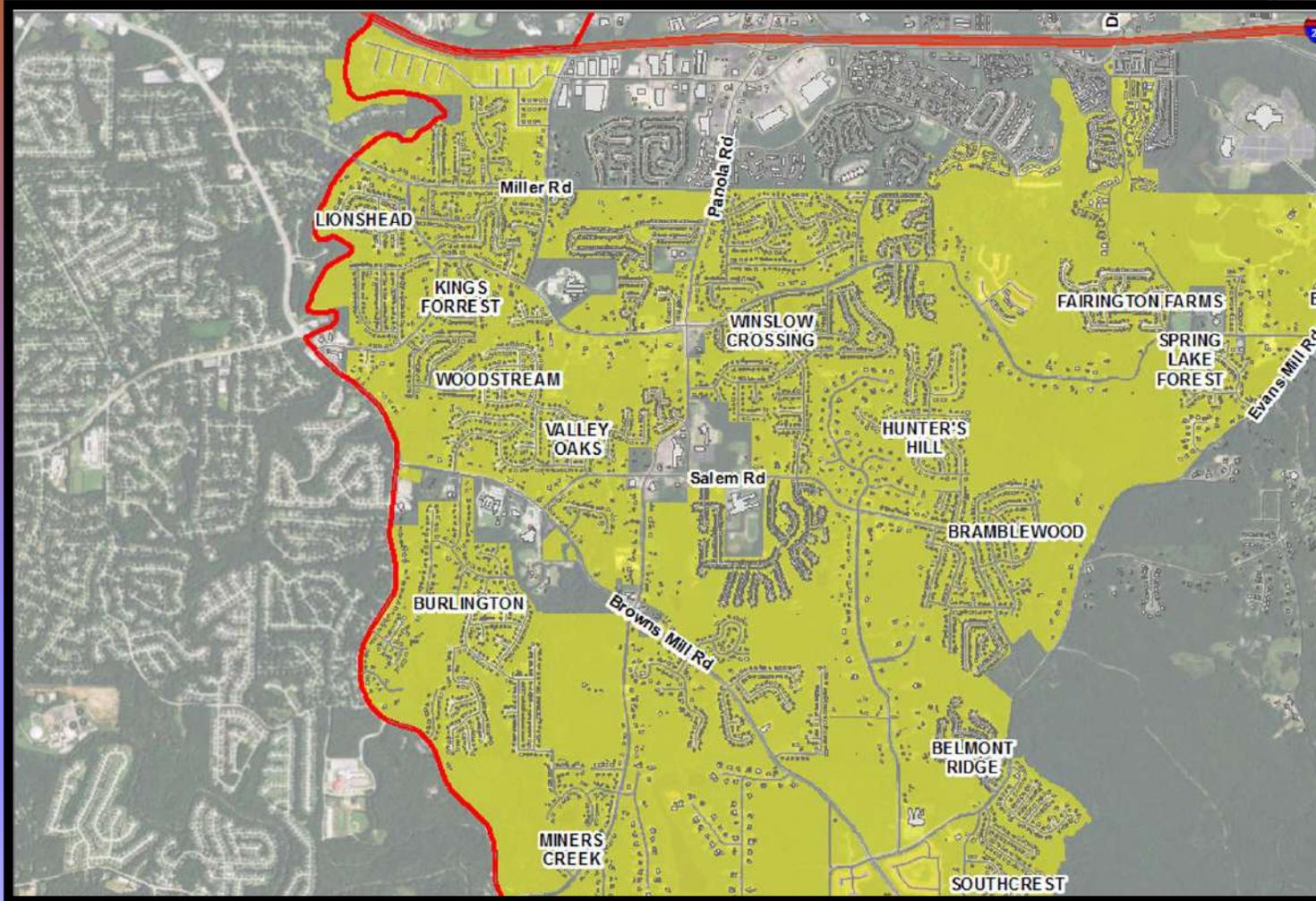
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Suburban Neighborhood (SN)

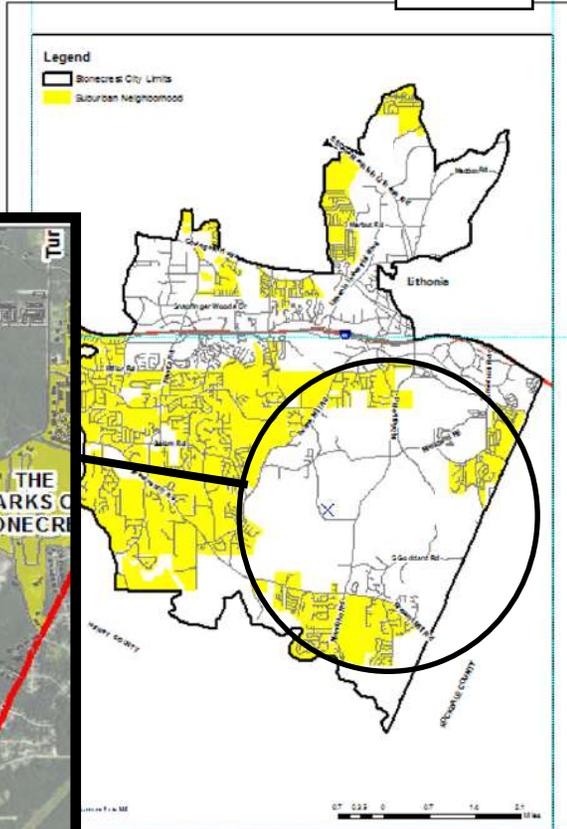
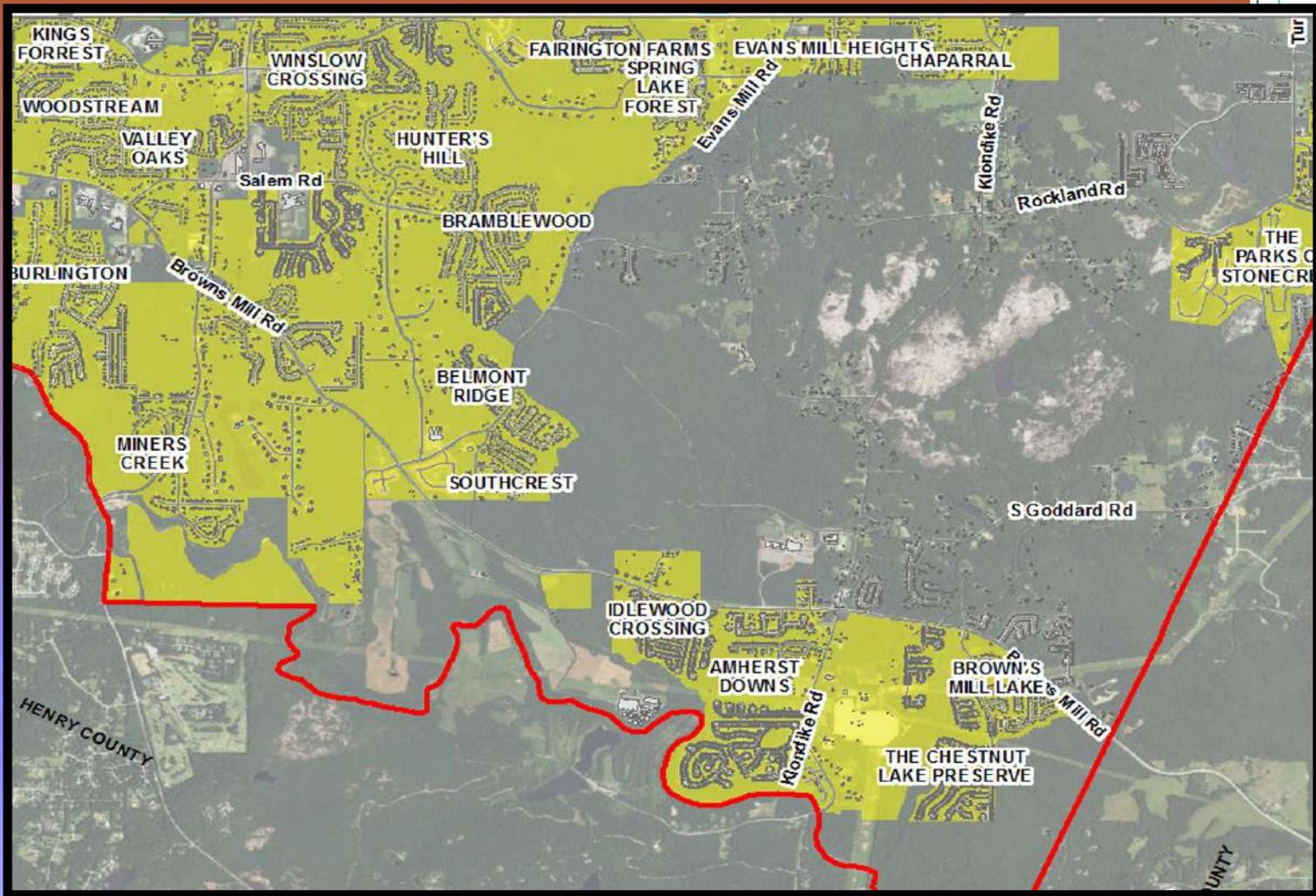


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Suburban Neighborhood (SN)



Suburban Neighborhood (SN)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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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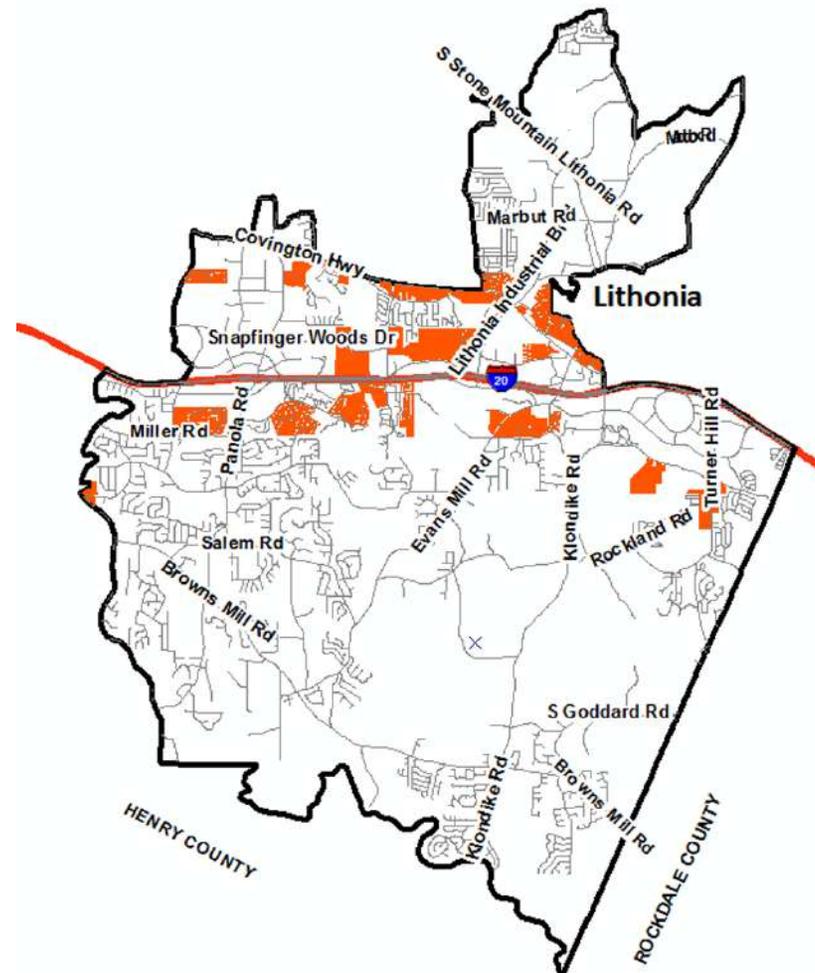


COMPREHENSIVE PLAN ELEMENTS

LAND USE

Urban Neighborhood (UN) Character Area

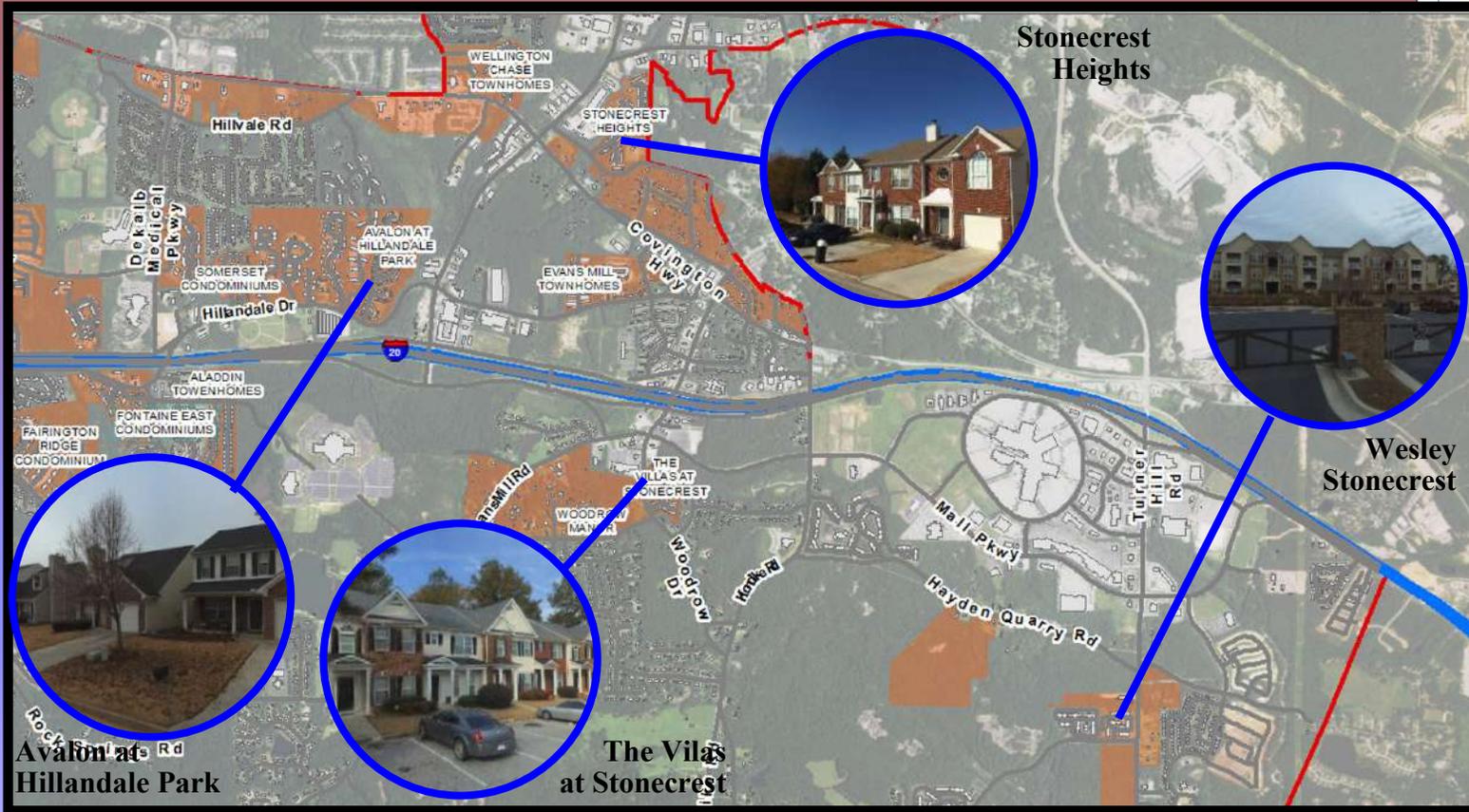
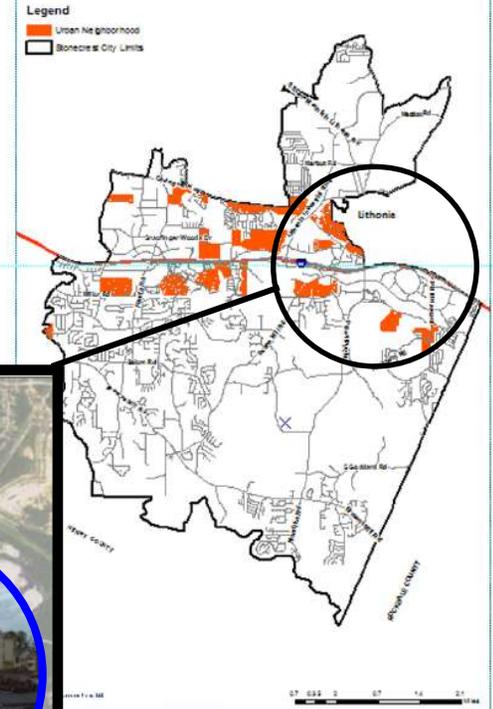
The intent of the Urban Neighborhood Character Area is to preserve the style and appeal of older compact pedestrian-friendly neighborhoods and communities. The characteristics include higher pedestrian orientation, sidewalks and more grid-like street patterns. They have on-street parking, small, regular 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

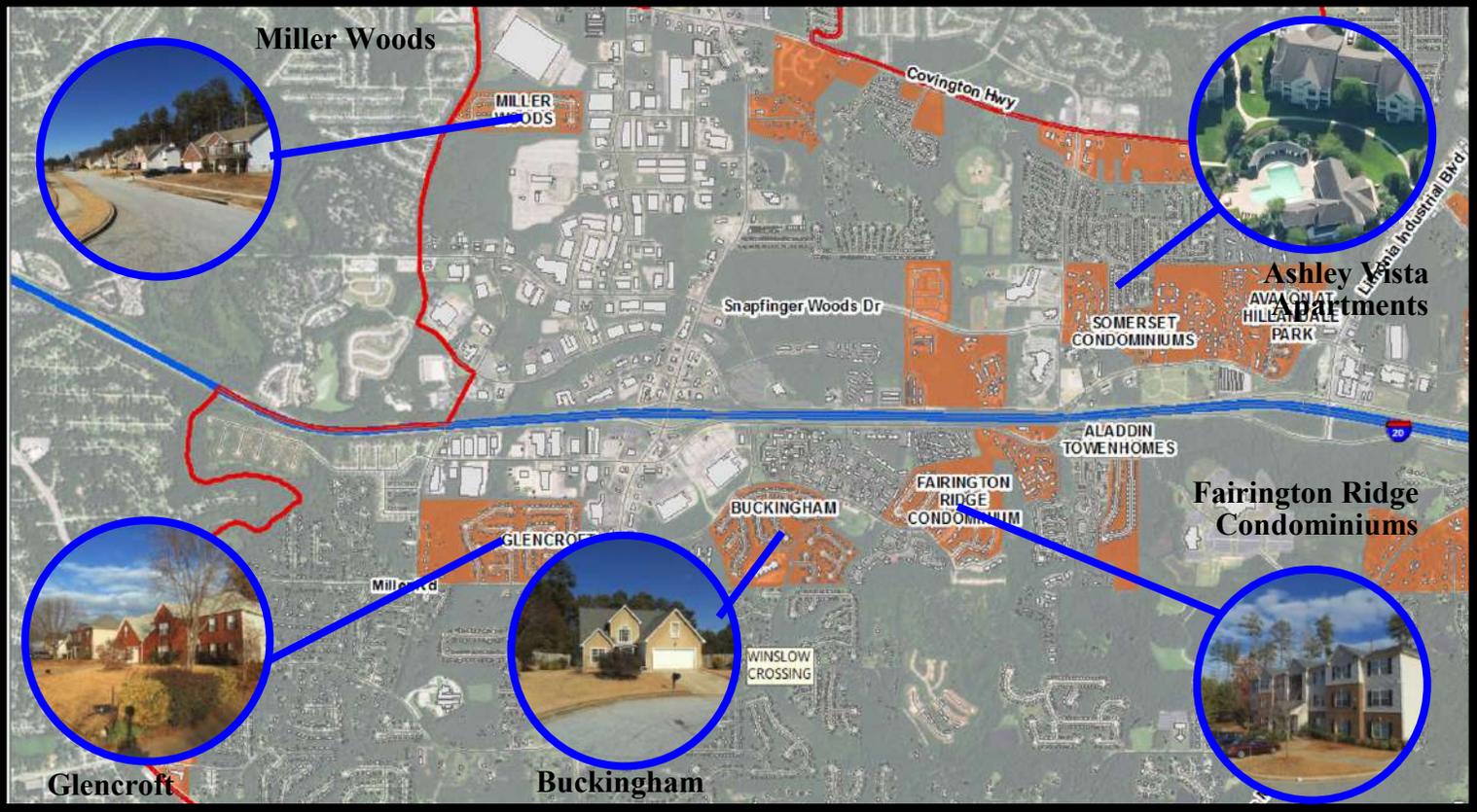
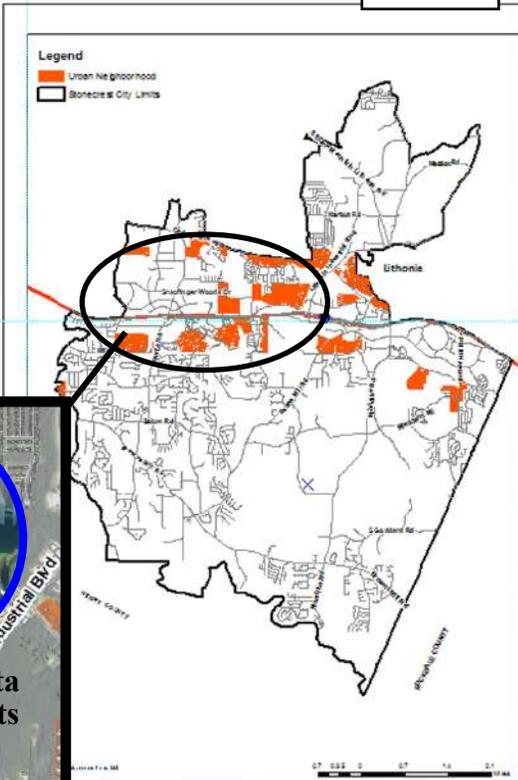
- Winding Glen/Winding Grove Drive
- Hillandale Park Drive
- Buckingham Neighborhood
- Phillip Bradley Drive
- Villas at Stonecrest
- Farrington Village
- Farrington Club Drive

Urban Neighborhood (UN)



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Urban Neighborhood (UN)



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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



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



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 of 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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COMPREHENSIVE PLAN ELEMENTS

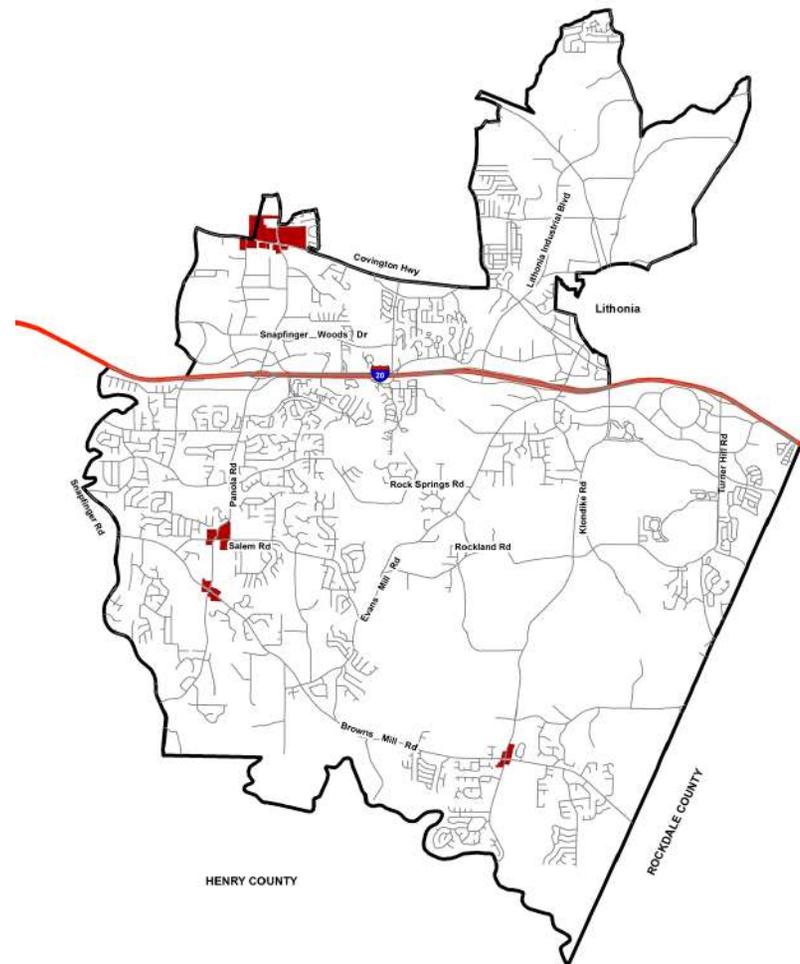
LAND USE

Neighborhood Center (NC)

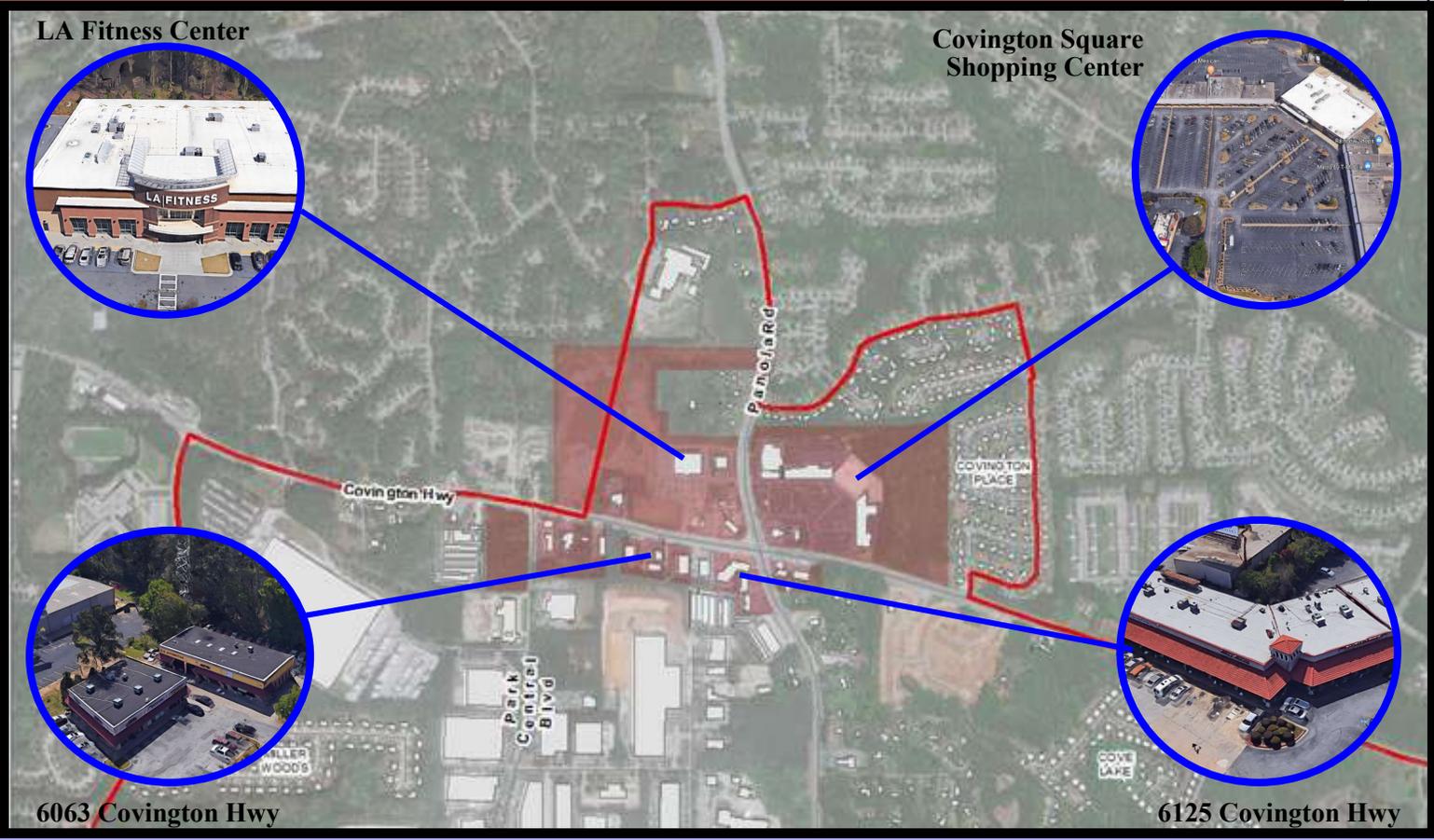
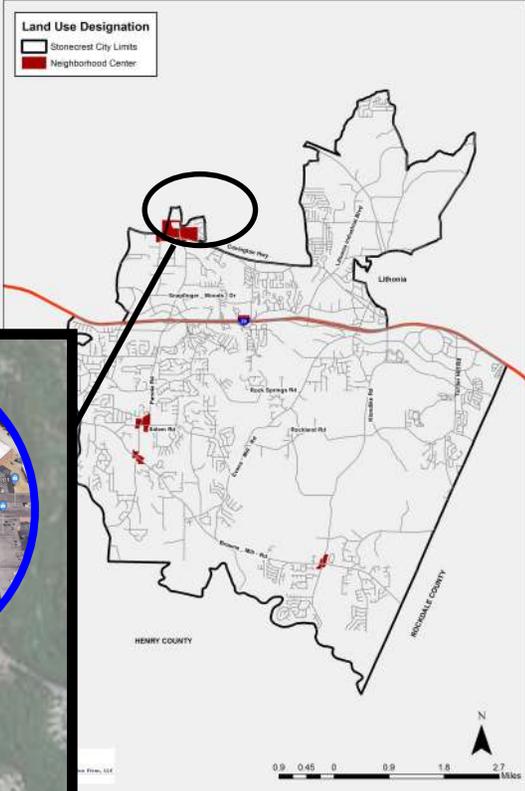
The intent of the Neighborhood Center Character Area is to identify areas that can serve everyday local neighborhood needs, for goods and services. These areas shall complement the character of neighborhoods and have locations that promote walkability, reduce automobile travel, and increase transit usage. 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

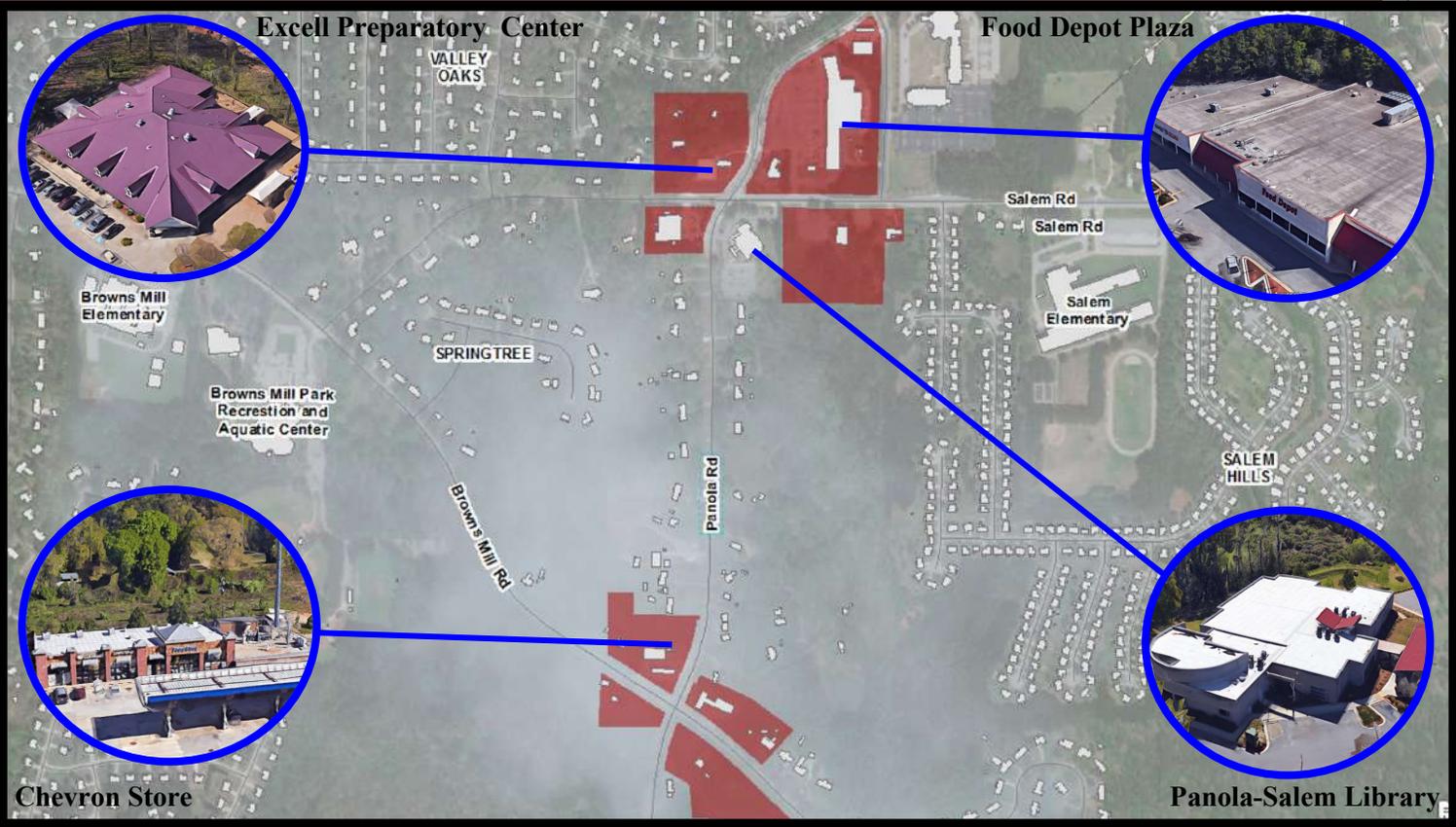
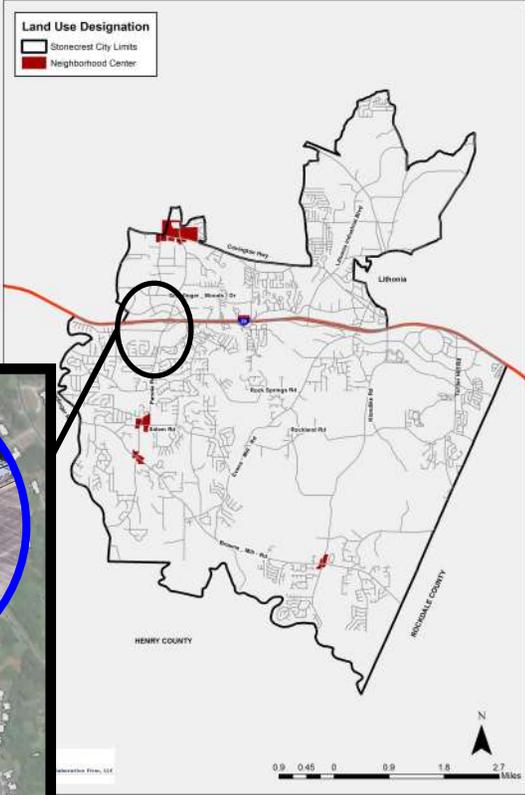


Neighborhood Center (NC)



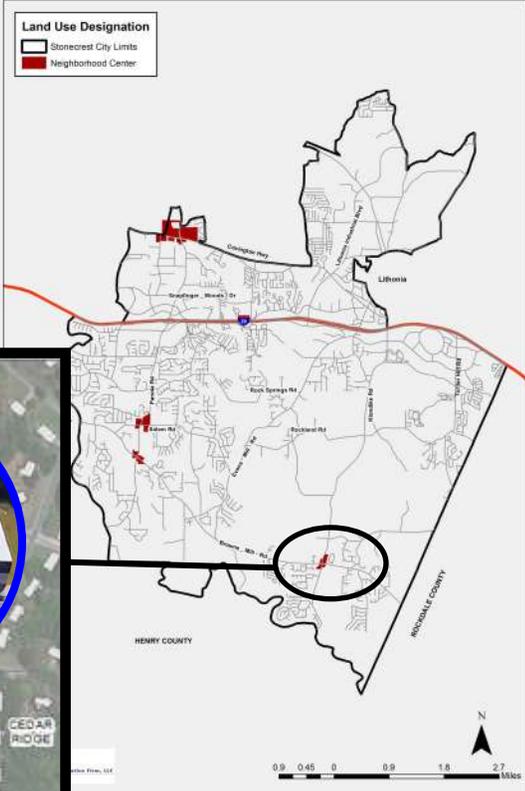
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Neighborhood Center (NC)



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Neighborhood Center (NC)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

Neighborhood Center Primary Land Uses

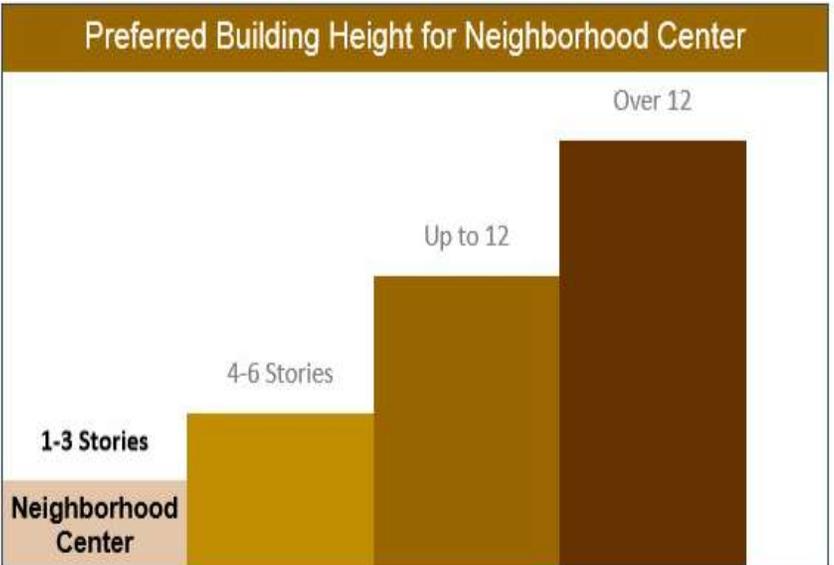
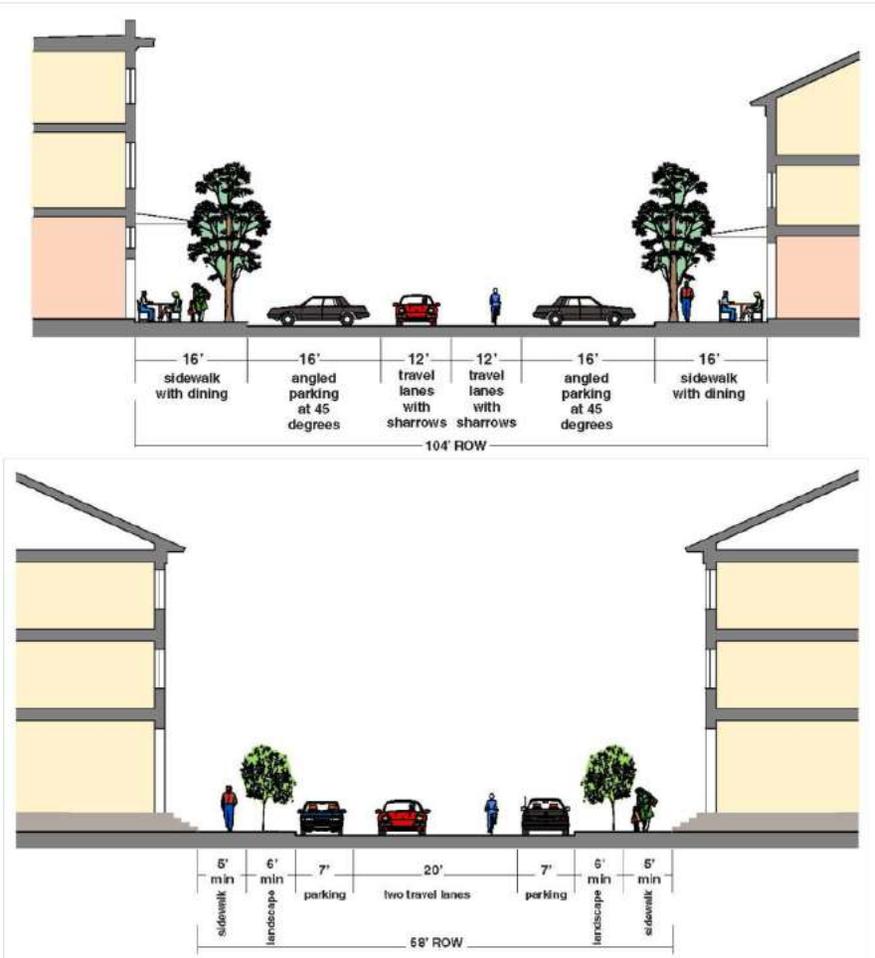
Townhouses
4-8 Story Condominiums and Lofts
Healthcare Facilities
Small scale Retail and Commercial
Office
Institutional Uses
Entertainment and Cultural Facilities
Parks and Small Scale Recreation Facilities
Public and Civic Facilities



Permitted Zoning in NC Areas
RSM, MR-1, MR-2, MU-1, MU-2, MU-3, NS, C-1, OI, OIT



COMPREHENSIVE PLAN ELEMENTS **LAND USE**



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

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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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COMPREHENSIVE PLAN ELEMENTS

LAND USE

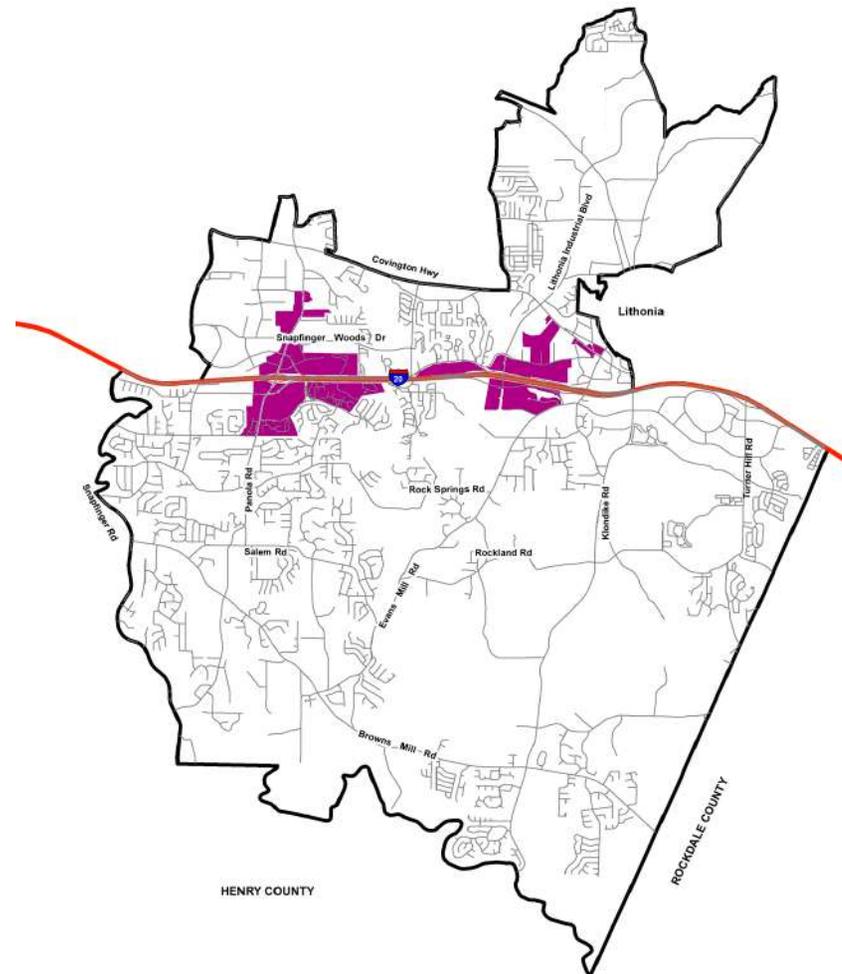
City Center (CC)

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
- Hillendale Road
- Fairington Road
- Panola Road and I-20
- Stewart Lake Court

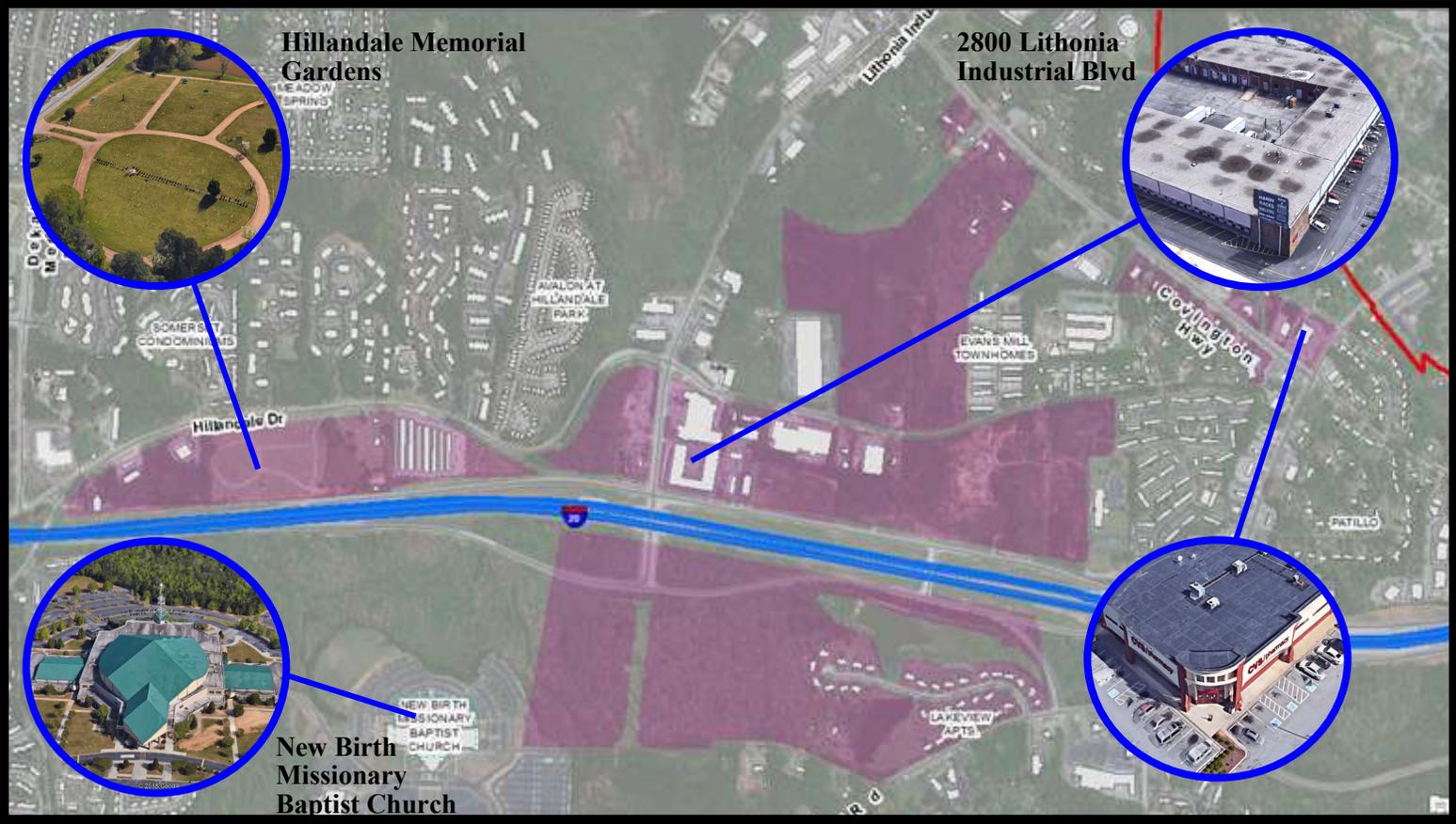
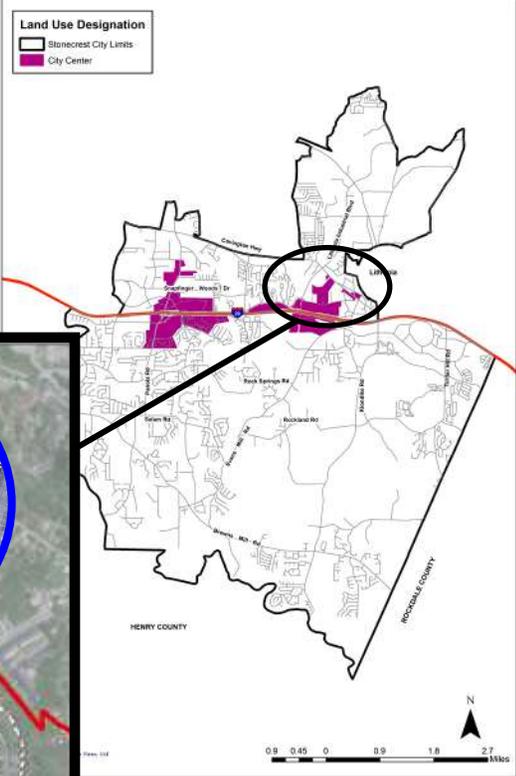


City Center (CC)



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City Center (CC)



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City of Stonecrest
Comprehensive Plan 2038

“The City of Innovation and Excellence”



COMPREHENSIVE PLAN ELEMENTS

LAND USE

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



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COMPREHENSIVE PLAN ELEMENTS

LAND USE



Preferred Building Height for City Center



- Design Guidelines**
- Setbacks** - Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers may be required.
 - Buffers** - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
 - 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.



COMPREHENSIVE PLAN ELEMENTS

LAND USE

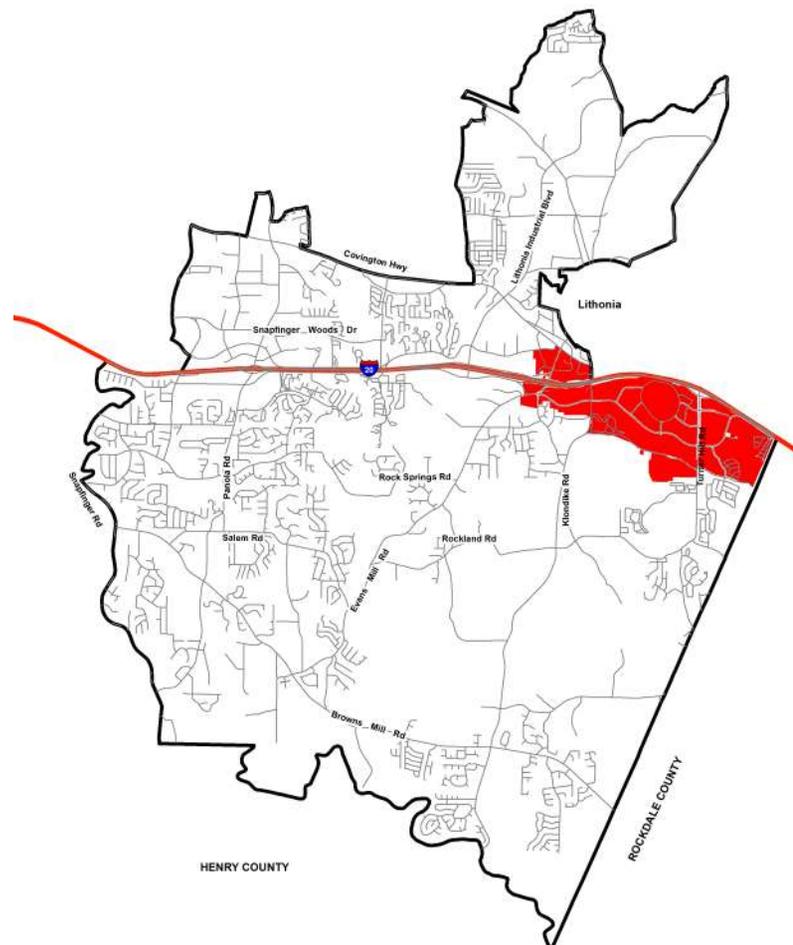
Regional Center (RC)

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.

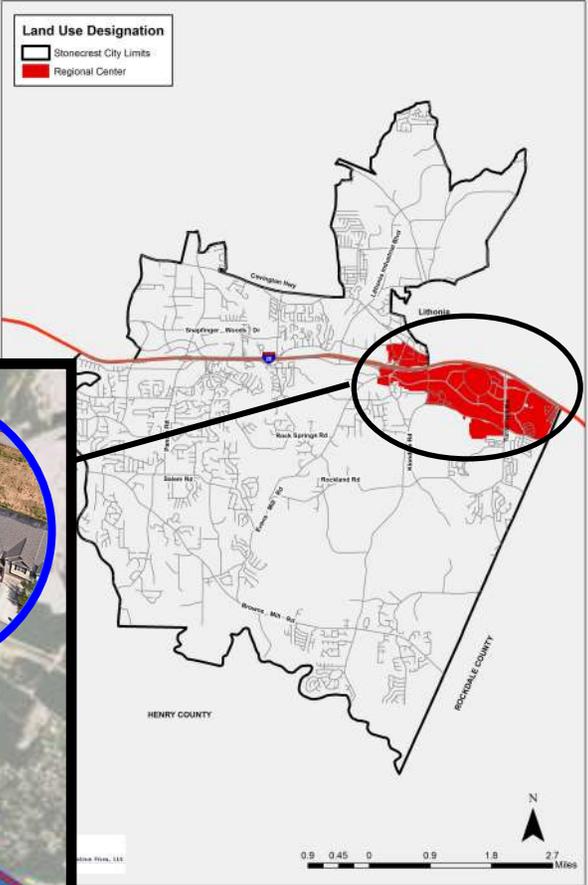
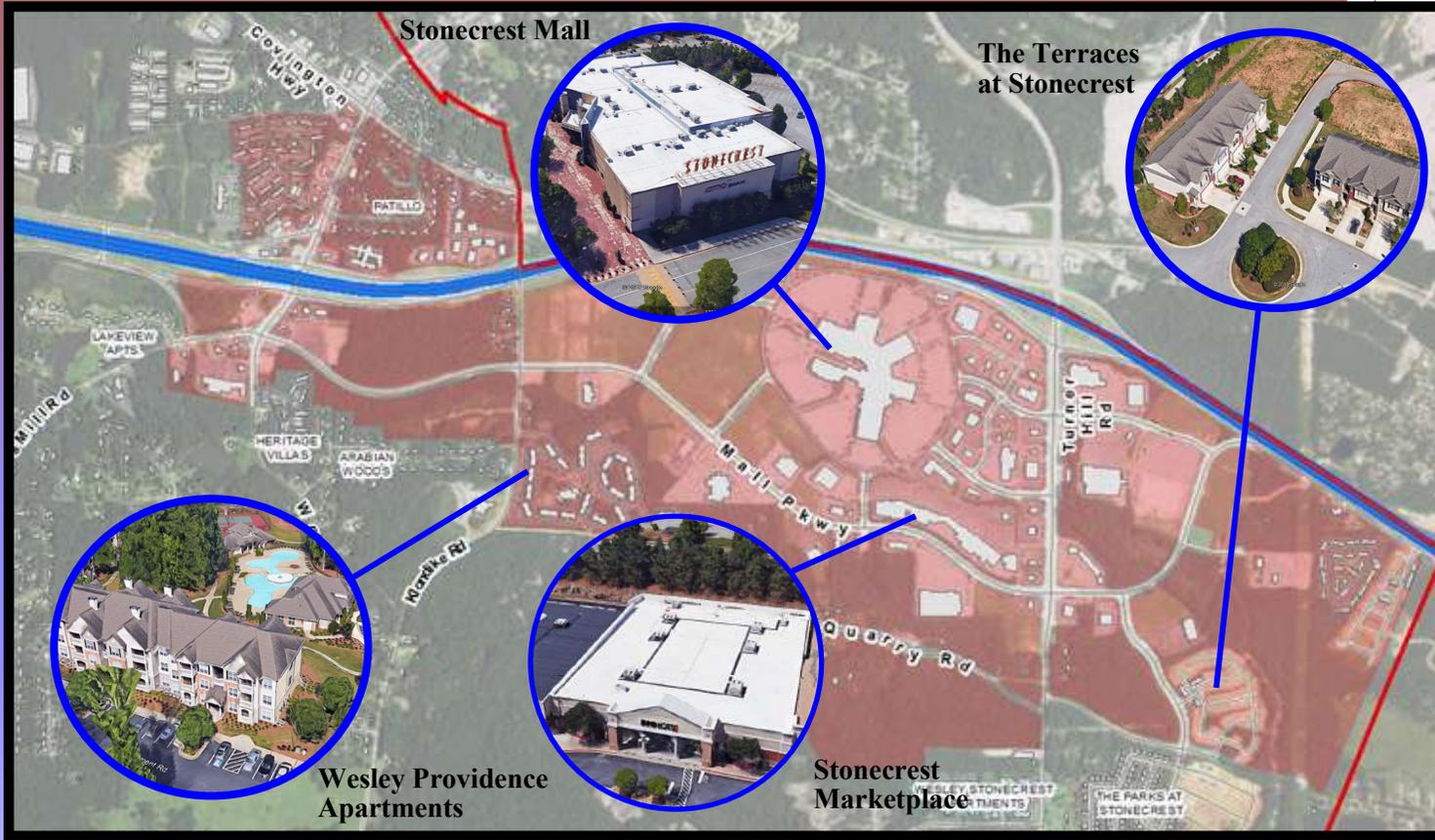
Regional Center Character Area Locations

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



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Regional Center (RC)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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



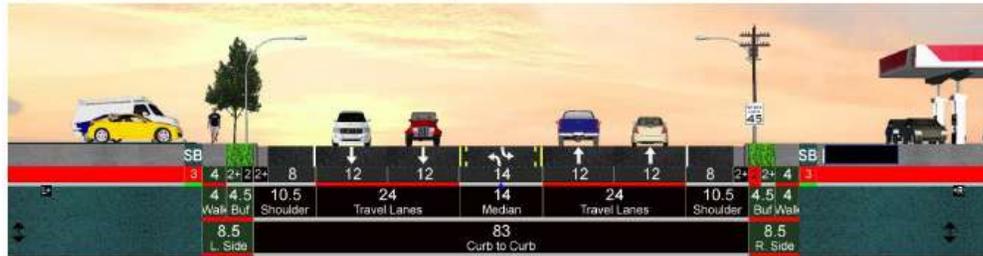
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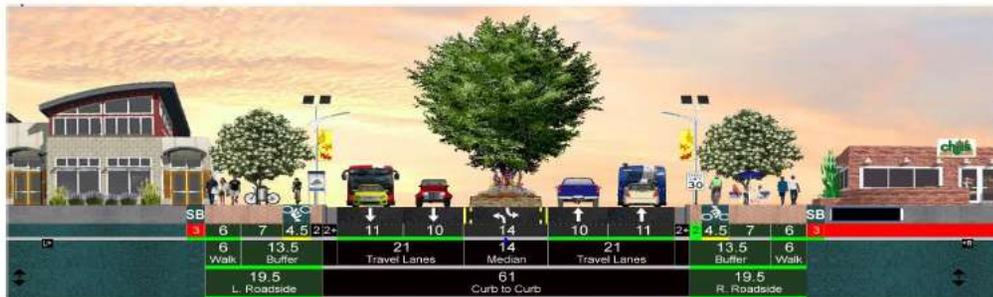
COMPREHENSIVE PLAN ELEMENTS

LAND USE

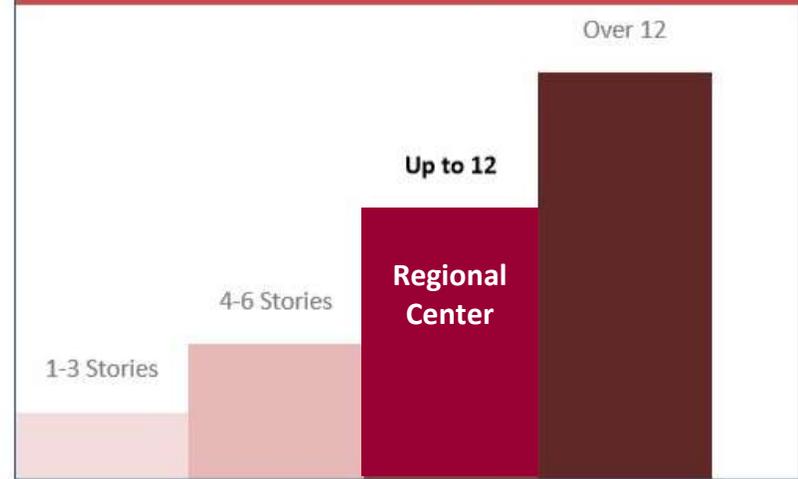
Existing Mall Boulevard (Collector)



Revised Mall Boulevard



Preferred Building Height for Regional 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.

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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COMPREHENSIVE PLAN ELEMENTS

LAND USE

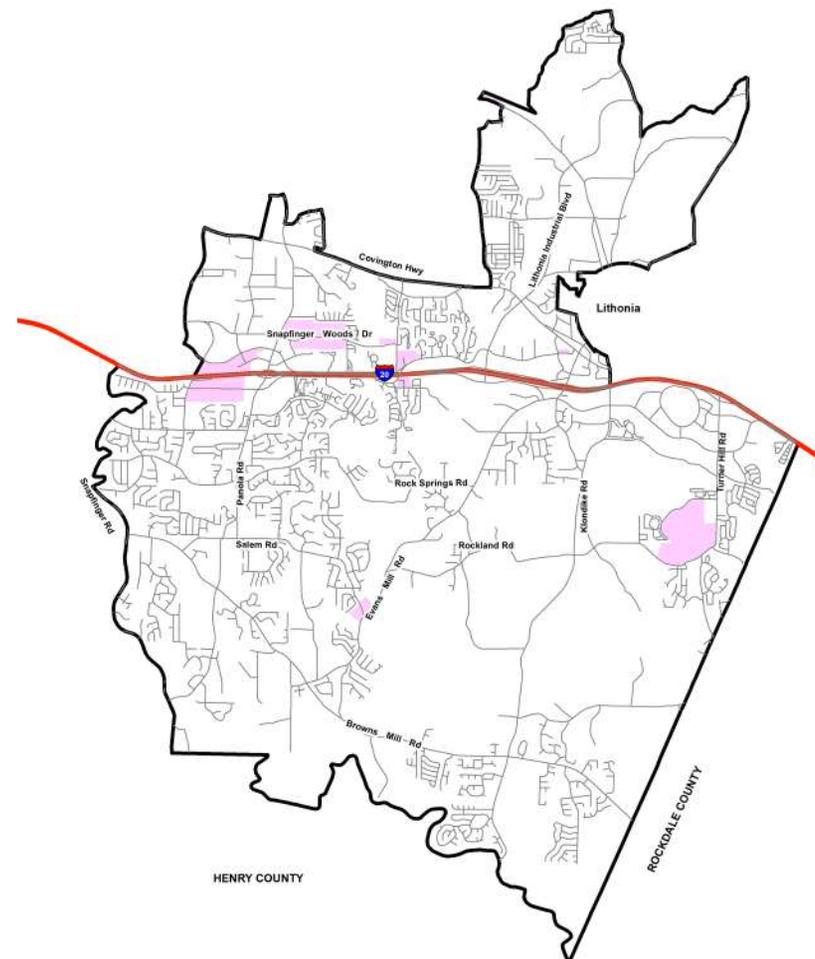
Office Professional (OP)

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.

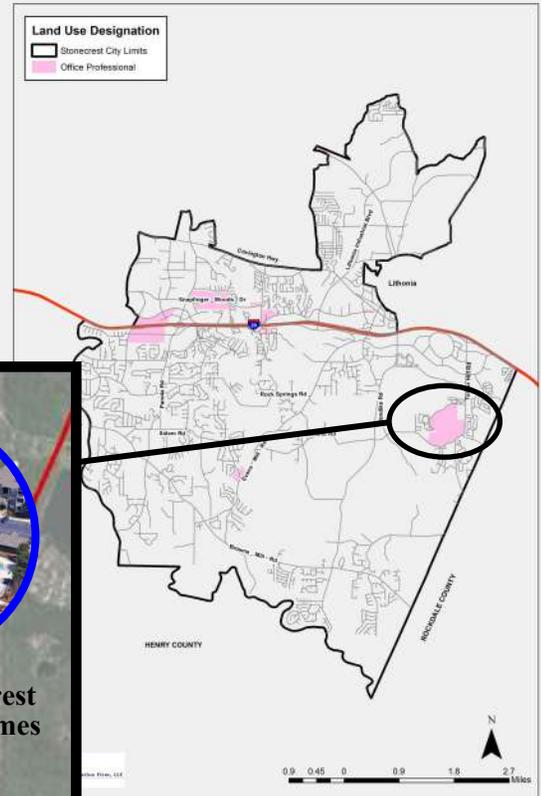
This Character Area could support multi-family uses in a mixed use environment as well as supporting commercial uses. The locations are characterized with ornate landscaping and public open spaces for employees and patrons. They are often located in close proximity to highly classified traffic arteries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

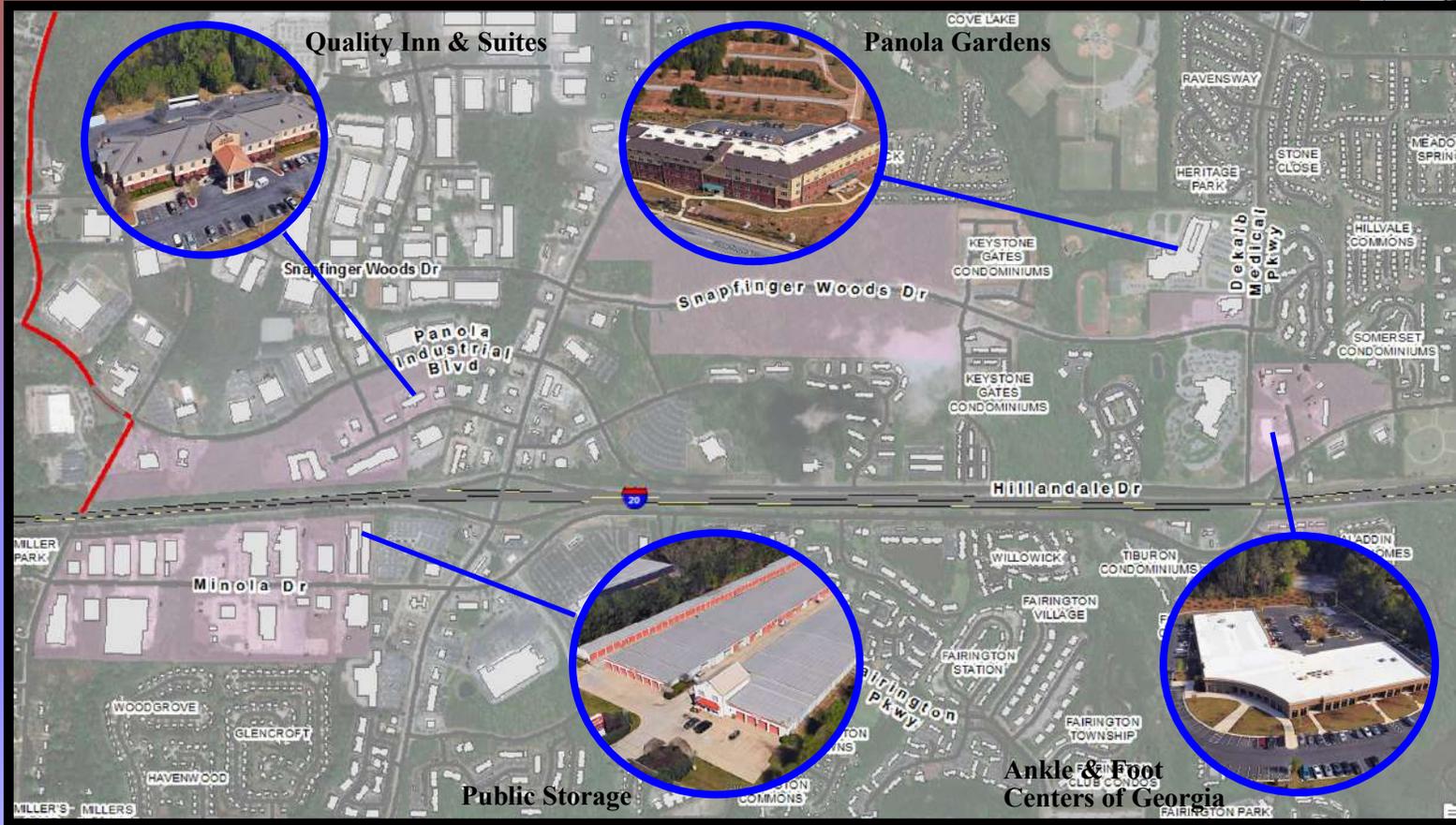
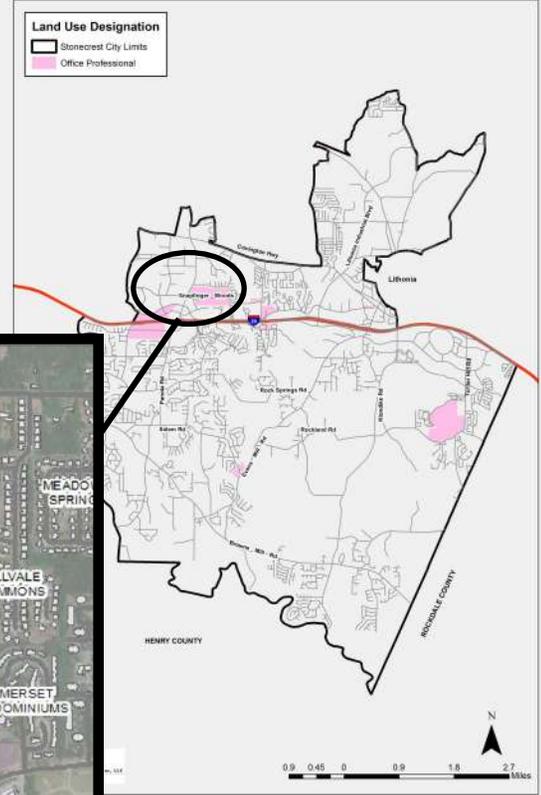


Office Professional (OP)



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Office Professional (OP)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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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COMPREHENSIVE PLAN ELEMENTS

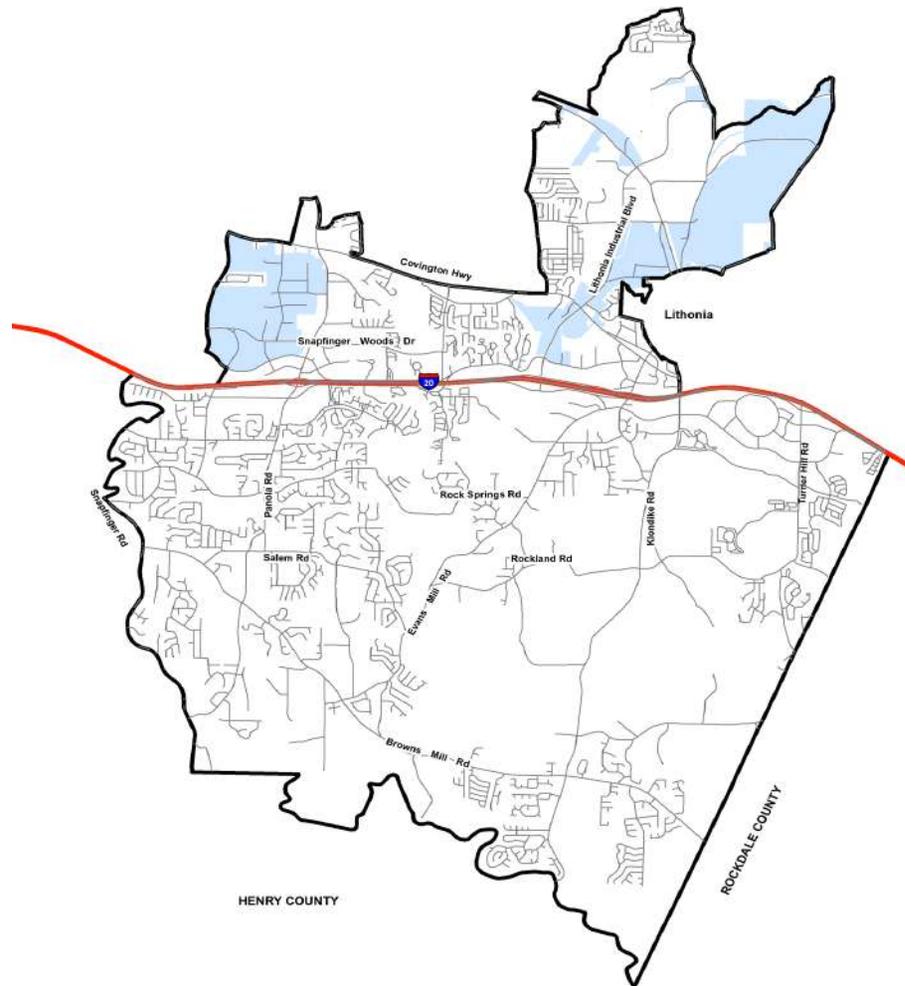
LAND USE

Light Industrial (M-LI)

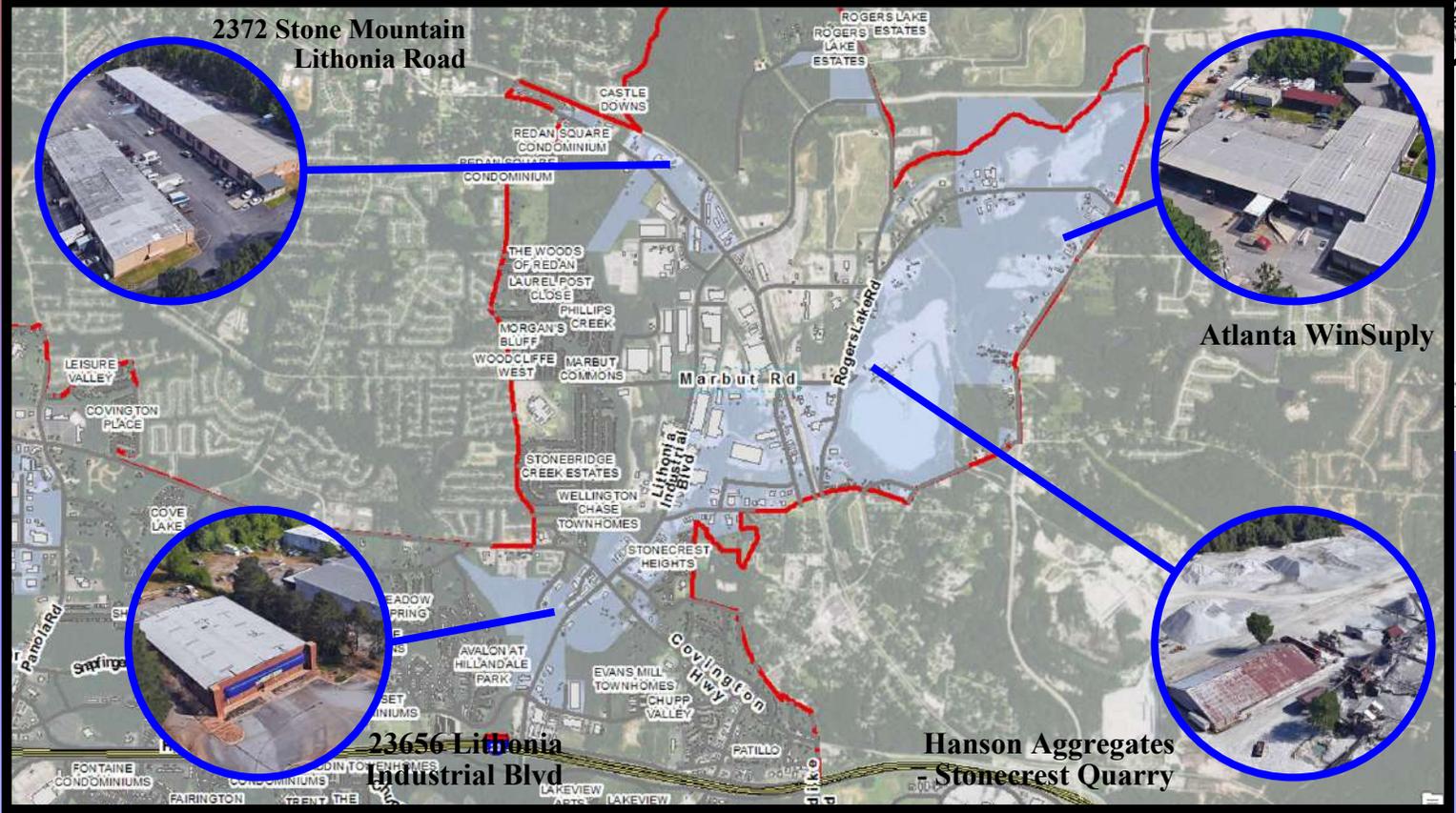
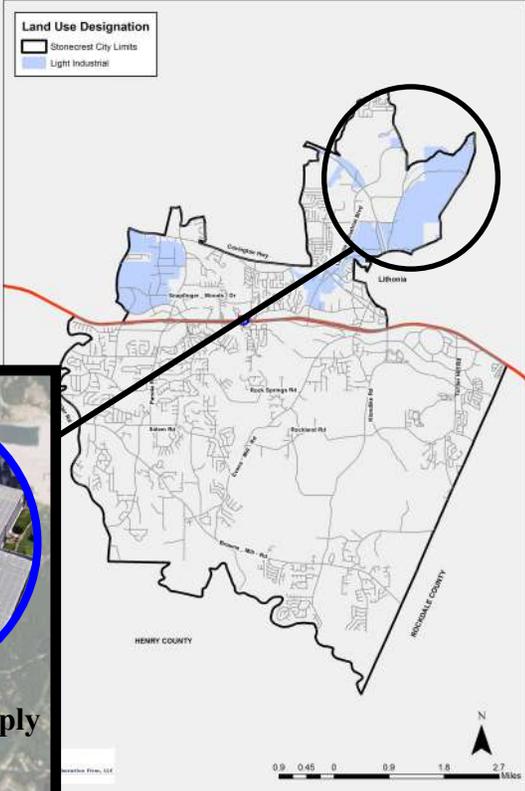
The intent of the Light Industrial Character Area is to identify areas that are appropriate for industrial type uses. The location of these areas shall preserve the appeal and appearance of residential and commercial areas from the prospective intrusion of light industrial land uses. These areas consist 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

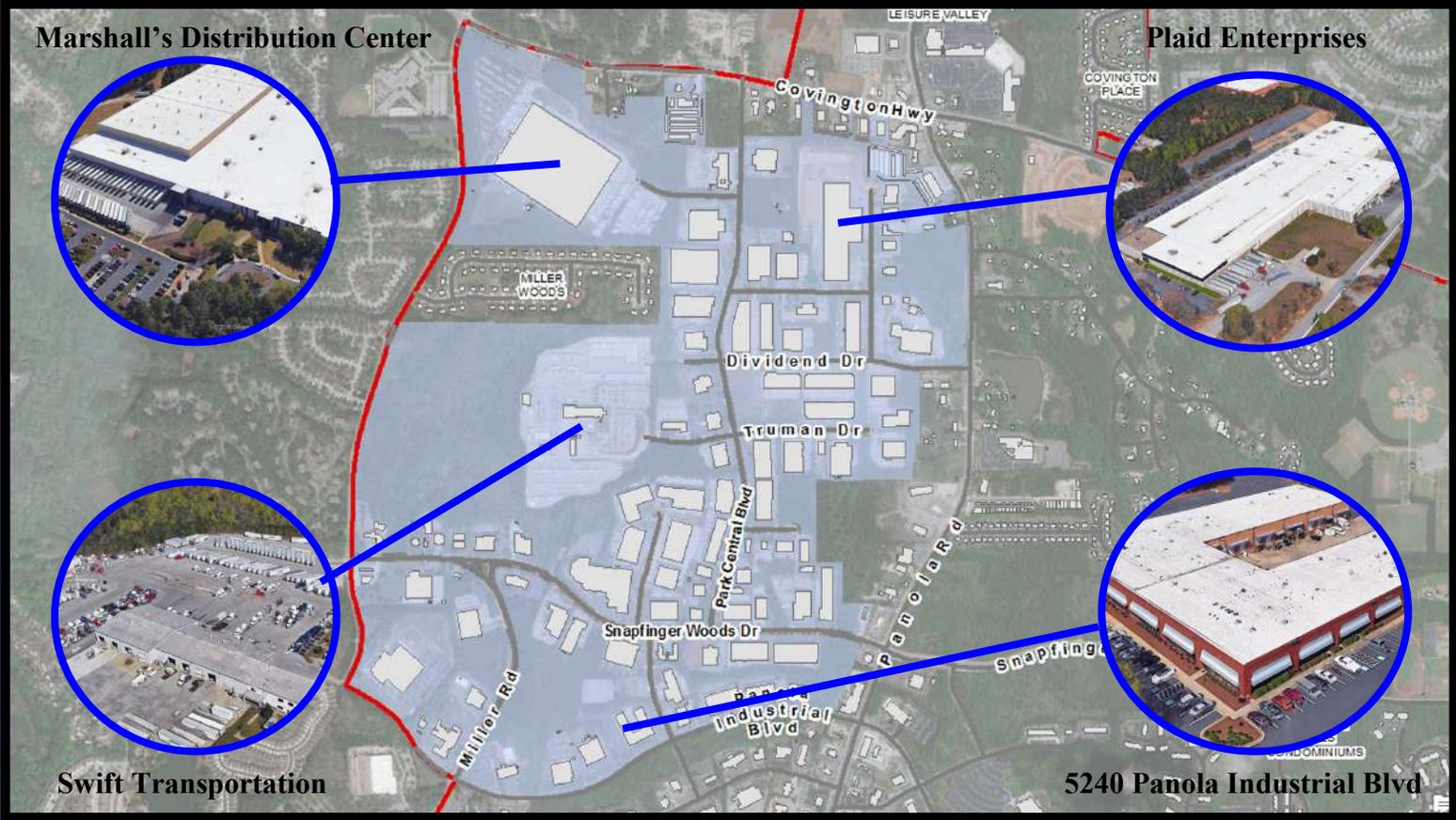
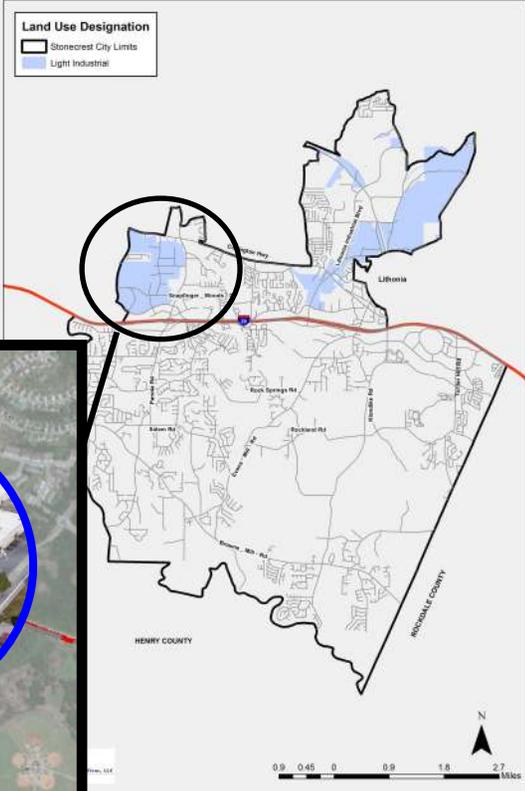


Light Industrial (M-LI)



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Light Industrial (M-LI)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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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COMPREHENSIVE PLAN ELEMENTS

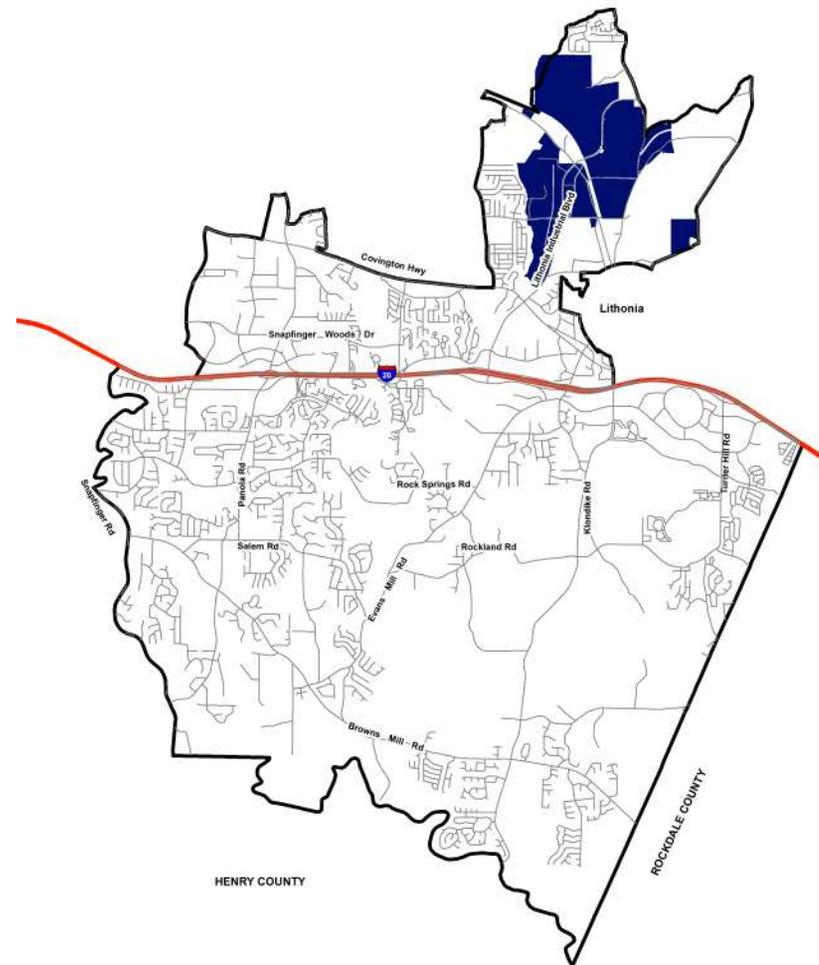
LAND USE

Heavy Industrial (M-HI)

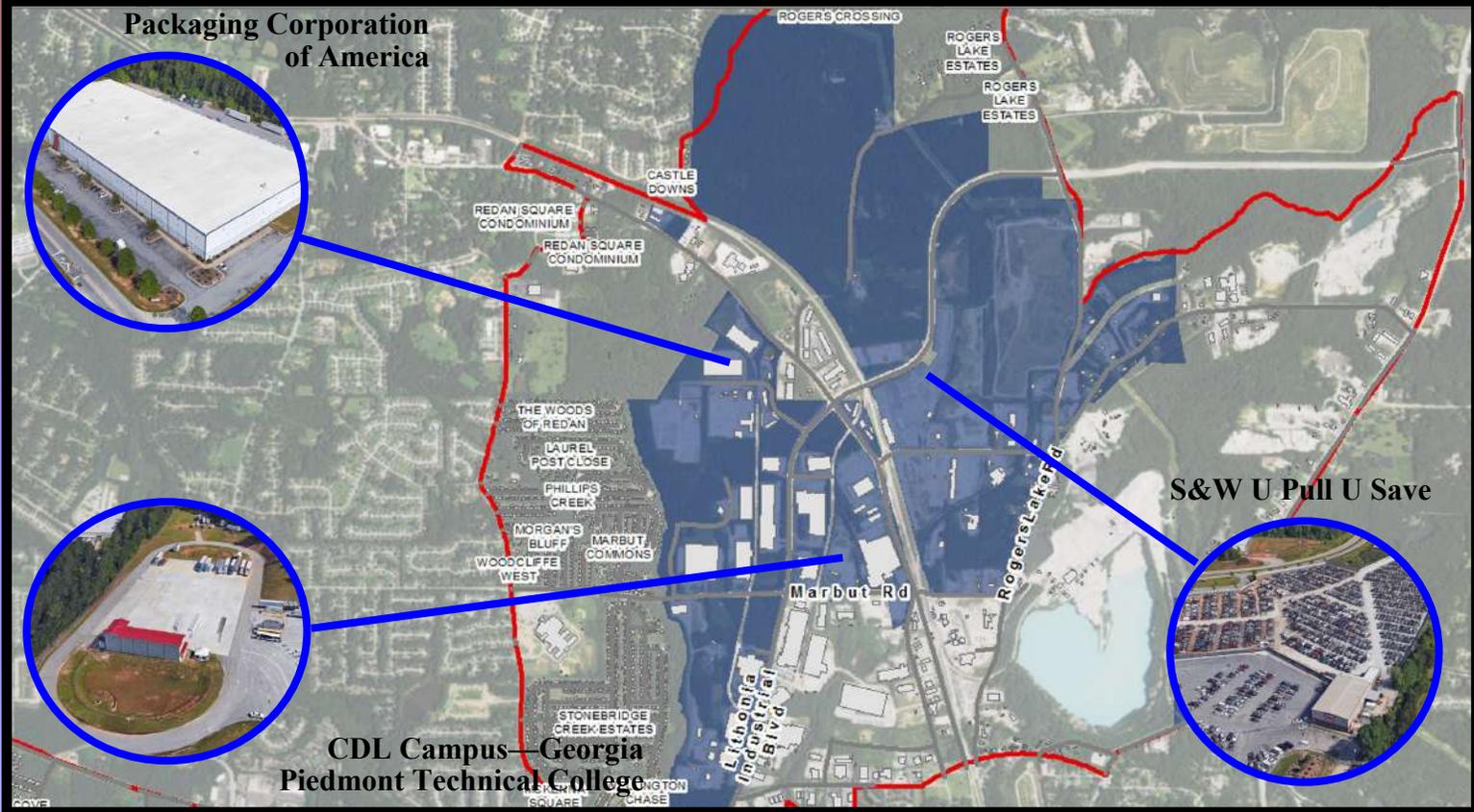
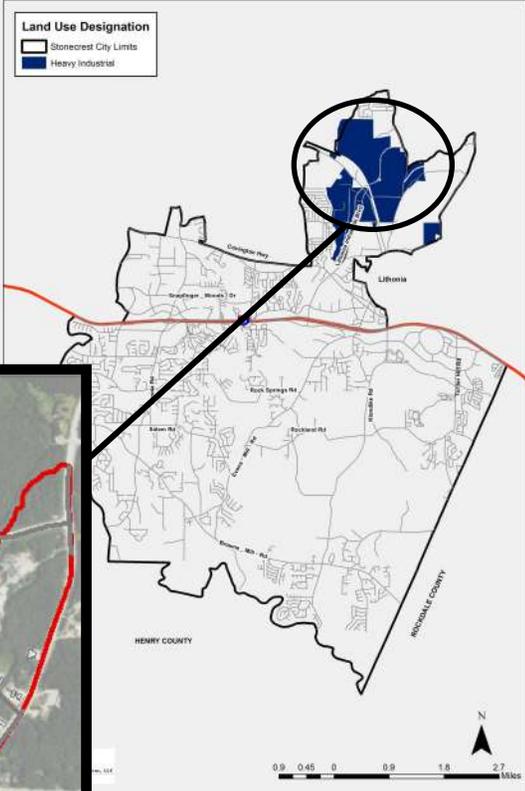
The intent of the Industrial Character Area is to identify areas that are appropriate for more intense land uses that are industrial related. This designation consist of heavy and light industrial classifications. These uses shall be located as such to protect residential and commercial areas from potential 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)



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COMPREHENSIVE PLAN ELEMENTS

LAND USE

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.
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13. **Access Management** - Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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:



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

- 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:



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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.

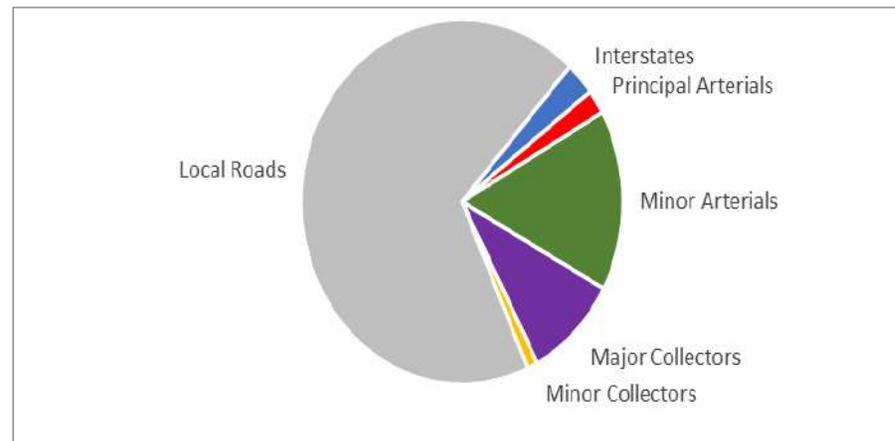


Figure: T-01—Stonecrest Roadway Centerline Miles by Functional Classification

Stonecrest Existing Functional Classification 2018

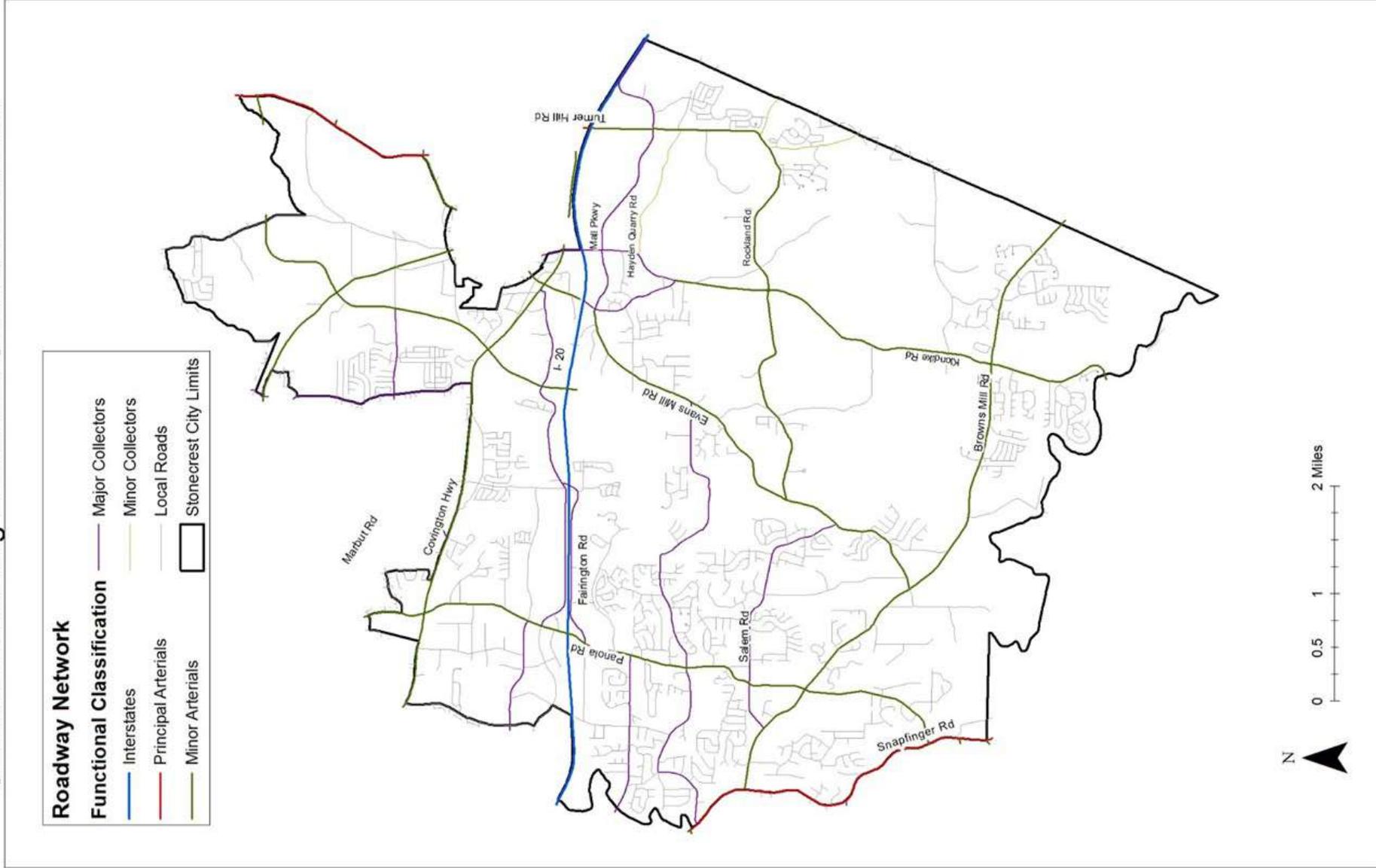


Figure T-02—Stonecrest Existing Functional Classification



COMPREHENSIVE PLAN ELEMENTS **TRANSPORTATION**

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)

Item III. e.

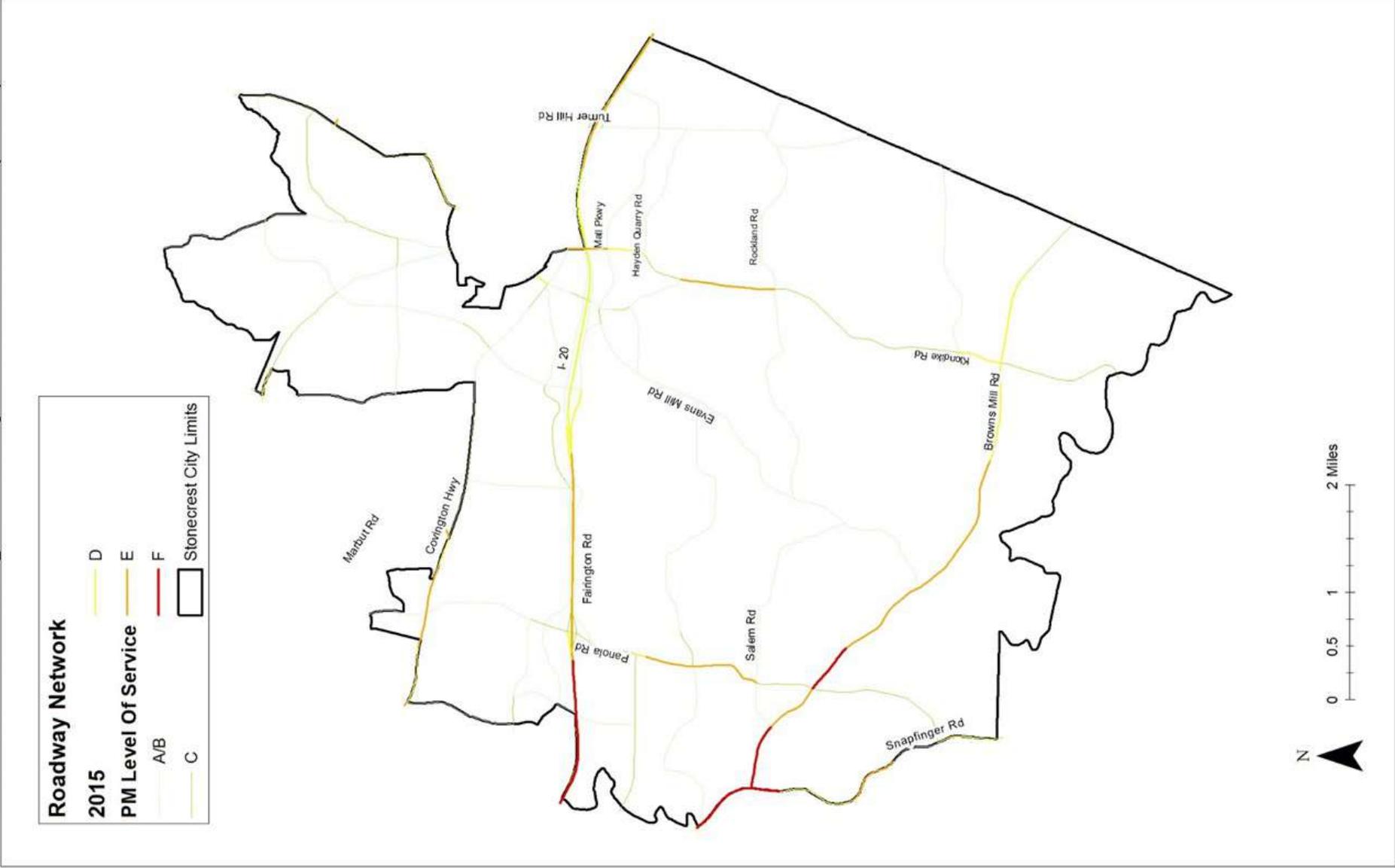


Figure T-03—Existing Roadway Level of Service

Stonecrest Forecasted Roadway Level of Service (2040)



Figure T-04—Forecasted Roadway Level of Service



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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

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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 than 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 from 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



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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,

Stonecrest Existing Transit Service (2018)

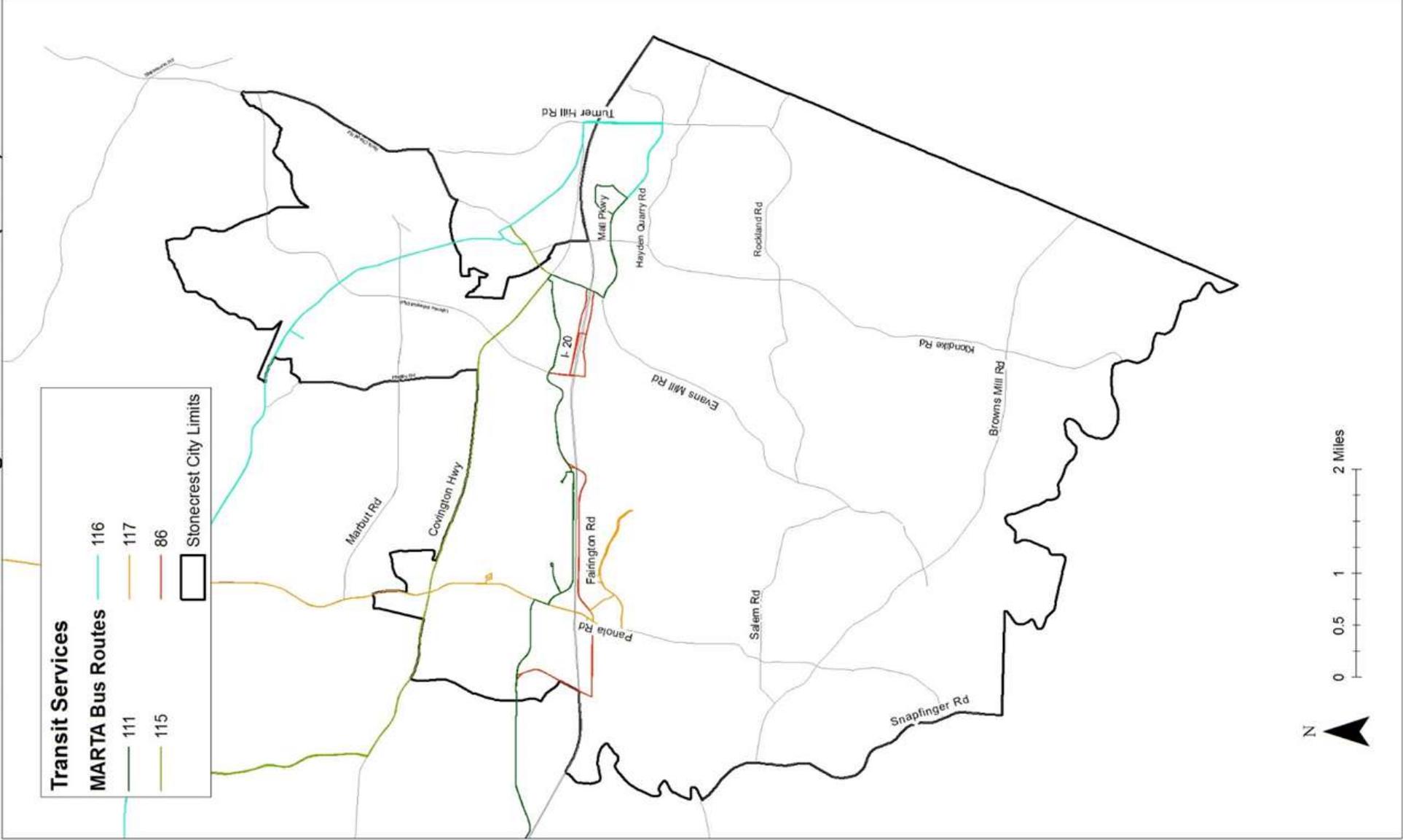


Figure T-05—Stonecrest Existing Transit Service



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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.

Stonecrest Bicycle Facilities (2018)

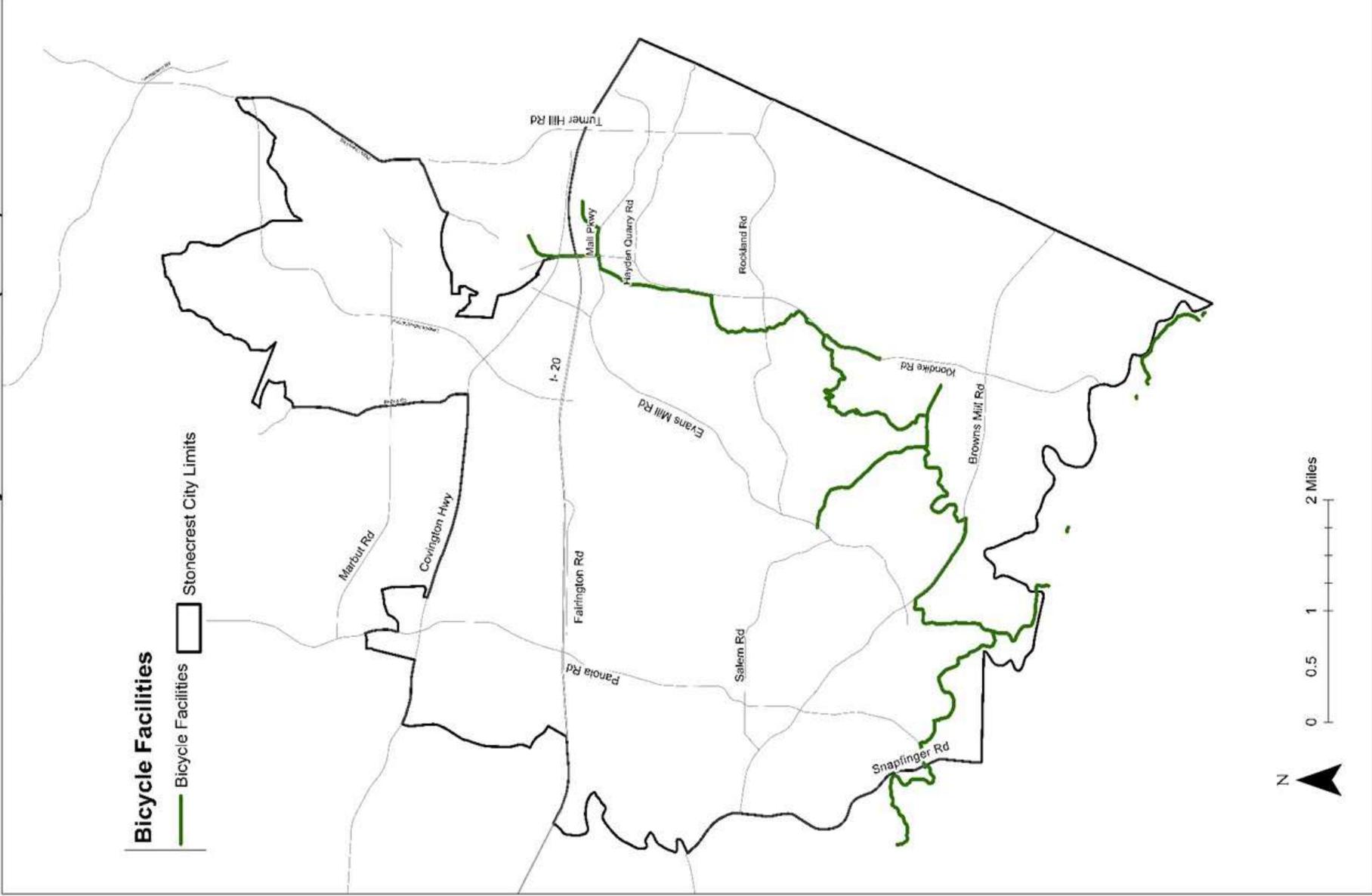


Figure T-06—Stonecrest Bicycle Facilities.



COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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:

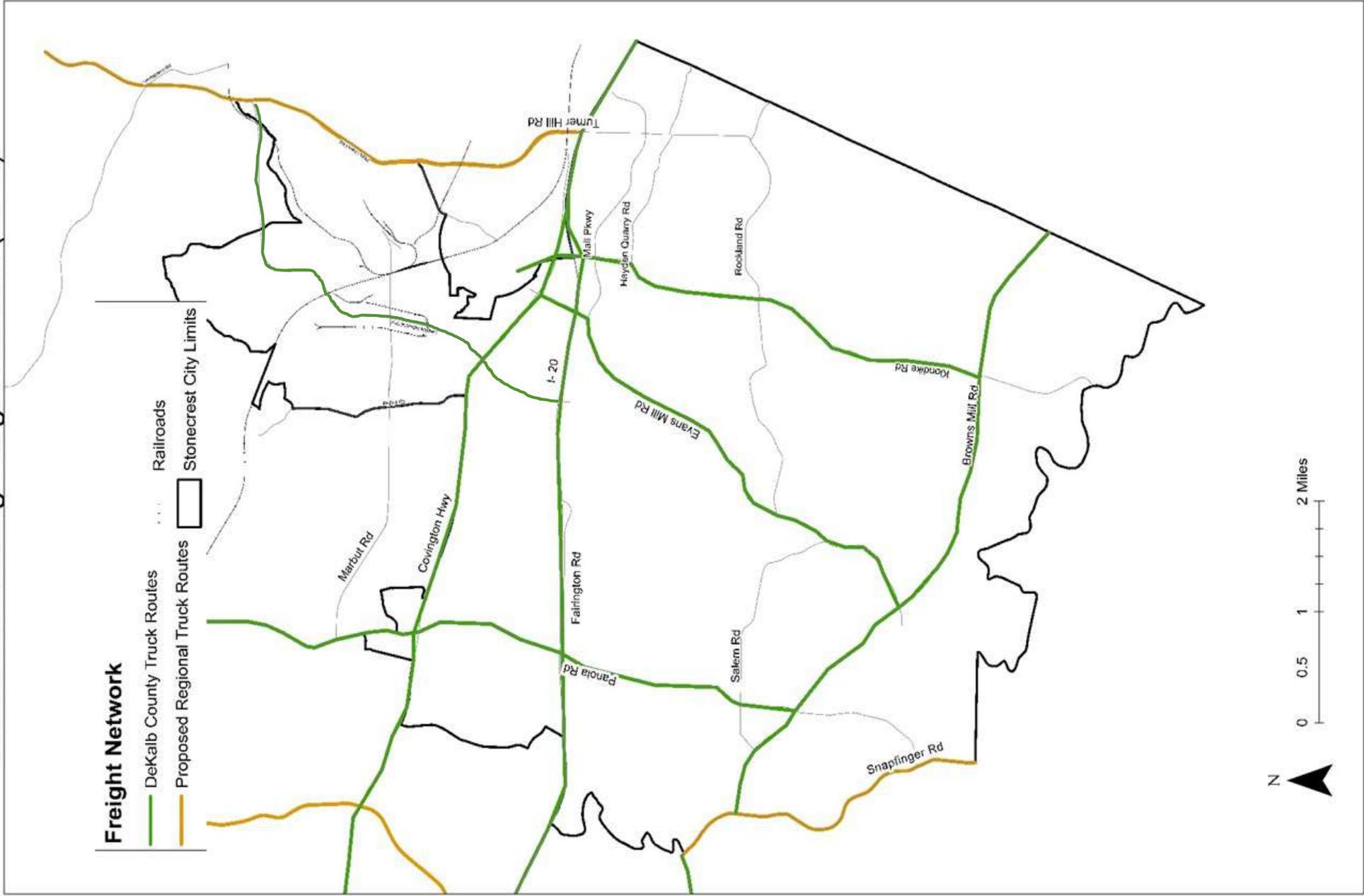
- South Deshon Road
- Chapman Road
- Marbut Road

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)





COMPREHENSIVE PLAN ELEMENTS

TRANSPORTATION

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



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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 multi-modal 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.



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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:



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- 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.



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Roads

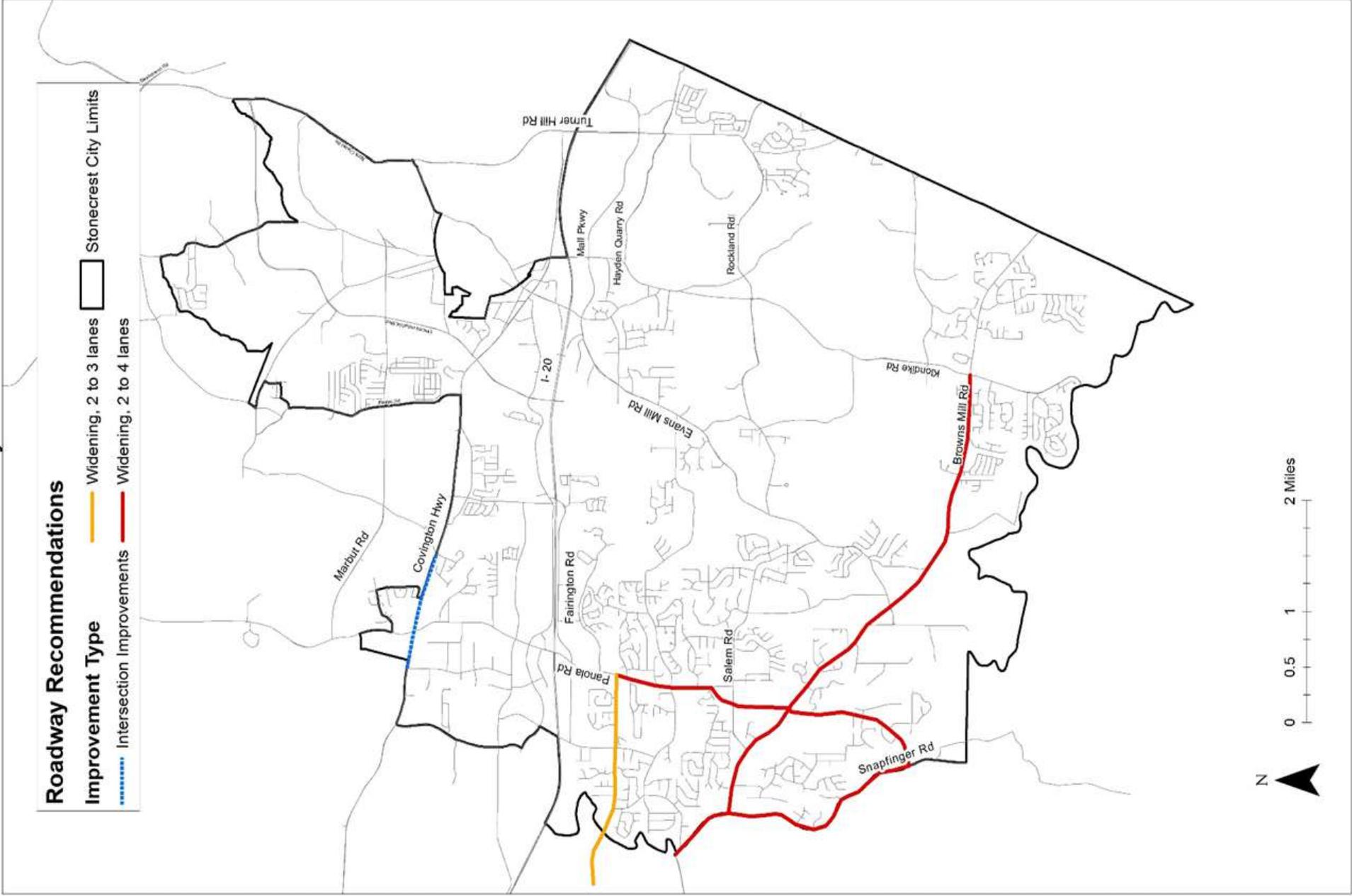
Address the forecasted deficient level of service along the following roads through a combination of operational and capacity strategies including travel demand management, transit operational improvements, access management, intelligent transportation systems strategies, building or expanding bicycle 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





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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



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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

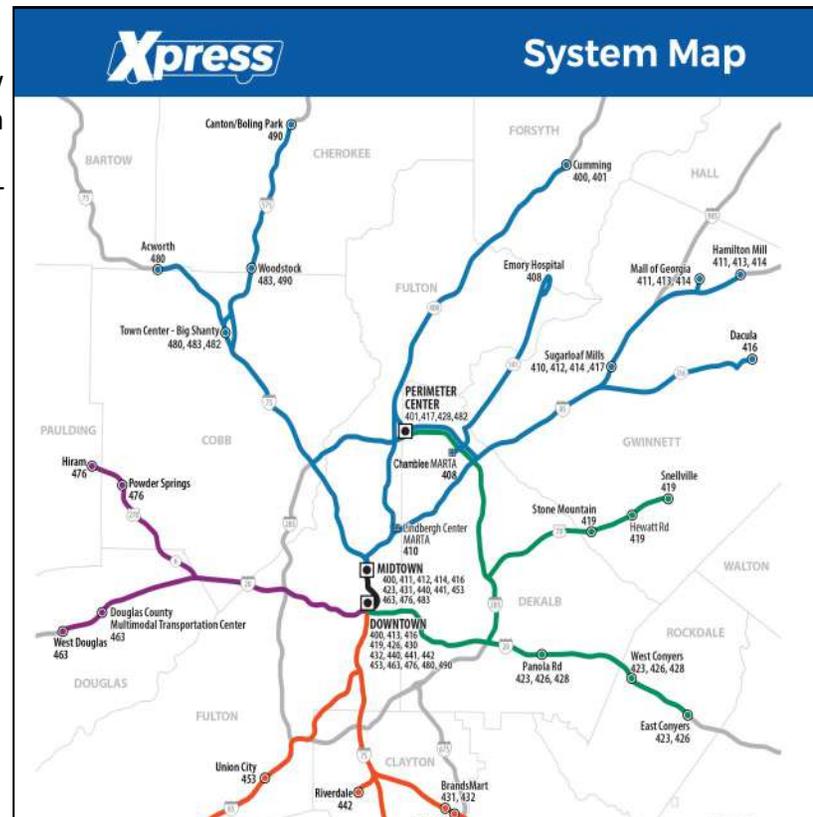
Proposed bus routes include the following:

- 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.

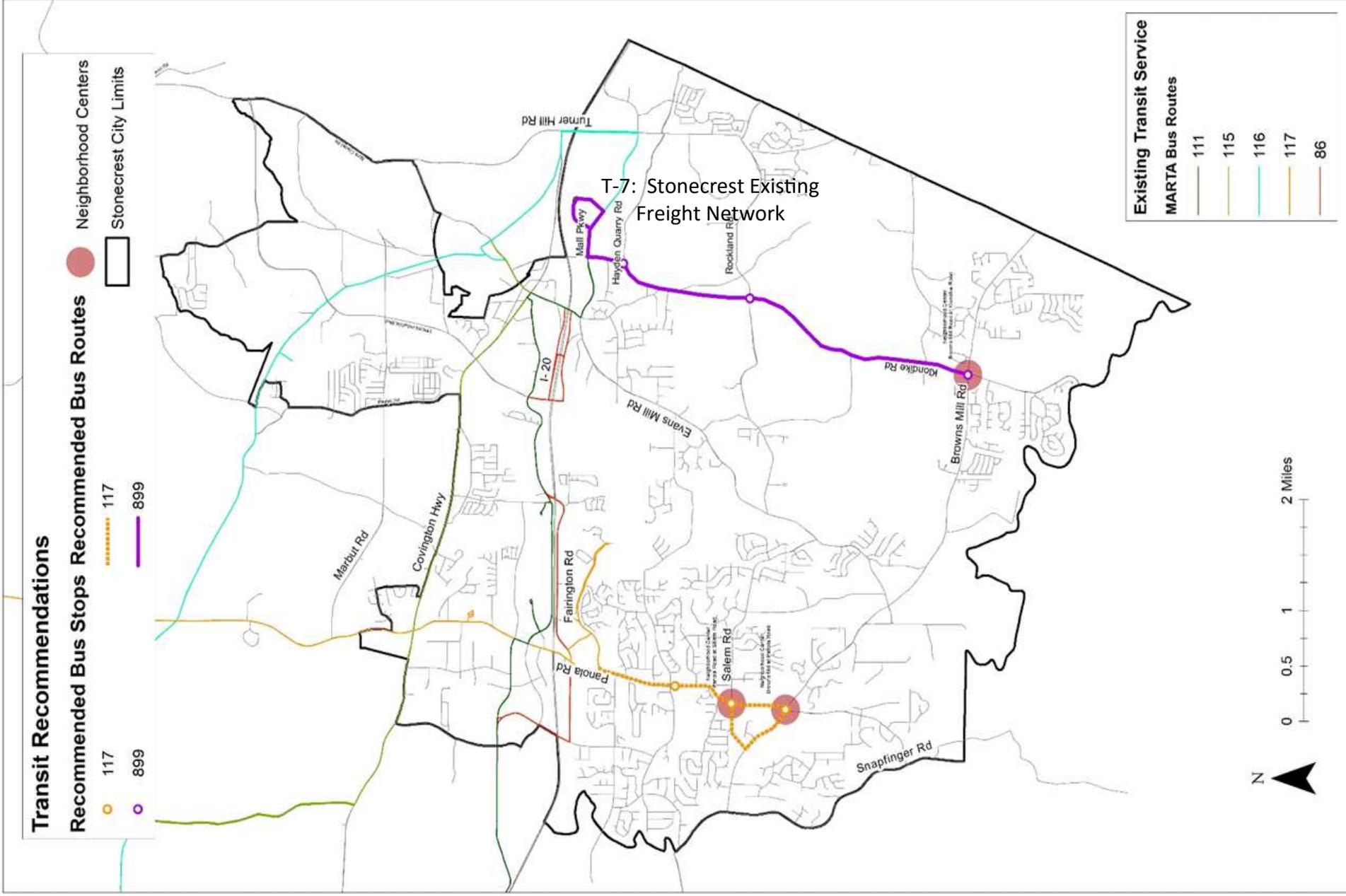
As the I-20 Transit Initiative is implemented and the stations are opened in the City of Stonecrest, this initiative should interconnect the emerging neighborhood centers as identified above. The transit recommendations and neighborhood centers are

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.

shown in Figure T-09.



Stonecrest Transit Recommendations





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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.

COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

- 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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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-



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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, neigh-**

borhood 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



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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 re-

sources 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



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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-



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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. En-

courage 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



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

- 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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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 of 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.



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

- 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 green-space system that serves and is accessible by area



COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.

COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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.

COMPREHENSIVE PLAN ELEMENTS **COMMUNITY GOALS AND POLICIES**

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 Litho-

nia, 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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City of Stonecrest
Comprehensive Plan 2038

“The City of Innovation and Excellence”



Community Work Program 2019-2023

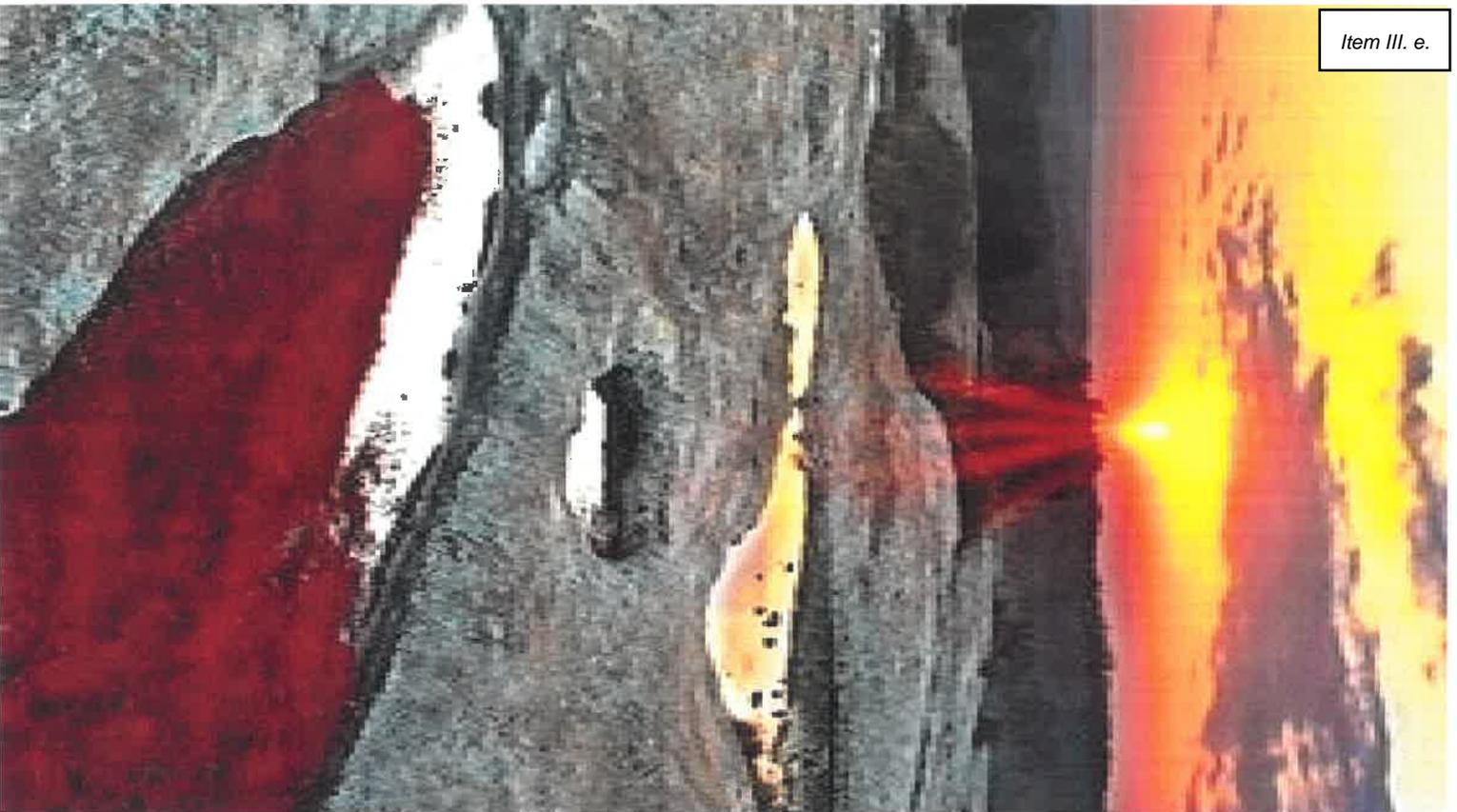
Economic Development

ID	Description of Activity	Timeframe (x)					Department	Estimated Cost	Potential Funding Source
		2019	2020	2021	2022	2023			
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

Community Services and Facilities

ID	Description of Activity	Timeframe (x)					Department	Estimated Cost	Potential Funding Source
		2019	2020	2021	2022	2023			
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



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



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,

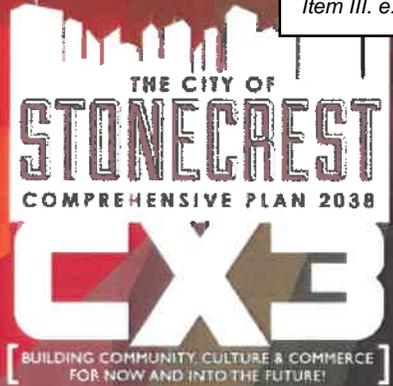
Mayor Jason Lary

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



STONECREST



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 survey



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

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

TAKE THIS SURVEY 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



www.stonecrestga.gov

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

A-03 – Stonecrest Comprehensive Plan Workshop Presentation

QUALITY OF LIFE



***** 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



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



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 sticky 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 Stonecrest?

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 FUTURE LAND USE

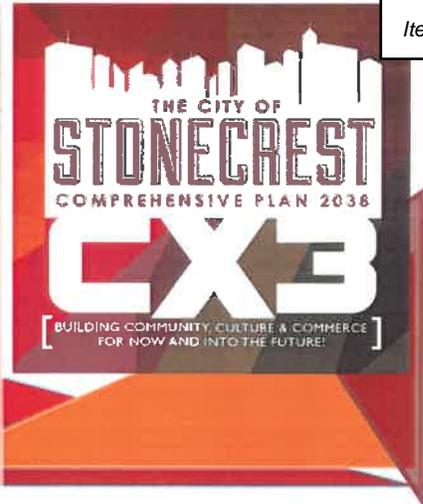
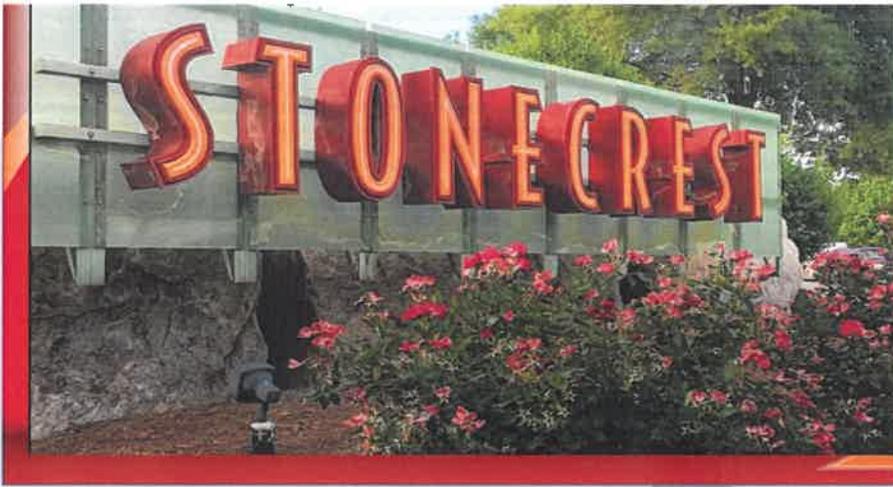
Stonecrest residents are invited to attend a community meeting on Saturday, July 28th to share their ideas for the city's future land use. The city is updating its Comprehensive Plan, a guiding document that addresses activities related to transportation, recreation, land-use and commercial development. 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.

###

A-05 – Stonecrest Comprehensive Plan Community Open House



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







15



The Collaborative Firm, LLC

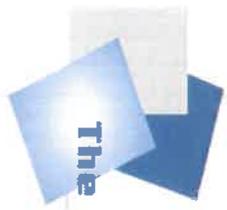
1514 East Cleveland Ave, Suite 82
 East Point, Georgia 30344

Stonecrest Comprehensive Plan 2038
December 5, 2018 Sign-in Sheet

T: 404.684.7031
 F: 404.684.7033
 www.jcfatl.com

Name	Organization	Email	Phone#
Dez Joyner	Stonecrest	pjoyner@stonecrestga.gov	770-224-0200
Eric Hubbard	Stonecrest	ehubbard@gmail.com	7-912-9775
Mona Lindner	AIM Alliance	mona.lindner@aimalliance.org	4-998-8384
Bernard Knight	Stonecrest Business Alliance	bernard.knight@scba.net	4-1247-8674
Matthew Hopkin	AET	mhopkin@hopkin.com	2-410-4040
Carol Marshall	SCBA	carolmarshall@scba.net	561-247-3613

404-438-1370



The Collaborative Firm, LLC

1514 East Cleveland Ave, Suite 82
 East Point, Georgia 30344

Stonecrest Comprehensive Plan 2038
December 5, 2018 Sign-in Sheet

T: 404.684.7031
 F: 404.684.7033
 www.tcfall.com

Name	Organization	Email	Phone#
Stacey Thibodeaux		StaceyThibodeaux@gmail.com	404-395-4698
Edwina Claborn		edwina338@gmail.com	6785168083
George Turner	City Council	gturner@stonecrestga.gov	7048862953
Patricia Edge	The Mill at Stonecrest	pege@turnerpub.com	678-526-9880



The Collaborative Firm, LLC

1514 East Cleveland Ave, Suite 82
 East Point, Georgia 30344

Stonecrest Comprehensive Plan 2038
December 5, 2018 Sign-in Sheet

T: 404.684.7031
 F: 404.684.7033
 www.tcfatl.com

Name	Organization	Email	Phone#
ERICA WILLIAMS		ewilliams@emgympt.com	678-612-5601
JW EADY		jweady@belmont.nvt	678-836-6485
Kendra Price	EMORY	kendra.price@emory.edu	7-31-3987
Keri Brown		kbrown14@bellsouth.net	404-245-0699
Sabrina Young Wright	Stonecrest ECD		
Mark Wright			
Cheri Matthews			



STONECREST



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

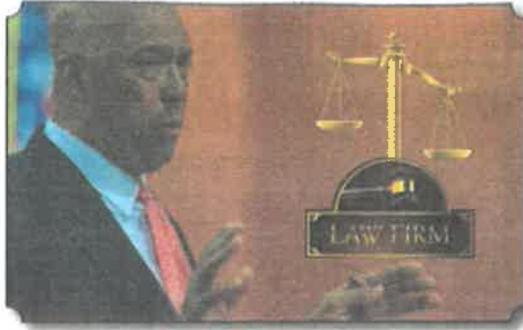
**STONECREST
CITY HALL**

**3120 Stonecrest Blvd.
Stonecrest, GA**

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



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



**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.

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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 comprehensive 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

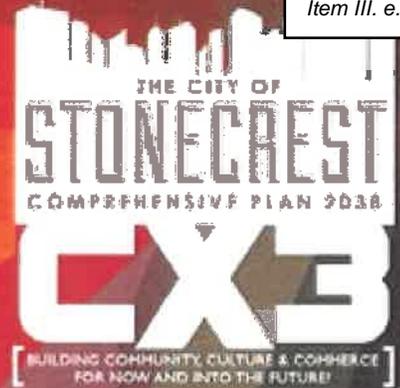
Thursday, June 14th - Time

Location

Address, City, Zip Code

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





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.



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



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



CITY COUNCIL AGENDA ITEM

SUBJECT: Activation of Charter Commission

AGENDA SECTION: *(check all that apply)*

- PRESENTATION** **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.
-

CATEGORY: *(check all that apply)*

- ORDINANCE** **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Discussion
-

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Click or tap to enter a date. & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: George Turner, Mayor Pro Tem

PRESENTER: George Turner, Mayor Pro Tem

PURPOSE: To discuss activation of the Charter Commission.

FACTS: Click or tap here to enter text.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Choose an item. Click or tap here to enter text.

ATTACHMENTS:

- (1) Attachment 1 - Charter Commission
- (2) Attachment 2 - Resolution
- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.

1824 **SECTION 6.05.**

1825 Charter commission.

1826 No later than five years after the inception of the City of Stonecrest, the mayor and the city
1827 council shall call for a charter commission to review the city's experience and recommend
1828 to the General Assembly any changes to the charter. Members of the charter commission
1829 shall be appointed as follows: one by the mayor, one by each member of the city council, and
1830 one member appointed by a vote of the members of the Georgia House of Representatives
1831 and Georgia Senate whose districts lie wholly or partially within the corporate boundaries
1832 of the City of Stonecrest. All members of the charter commission shall reside in the City of
1833 Stonecrest. The commission shall complete the recommendations within the time frame
1834 required by the city council.

1835 **SECTION 6.06.**

1836 Severability.

1837 In the event any section, subsection, sentence, clause, or phrase of this Act shall be declared
1838 or adjudged invalid or unconstitutional, such adjudication shall in no manner affect the other
1839 sections, subsections, sentences, clauses, or phrases of this Act, which shall remain of full
1840 force and effect, as if the section, subsection, sentence, clause, or phrase so declared or
1841 adjudged invalid or unconstitutional were not originally a part hereof. The General
1842 Assembly hereby declares that it would have passed the remaining parts of this Act if it had
1843 known that such part or parts hereof would be declared or adjudged invalid or
1844 unconstitutional.

1845 **SECTION 6.07.**

1846 Effective date.

1847 This Act shall become effective upon its approval by the Governor or upon its becoming law
1848 without such approval.

1849 **SECTION 6.08.**

1850 Repealer.

1851 All laws and parts of laws in conflict with this Act are repealed.

1 STATE OF GEORGIA
2 COUNTY OF DEKALB
3 CITY OF STONECREST
4

5 RESOLUTION NO. 2022-05-01

6 A RESOLUTION BY THE MAYOR AND CITY COUNCIL OF THE CITY OF
7 STONECREST, GEORGIA AUTHORIZING THE CREATION OF THE CITY OF
8 STONECREST CHARTER COMMISSION AS AUTHORIZED BY THE GENERAL
9 ASSEMBLY OF THE STATE OF GEORGIA; AND FOR OTHER LAWFUL PURPOSES.

10 WHEREAS, the City of Stonecrest ("City") was created by Senate Bill 208, passed in the
11 Georgia General Assembly during the 2016 Session and subsequently confirmed by referendum;
12 and

13 WHEREAS, Senate Bill 208 provided a charter for the City of Stonecrest (the "City
14 Charter"); and

15 WHEREAS, the City Charter was amended by SB 21 on April 1, 2021 and,

16 WHEREAS, Section 6.05 of the City Charter requires the mayor and the city council no
17 later than five years after the inception of the City to call for a City of Stonecrest Charter
18 Commission ("Charter Commission") to review the city's experience and recommend to the
19 General Assembly any changes to the City's Charter; and

20 WHEREAS, the Charter Commission shall complete recommendations to the General
21 Assembly within a time frame required by the city council.

22 NOW THEREFORE BE IT RESOLVED by the Mayor and Council of the City of
23 Stonecrest, Georgia, as follows: There is hereby established a City of Stonecrest Charter
24 Commission.

25 ESTABLISHMENT AND AUTHORIZATION OF A

26 CITY OF STONECREST CHARTER COMMISSION

- 27 1. There is hereby established a City of Stonecrest Charter Commission (the "Charter
28 Commission").

29

30

31

DUTIES

- 32 1. The City of Stonecrest Charter Commission shall review the City's experience and
33 recommend to the Georgia General Assembly any changes to the City Charter. The Charter
34 Commission shall complete recommendations within a time frame required by the city
35 council.

36

MEMBERSHIP

- 37 1. Members of the Charter Commission shall be appointed as follows:
38 a. one by the mayor;
39 b. one by each member of the city council;
40 c. one member appointed by a vote of the members of the Georgia House of
41 Representatives; and
42 d. one member voted by the members of the Georgia Senate whose districts lie wholly
43 or partially within the corporate boundaries of the City of Stonecrest.
44
- 45 2. Neither the city council nor the mayor shall appoint themselves to serve as members of
46 the commission.
47
- 48 3. The city attorney may serve as ex officio member of the Charter Commission with
49 approval by the city council.
50
- 51 4. All members of the Charter Commission shall reside in the City of Stonecrest except
52 those representing the Georgia House of Representative and the Georgia Senate.
53
- 54 5. Members must attend two-thirds of the Charter Commission meetings in a calendar
55 year. Failure to do so warrants removal from the Charter Commission.

56

TERMS

- 57 1. Each Charter Commission member shall serve until the Recommendations of the City of
58 Stonecrest Charter Report is complete.
- 59 2. Members filling vacancies shall serve the remainder of the term to which they were
60 appointed.
- 61 3. Any member may be removed with or without cause by the City Council.

62

COMPENSATION

- 63 1. Charter Commission members will serve without compensation.

64

QUORUM

- 65 1. A majority of the actual number of Charter Commission members shall establish a quorum
66 at the initial meeting. The number of members to establish a quorum may thereafter be

67 specified by that Commission's rules of procedure. Any action taken requires a majority of
68 affirmative votes of the quorum present.

69 **GOVERNANCE**

70 1. The Charter Commission shall adopt its rules of procedure, which shall be substantially
71 similar to the rules of procedure of the City Council and determine its time of meeting. The
72 date and time of each meeting as well as agenda items to be considered shall be publicized
73 in the same manner as meetings of the Mayor and Council.

74
75 2. All meetings at which official action is taken shall be open to the public and all records
76 maintained by the Charter Commission shall be public records unless expressly exempted
77 by a provision of the State's Open Records Act. The Charter Commission shall keep
78 minutes of its proceedings, showing the vote of each member upon each question, and
79 records of its examinations and other official actions, all of which shall be filed in the office
80 of the City Clerk. Copies of the minutes shall be sent to the Mayor and each member of the
81 City Council. The minutes of the proceedings shall be a public record. This section shall
82 not be construed as prohibiting closed sessions when permitted by the State Open Meetings
83 and Open Records Acts.

84
85 3. Expenditures of the Charter Commission, if any, shall be within the amounts appropriated
86 for the purposes intended by the Mayor and City Council during the annual budgeting
87 process.

88 **INITIAL MEMBERS**

89 The initial members of the Charter Commission shall be as follows:

- 90 1.
- 91 2.
- 92 3.
- 93 4.
- 94 5.
- 95 6.
- 96 7.
- 97 8.

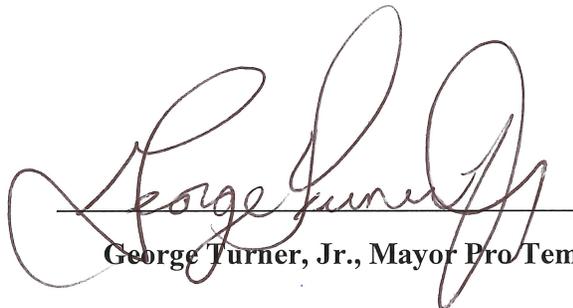
98 Ex-officio – City Attorney

99 This Resolution shall be effective immediately upon its approval.

100 **SO RESOLVED this the 23rd day of May 2022.**

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CITY OF STONECREST, GEORGIA


George Turner, Jr., Mayor Pro Tem

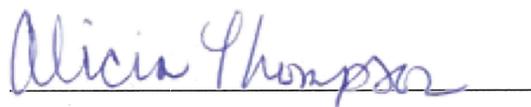
ATTEST:



City Clerk



APPROVED AS TO FORM:



City Attorney



CITY COUNCIL AGENDA ITEM

SUBJECT: Sandstone Estate Privatization Request

AGENDA SECTION: *(check all that apply)*

- PRESENTATION** **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.
-

CATEGORY: *(check all that apply)*

- ORDINANCE** **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Discussion
-

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Click or tap to enter a date. & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: George Turner, Mayor Pro Tem

PRESENTER: George Turner, Mayor Pro Tem

PURPOSE: To discuss the Sandstone Estate Privatization request.

FACTS: Click or tap here to enter text.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Choose an item. Click or tap here to enter text.

ATTACHMENTS:

- (1) Attachment 1 - Abandonment of existing public streets
- (2) Attachment 2 - Click or tap here to enter text.
- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.

Sec. 14-189.5. Abandonment of existing public streets.

- (a) Any abandonment of a public street by the City pursuant to this section must comply with the applicable requirements set forth in state law and this code, including, but not limited to, the requirements set forth in O.C.G.A. § § 32-7-2(c) and 32-7-4 and as may hereinafter be amended.
- (b) A property owner may petition the governing authority to abandon an existing public street that abuts the owners' property. The petition must include documents that comply with all of the following requirements set forth in this section.
- (c) The petition shall contain evidence that each abutting landowner to the public street seeks to have the street abandoned.
- (d) The petition shall contain evidence that once abandoned pursuant to the requirements of state law, all property owners that abut the street agree that ownership of the street shall be placed in a property owners' association. The petition shall include evidence that 100 percent of all property owners in the property owners' association have agreed that the street at issue may become private and have agreed to maintain and exercise control over the private street as required by this part B.
- (e) The petition shall contain evidence that the property owners' association has the financial ability to maintain the street and associated improvements in perpetuity.
- (f) The petition shall include evidence that the declaration of covenants and articles of association or other legal instruments creating the property owners' association provide or have been amended to provide that membership in the property owners' association shall be mandatory for each original and successive purchaser of a lot, building or unit on the street.
- (g) The petition shall include evidence that the property owners' association shall be organized so that it has absolute legal authority to maintain and exercise control over the private streets and required improvements associated with private streets, including, but not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses.
- (h) The petition shall include evidence that the declaration of covenants creating the property owners' association shall be recorded with the clerk of the Superior Court of DeKalb County and the recorded declaration of covenants and articles of incorporation creating the property owners' association shall provide that all private streets and associated improvements are owned by the property owners' association or are held in common by the property owners within the development. Said streets shall be properly maintained and insured with no liability or maintenance responsibilities accruing to the city.
- (i) The petition shall include evidence that the declaration of covenants and articles of association shall provide for a maintenance fund, the proceeds of which shall be used solely for the purpose of regular maintenance of the streets, whether for resurfacing or similar purpose. For the purposes of further providing further assurances that city funds shall not be used for maintenance of private streets, the property owners' association shall submit proof of a maintenance fund equal to 50 percent of the current estimate of resurfacing costs, as determined by the Director of Community Development or designee, in an interest bearing account on behalf of the property owners' association.
- (j) The petition shall include evidence that the property owners have a maintenance bond renewable annually in an amount equal to 50 percent of the current estimate of resurfacing costs, as determined by the Director of Community Development or designee.
- (k) The petition shall include evidence that the property owners' association is empowered to levy assessments against owners on the streets for the payment of expenditures made by the association for maintenance of the private streets and improvements associated with private streets, including, but not limited to,

sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses and evidence that any unpaid assessments shall constitute a lien in favor of the property owners' association on the lot, building, or unit of the owner. At least 15 percent of all fees or assessments paid shall be set aside in the maintenance fund.

- (l) The governing authority shall not consider a petition for abandonment unless it:
- (1) Contains all of the evidence and documents required by this Part B;
 - (2) The street is no longer used by the public to the extent that it serves no substantial public purpose and that the public at-large will benefit from its closure since the public will no longer be responsible for any costs to maintain and repair the street; and
 - (3) Is supported by an analysis by the community development department that shows that the abandonment of the street shall not negatively impact adjacent neighboring communities and the public at-large.

(Ord. No. 2018-06-03, § 14-189.5, 6-3-2018)



CITY COUNCIL AGENDA ITEM

SUBJECT: FY24 Council Priorities

AGENDA SECTION: *(check all that apply)*

- PRESENTATION** **PUBLIC HEARING** **CONSENT AGENDA** **OLD BUSINESS**
 NEW BUSINESS **OTHER, PLEASE STATE:** Click or tap here to enter text.
-

CATEGORY: *(check all that apply)*

- ORDINANCE** **RESOLUTION** **CONTRACT** **POLICY** **STATUS REPORT**
 OTHER, PLEASE STATE: Discussion
-

ACTION REQUESTED: **DECISION** **DISCUSSION**, **REVIEW**, or **UPDATE ONLY**

Previously Heard Date(s): Click or tap to enter a date. & Click or tap to enter a date.

Current Work Session: Monday, August 14, 2023

Current Council Meeting: Click or tap to enter a date.

SUBMITTED BY: George Turner, Mayor Pro Tem

PRESENTER: George Turner, Mayor Pro Tem

PURPOSE: To discuss FY24 priorities as it relates to Council.

FACTS: Click or tap here to enter text.

OPTIONS: Discussion only Click or tap here to enter text.

RECOMMENDED ACTION: Choose an item. Click or tap here to enter text.

ATTACHMENTS:

- (1) Attachment 1 - Click or tap here to enter text.
- (2) Attachment 2 - Click or tap here to enter text.
- (3) Attachment 3 - Click or tap here to enter text.
- (4) Attachment 4 - Click or tap here to enter text.
- (5) Attachment 5 - Click or tap here to enter text.