



REGIONAL REVIEW FINDING

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

DATE: Dec 18 2008

ARC REVIEW CODE: R811241

TO: Chairman Buzz Ahrens
ATTN TO: Vicki Lee, Cherokee County
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

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

Submitting Local Government: Cherokee County
Name of Proposal: Mount Pilot

Review Type: Development of Regional Impact

Date Opened: Nov 24 2008

Date Closed: Dec 18 2008

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

Additional Comments: The proposed development is located in an area designated as Suburban Neighborhoods according to the Atlanta Region Unified Growth Policy Map. Suburban Neighborhoods are areas located outside the Central City or Activity Centers that will be develop at a more suburban scale with appropriate commercial development and low-intensity mixed use.

The proposed development is also located in the Bells Ferry LCI. The LCI plan in general states several goals including, "make the...Bells Ferry Road Corridor a pedestrian-friendly environment that enhances the pedestrian experience", "provide a good hierarchical street network that offers alternative ways for traffic circulation" and "create pedestrian-friendly / pedestrian-scale streets with good sidewalks and streetscape." The proposed development should be consistent with the LCI plan.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF WOODSTOCK

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

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

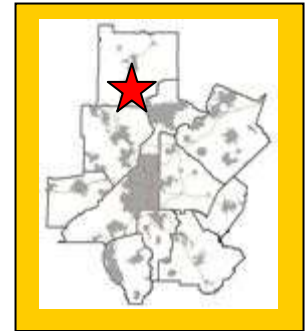
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Mount Pilot is a mixed use development located on 187.8 acres in Cherokee County. The proposed development will consist of 358 single family detached units, 45 tri-plex units, 270 apartments, 20 senior condos, and 150 senior apartments. The proposed development is located along the western side of Bells Ferry Road north of GA 92.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned TND (traditional neighborhood development) and it is within the Bells Ferry Overlay District and Bells Ferry LCI study area.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received identifying inconsistencies with any potentially affected local government's short-term work program.

Will the proposed project generate population and/or employment increases in the Region?

If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

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

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

YEAR	NAME
2007	Breezy Hill Farm
2005	Cherokee Village Square
2003	Centennial Lakes
1986	Cobb North

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located in an area designated as Suburban Neighborhoods according to the Atlanta Region Unified Growth Policy Map. Suburban Neighborhoods are areas located outside the Central City or Activity Centers that will develop at a more suburban scale with appropriate commercial development and low-intensity mixed use.

The proposed development is also located in the Bells Ferry LCI. The LCI plan in general states several goals including, “make the...Bells Ferry Road Corridor a pedestrian-friendly environment that enhances the pedestrian experience”, “provide a good hierarchical street network that offers alternative ways for traffic circulation” and “create pedestrian-friendly / pedestrian-scale streets with good sidewalks and streetscape.” The proposed development appears to be consistent with the LCI plan, but there are a few issues that Cherokee County and the developer should consider.

The plan specifically calls for Bells Ferry Parkway, identified on the site plan as ST-50-30 or Road E, to be a four lane, median divided parkway with the area between the building and the street treated as a park. The site plan currently shows this roadway as a two lane road with no median.

The proposed development has a lot of connectivity both internal and external. To encourage future connectivity and promote the creation of a grid system of roads, per the Bells Ferry LCI plan, a connection should be provided where Road A meets the proposed multi-family section. This would create a direct connection from Bells Ferry Road and the commercial section to the multi-family and the proposed Bells Ferry Parkway.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

Future connections to adjoining properties should also be provided. Road A and Drive T should stub out to adjacent properties to the north and south. Where a direct vehicular connection is not possible a bicycle and pedestrian connection should be provided.

Buildings should be brought to the street and all parking should be placed behind buildings or screened from view. The larger parking lots in the commercial section, the aquatic center and the senior facility should be redesigned to hide the lots from street view.

Cherokee County's Comprehensive Plan incorporates the Bells Ferry LCI into its Future Development Map as one of its character areas and promotes all of the basic tenants of the LCI plan. The proposed development appears to be generally consistent with the local jurisdiction's plans. The developer should work with the Cherokee County to ensure the LCI plan and the Comprehensive Plan are implemented.

Information submitted for the review states that the proposed development is designed to be highly pedestrian friendly with wide sidewalks, plantings and other aesthetic features throughout the development. However, currently there are no bus stops in the vicinity of the project and no sidewalks along any roadway to the proposed development. There are transportation projects proposed and being implemented that will include sidewalks; such as the new interchange ramps at I-575. ARC strongly recommends coordination with the County and GDOT to ensure that a unified sidewalk system is implemented along the corridor. ARC also recommends alternative routes be considered for pedestrians and bicyclists to access the proposed development.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

The proposed project is located in the Cherokee County at the intersection of Linton Drive and Bells Ferry, just north of GA 92.

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

It is entirely within Cherokee County; however, it is less than five miles to the City of Woodstock and Cobb County.

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

None were determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$261,778,000 with an expected \$2,591,169 in annual local tax revenues.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The project property is located in the Allatoona Lake Water Supply watershed, which is classified as a large (greater than 100 square mile area) water supply watershed under the DNR Part 5 Minimum Planning Criteria. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no additional requirements apply. Based on the USGS coverage Owl Creek, a blue line tributary of Allatoona Lake, runs northward from the existing pond at the center of the property. A 50-foot buffer and an additional 25-foot setback are shown on both sides of Owl Creek on the property, which appear to be consistent with the requirements of the Cherokee County Stream Buffer ordinance. Any unmapped streams on the property that are subject to the County buffer ordinance will also need to meet all relevant requirements of the ordinance.

Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. All residential lots have been classified as townhouse/apartment because no specific acreages for larger lots were provided; the overall average number of units per acre was greater than 4 units per acre; and no loading factors have been developed for single-family of densities greater than 4 units per acre. The other uses (except open space) were classified as commercial because of the coverage shown and the acreage shown was based on the areas shown on the plans. The following table summarizes the results of the analysis.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	21.79	37.26	379.15	2353.32	21419.57	26.80	4.79
Forest/Open	27.90	2.23	16.74	251.10	6556.50	0.00	0.00
Townhouse/Apartment	138.11	145.02	1479.16	9253.37	83556.55	104.96	19.34
TOTAL	187.80	184.51	1875.04	11857.79	111532.62	131.77	24.13

Total % impervious 55%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Direct access to the site will be provided at two points along Bells Ferry Road. The main full movement access is proposed to align with Old Bascomb Court. A second right-in/right-out access is proposed along Bells Ferry Road approximately 420 feet north of the main access.

The site will also include a connection to the Shadowood manufactured home development adjacent to the north and connections to Hunter Drive and Forest Drive, to the south. The developer will improve Hunter Drive into the Mount Pilot site, which will then provide a connection to Hunter Trail, which has



Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

a signalized access at Bells Ferry Road. The connection to Forest Drive will provide access to SR 92 via Tyson Drive and Woodland Drive.

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

Marc Acampora, PE, LLC performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Retail 75,600 SF	81	51	132	250	271	521	5,662
General Office 26,800 SF	58	7	65	19	90	109	484
Apartments 270 Units	27	109	136	108	58	166	1,774
Triplex 135 Units	14	56	70	60	32	92	962
Single Family Detached 353 Units	64	193	257	210	124	334	3,318
Senior Condominium 120 Units	4	6	10	8	5	13	418
Senior as Standard Condominium 30 Units	3	17	20	15	7	22	230
Senior Cottages 26 Units	3	6	9	11	8	19	172
Senior Cottages as Single Family 7 Units	4	10	14	6	4	10	90
Aquatic Center 32,000 SF	32	20	52	15	37	52	732
Fire Station	5	5	10	2	2	4	48
<i>Mixed-Use Reductions</i>	-19	-19	-38	-69	-69	-138	-1,330
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-21	-14	-35	-89	-93	-182	-1,252
Total New Trips	255	447	702	546	476	1,022	11,308

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

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

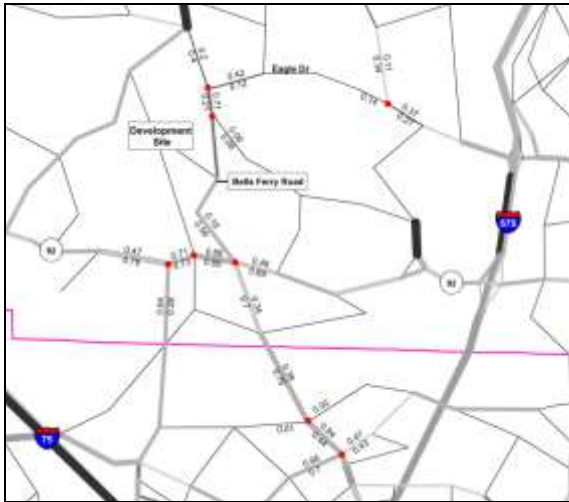
Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

intersection or roadway results in a substandard LOS “D”, then the consultant recommends improvements.

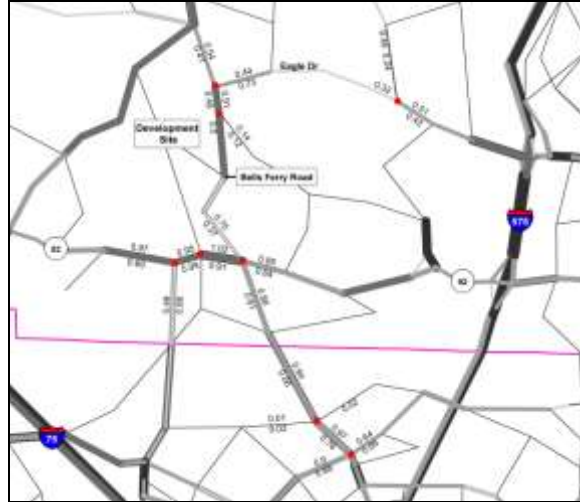
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

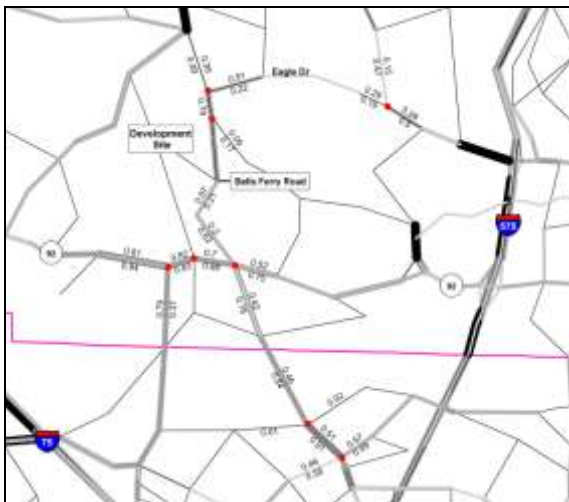
V/C Ratios



2010 AM Peak



2010 PM Peak



2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-010A1	Bells Ferry Road from Victoria Road to Bells Ferry Place	ITS – Other	2009
CH-010A2	Bells Ferry Road from Southfork Way to Little River North of North Victoria Road *CST scheduled for Long Range*	General Purpose Roadway Capacity	2020
CH-208	Towne Lake Parkway signal interconnection and coordination at 13 locations within 0.5 miles of I-575 interchange	ITS – Other	2010
CO-296	Shiloh Road/Shallowford Road from Cherokee Street / Wade Green Road to Canton Road	General Purpose Roadway Capacity	2020

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	No Long Range Projects in Vicinity		

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Mount Pilot.

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

Bells Ferry Road @ Shiloh Road/Shallowford Road

- Add an eastbound exclusive right turn lane on Shiloh Road

Bells Ferry Road @ Hawkins Store Road/Bramford Way

- Convert the northbound and southbound protected-only phasing to protected/permitted phasing (with the caveat that this mitigation assumes that Cobb County does not have a basis for an objection to this change).

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

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

Bells Ferry Road @ Shiloh Road/Shallowford Road

- Add an additional northbound left-turn lane, creating dual lefts (would require additional receiving lane on Shiloh Road)
- Add an additional southbound left-turn lane, creating dual lefts (would require additional receiving lane on Shallowford Road)
- Add an additional southbound through lane along Bells Ferry Road*

Bells Ferry Road @ Bramford Way/Hawkins Store Road

- Add an additional northbound through lane along Bells Ferry Road*

*The results of the analysis suggest that by 2012, Bells Ferry Road may need to be widened to achieve the GRTA level of service standard. However, the analysis, coupled with field observations, also indicate that the flows on Bells Ferry are highly directional (heavy southbound in the morning and northbound in the evening) and that the corridor operates well during all times except certain peaks at certain locations. Therefore, a third lane would only have a benefit in a particular direction (say southbound) during a small period of time (a.m. peak hour for southbound) and would be unnecessary for the other 22 to 23 hours of the day. A study of this corridor, in the future, may be beneficial to assess the need for future widening. However, based on the results of this present study, it is concluded that the widening of Bells Ferry Road to six lanes would have limited value for 2012 conditions.

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

The site is not currently served by transit. There are no plans to provide new service in the area.

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

None proposed.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
With all of the below:	15%	15%
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include:		
Connections between units in the site?		
Connections to retail center and adjoining uses with the project limits?		
Bike/ped networks connecting uses w/in the site	2%	2%
Total		17%

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

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.27 MGD.

Which facility will treat wastewater from the project?

Rose Creek will provide wastewater treatment for the proposed development.

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

The capacity of Rose Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
4	4	3.6	7	-3	Expansion to 5mgd to be completed in 2002. Plan to expand to 10mgd by 2004 and to 15 mgd around 2010.	

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

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.31 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 1,236 tons of solid waste per year and the waste will be disposed of in Cherokee County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.



Preliminary Report:	November 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Mount Pilot #1811
Final Report Due:	December 24, 2008		Comments Due By:	December 8, 2008

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

The site proposed for the development is located in Census Tract 911.02. This tract had a 34.8 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 75 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1811****DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information**

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government InformationSubmitting Local
Government:

Cherokee

Individual completing form:

Vicki Taylor Lee

Telephone:

677-493-6105

E-mail:

vtaylor@cherokeega.com

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

Proposed Project Information

Name of Proposed Project:

Mount Pilot

Location (Street Address,
GPS Coordinates, or Legal
Land Lot Description):

Bells Ferry Road at Hunter Trail (southwest corner)

Brief Description of Project:

A mixed-use development of office, retail, multi-family, and single-family.

Development Type:☐ (not selected)☐ Hotels☐ Wastewater Treatment
Facilities☐ Office☒ Mixed Use☐ Petroleum Storage Facilities☐ Commercial☐ Airports☐ Water Supply
Intakes/Reservoirs☐ Wholesale & Distribution☐ Attractions & Recreational
Facilities☐ Intermodal Terminals☐ Hospitals and Health Care
Facilities☐ Post-Secondary Schools☐ Truck Stops☐ Housing☐ Waste Handling Facilities☐ Any other development types☐ Industrial☐ Quarries, Asphalt & Cement
Plants

If other development type, describe:

Project Size (# of units, floor area, etc.):	Civic - 43,800 sf; Retail - 75,600 sf; Office - 26,800 sf; Townhomes - 131 units; Single-Family - 34
Developer:	Traditional Neighborhood Development, LLC.
Mailing Address:	One West Court Square
Address 2:	Suite 700
	City:Decatur State: GA Zip:30030
Telephone:	404-373-9575
Email:	tad@tnddevelopment.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2012 Overall project: 2012
Back to Top	

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1811**

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	Cherokee
Individual completing form:	Vicki Taylor Lee
Telephone:	677-493-6105
Email:	vtaylor@cherokeega.com
Project Information	
Name of Proposed Project:	Mount Pilot
DRI ID Number:	1811
Developer/Applicant:	Traditional Neighborhood Development, LLC.
Telephone:	404-373-9575
Email(s):	tad@tnddevelopment.com
Additional Information Requested	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$261,778,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,591,169
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): The site is generally pasture and undeveloped. There are 4 homes on the site, three of which will be removed; however, no residents will be displaced. See Site Plan and "Supplemental Information for RDC's DRI Review" for details.	
<hr/>	
Water Supply	
Name of water supply provider for this site:	Cherokee County Water and Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.31 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? N/A Water line is available at the site. See "Supplemental Information..." for details.	
<hr/>	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cherokee County Water and Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.27 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? Not Applicable. Sewer is available at the site. See "Supplemental Information..." for details.	
<hr/>	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1,002 pm peak or 11,308 with reductions
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: All necessary transportation improvements have been identified in the DRI Traffic Study for the project, provided as a supplement to this form.	

Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,236 Tons/Year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	40.2%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development plan includes buffers, detention ponds, and 15% open space to mitigate storm water impacts. The project will comply with all local ordinances and state regulations. See Supplemental Information for RDC Form 2 Review" for details.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: The project is located within the Etowah River Basin. There are some wetlands and streams on site; however, the site plan minimizes impacts to each. See "Supplemental Information..." for details.	
Back to Top	

