



# 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: Mar 24 2011

ARC REVIEW CODE: R1103041

TO: Chairman Tim Lee  
ATTN TO: John Pederson, Cobb 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:** Cobb County

**Review Type:** Development of Regional Impact

**Name of Proposal:** Canton Road Steel, Metal & Iron Processing & Transfer Station

**Date Opened:** Mar 4 2011

**DRI Checklist Preliminary Summary:**

Regional Consistency Assessment: 100%

Local Impacts Assessment: 94%

Quality Development Assessment: 100%

Overall Score: 98%

**Overall Weighted Score: 98%**

**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.

**Comments:** According to the Unified Growth Policy Map (UGPM), the proposed development is located in an area designated as Suburban Neighborhood, which recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. The proposed development is also located along a Redevelopment Corridor and within a Freight Area on the UGPM.

The proposed development is surrounded by existing residential, commercial, and industrial uses, with some redevelopment occurring along and near Canton Road. With existing residential development, schools, and parks near the proposed development, the County should give special consideration to potential land use and transportation conflicts and develop appropriate mitigation strategies where necessary.

**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

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

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

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

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>COBB COUNTY</b>					<b>Date RCA Completed, M/D/YYYY:</b> 3/4/2011
<b>DRI #:</b>	<b>2190</b>					<b>RC DRI Reviewer:</b> JT
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Canton Road Steel, Metal &amp; Iron Processing &amp; Transfer Station</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Industrial</b>					<b>Action Triggering Review:</b> Special Use Permit
<b>I. REGIONAL PLAN</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		THE APPLICANT AND COUNTY SHOULD WORK TO MITIGATE ANY POTENTIAL LAND USE OR TRANSPORTATION CONFLICTS THAT MAY EXIST
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>II. REGIONAL RESOURCE PLAN AND RIRs</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	NOT WITHIN 1 MILE OF IDENTIFIED RIR	
<b>III. INTERJURISDICTIONAL IMPACTS</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	NO COMMENTS RECEIVED FROM NEIGHBORING JURISDICTIONS	

Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>IV. TRANSPORTATION IMPACTS</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is this project consistent with any applicable regional transportation plan(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>V. LOCALLY ADOPTED PLANS</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<b>VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
TOTAL RCA POINTS:				24	OUT OF A POSSIBLE:	24
RCA SCORE (50%):				100	RCA WEIGHTED SCORE (50%):	50
ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.						
FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)						
			<input type="checkbox"/> <b>YES</b> , "the proposed action <b><u>IS</u></b> in the best interest of the region and therefore of the state."  <input type="checkbox"/> <b>NO</b> , "the proposed action <b><u>IS NOT</u></b> in the best interest of the region and therefore not of the state."  Other Issues of Regional Concern:			

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>COBB COUNTY</b>				Date LIA completed, M/D/YYYY: 3/4/2011	
<b>DRI #:</b>	<b>2190</b>				RC DRI Reviewer: JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Canton Road Steel, Metal &amp; Iron Processing &amp; Transfer Station</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Industrial</b>				Action Triggering Review: Special Use Permit	

<b>I. ADEQUACY OF LOCAL ASSETS/SERVICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local workforce possess the skills/expertise/education to effectively to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

<b>II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	RAIL SPUR ONSITE TO BE USED	
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>III. ACCESS MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>IV. RESOURCE MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Total LIA Points:	48	OUT OF A POSSIBLE:	51
<b>LIA Score:</b>	<b>94</b>	<b>LIA Weighted Score (30%):</b>	<b>28</b>

### OVERALL ASSESSMENT OF LOCAL IMPACTS

<b><i>Does the host local government need to take action to manage potential adverse impacts of this development?</i></b>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	<b>NARRATIVE:</b> To be determined during the review
<b><i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i></b>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	<b>NARRATIVE:</b> To be determined during the review

**QDA****QDA**

**ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW**  
**PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT**

*To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>COBB COUNTY</b>				<b>Date QDA Completed, M/D/YYYY:</b> 3/4/2011	
<b>DRI #:</b>	<b>2190</b>				<b>RC DRI Reviewer:</b> JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Canton Road Steel, Metal &amp; Iron Processing &amp; Transfer Station</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Industrial</b>				<b>Action Triggering Review:</b>	

<b>I. MIX OF USES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain (as necessary for "Yes" and "No" answers)</b>	<b>Recommendations (to the Developer for Improving the Project)</b>
Does the development incorporate a mixture of complementary land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

<b>II. TRANSPORTATION ALTERNATIVES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain (as necessary for "Yes" and "No" answers)</b>	<b>Recommendations (to the Developer for Improving the Project)</b>
Are there sidewalks within the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>III. CONNECTIVITY</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the developments internal street network connect to the existing surrounding street network at many points?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development's parking located where it does not visually dominate the development from the street?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	NON-HISTORIC REUSE OF INDUSTRIAL BUILDINGS	
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			THE APPLICANT SHOULD PROVIDE ADEQUATE BUFFERING TO PROTECT SURROUNDING RESIDENTIAL DEVELOPMENT AND PARKS
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VI. SENSE OF PLACE	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>X. HOUSING CHOICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>XI. ECONOMIC DEVELOPMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
TOTAL QDA POINTS:				18	OUT OF A POSSIBLE:	18
QDA SCORE:				100	QDA WEIGHTED SCORE (20%):	20
<b>OVERALL ASSESSMENT OF QUALITY</b>						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> <b>YES</b> , the proposed development qualifies for expedited review. <input type="checkbox"/> <b>NO</b> , the proposed development <u>DOES NOT</u> qualify for expedited review.					
<i>And is the development generally reflective of the best quality growth practices?</i>	<input type="checkbox"/> <b>YES</b> , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> <b>NO</b> <b>NARRATIVE:</b>					
<i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	<b>NARRATIVE:</b>			



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Lyubov Zuyeva, Transportation Planning Division

**DATE:** March 1, 2011

**SUBJECT:** **TPD Review of DRI # 2190**

Project: Canton Road Steel, Metal Iron Processing and Transfer Station

County: Cobb

Location: Private drive off Canton Road, just south of intersection of  
Shallowford Road NE and Canton Road

Analysis:

Expedited

☒

Non-Expedited

☐

**cc:** David Haynes  
TPD

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The Transportation Planning Division has reviewed the site plan prepared by Survey Plus, Inc. on behalf of Snapfinger Properties, LLC, and an accompanying memo regarding expected traffic volumes.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process. The proposed 5.7 acre site would house a metals processing and transfer operation. There are five existing buildings on site, and no new construction proposed. The area is zoned "HI-Heavy Industrial."

### INFRASTRUCTURE

#### Transportation

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

Site access is intended to be provided via driveway off Canton Road in Cobb County.

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

As per memo provided by Sams, Larkin & Huff, LLC, on behalf of Snapfinger Properties, LLC, the daily volumes of traffic are expected to be consisting of up to 10 freight truck trips per day, and up to 6 employee trips per day (only two employees are expected to be working at this site in the future).

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

**2008-2013 TIP\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
CO-AR-BP214D	Noonday Creek Multi-Use Path/Trail Ph 3: from Bells Ferry Road to Cherokee County Line	Bicycle/Pedestrian	2013

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

**Envision6 RTP (Long Range Projects)\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
CO-353	Shallowford Road widening from Canton Road to Blackwell Road	Roadway Capacity	2020
CO-297B	Big Shanty Road widening Phase IV: from Chastain Meadows Parkway to Bells Ferry Road	Roadway Capacity	2030
AR-930 (AR-ML-930)	Northwest Corridor (I-75 and I-575) Managed Lanes	Managed Lanes	2030

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

**County and Local Projects\***

Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
None known			

*\*Gwinnett County current five-year SPLOST program went into effect in April 2009 after voter approval in the November 2008 general election; it will expire in March 2014.*

**Summarize the transportation improvements as recommended by the site plan or traffic study.**

No transportation improvements envisioned as part of this development per the site plan.

**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 immediate vicinity of the site area is not serviced by transit.

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



None proposed.

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

Based on the site plan and expected traffic counts provided, ARC TPD expects that the transportation system will be able to handle this development. However, there are potential safety and access management concerns associated with the private driveway which provides access to the site.

The private drive for Canton Road Metals Processing facility accesses Canton Road just south of intersection with Shallowford Road (which is a stop-controlled intersection for Shallowford direction); there are several additional driveways for the commercial spaces just south of the private drive. The driveway immediately south of the private drive for this development is less than 100 feet away (approximately 50 feet); another driveway is located 100 feet further south along Canton Road. In total, there are five driveways on the east side of the road, in the space of approximately 600 feet between Shallowford Road NE and Fowler Circle further south. The trucks pulling out of this facility and taking a left, in particular, might present a safety hazard.

ARC TPD staff would like to make the following additional recommendations to alleviate the safety and access management concerns associated with the property in question:

- Consider shifting the private driveway for Canton Road Steel, Metal Iron Processing and Transfer Station further north, so it can be a direct extension of Shallowford Road NE, and separated by at least 100 feet from the next driveway to the south, or,
- Investigate the possibility of tying into Fowler Circle to use that road for primary access, instead of the private driveway in question, or,
- Install signage allowing vehicles exiting the facility and pulling out onto Canton Road to take a right turn, but not a left turn onto Canton Road

**SNAPPINGER PROPERTIES CANTON ROAD DRI**  
**Cobb County**  
**Environmental Planning Division Comments**  
**March 2, 2011**

**Watershed Protection and Stream Buffers**

The USGS coverage for the project area shows that the project property is located in the Lake Allatoona water supply watershed, which is a Corps Lake and is exempt from the Part 5 Environmental Minimum Planning Criteria.

The USGS coverage for the project area also shows no perennial streams located on or near the project site. Any unmapped streams on the property may be subject to Cobb County's stream buffer requirements. Any waters of the state on the property will subject to the State 25-foot erosion and sedimentation buffer.

**Stormwater / Water Quality**

The proposed project is located on an already developed site and while new facilities are proposed, no increase over existing amounts of impervious surface is anticipated. During any construction, the project should conform to all relevant local, state and federal erosion and sedimentation control requirements. Both before and after construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced on this site with the proposed use. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. These loadings will reflect the existing impervious surfaces on the site. Given the proposed use, heavy industrial was chosen as the use for the entire property. Pollutants may vary with the change in use and the actual amount of stormwater runoff is likely to differ given the specific existing and proposed conditions on this site. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants Per Year:**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
<b>Heavy Industry</b>	5.71	8.28	109.86	730.88	4539.45	9.48	1.20
<b>TOTAL</b>	5.71	8.28	109.86	730.88	4539.45	9.48	1.20

**Total % impervious**                      80%

Where applicable, in order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual.



2424 Piedmont Rd. N.E.  
Atlanta, GA 30324-3330  
404-848-5000

March 10, 2011

Mr. Jon Tuley, Sr. Planner  
Atlanta Regional Commission (ARC)  
Land Use Planning Division  
40 Courtland Street, N.E.  
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 2190  
Canton Road Steel, Metal & Iron Processing & Transfer Station – Cobb County**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 2190 – Canton Road – located in Cobb County.

The project is a 5.7 acre site (with a 5 existing buildings on site) which will house a metals processing and transfer operation. The existing buildings will be utilized for these operations; no new construction is proposed. The area is zoned "HI-heavy Industrial". The proposed project is located at 4585 Canton Road, Marietta, GA 30066. This is an existing private drive off Canton Road, just south of intersection of Shallowford Road NE and Canton Road.

Since the site appears to have very little frontage on Canton Road, it would be difficult to suggest sidewalks. However, we might suggest Cobb examine connectivity to Lee Waters Road across Rail Road spur to Pine Circle to increase road network connectivity.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl L. King", written over the typed name and title.

Cheryl L. King, AICP  
AGM - Planning

Canton Road Neighbors, Inc.

Mr. Jonathan Tuley  
Atlanta Regional Commission  
40 Courtland St.  
Atlanta, GA 30303

Re: DRI # 2190; Snapfinger Properties LLC; “Canton Road Steel, Metal and Iron Processing and Transfer Station”

Dear Mr. Tuley,

As Chairperson of Canton Road Neighbors Inc, a Georgia non-profit civic association, acting as advocates on planning and zoning initiatives for neighborhoods along the Canton Corridor; wish to submit this letter of concern regarding the proposal referenced above.

We have had initial discussion with neighborhoods in the vicinity, with commercial property owners, with East Cobb Baseball and with East Cobb Civic Association. All share our concerns with this proposed industry.

There are multiple concerns with locating a metal processing plant at this location. Its proximity to the East Cobb Baseball fields and to Kell High School athletic fields raises the question of potential negative health impacts on young people playing outdoors in sports events. There are recent studies examining linkage between exposure to airborne metal particulates and increased risk of asthma and lung cancer. These studies will be specifically referenced when the application is heard in Cobb County. While the DRI storm water/water quality assessment has published the estimated pounds of pollutants per year, air quality has not been addressed.

The comments regarding the location of proposal:

“According to the Unified Growth Policy Map (UGPM), the proposed development is located in an area designated as Suburban Neighborhood, which recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. The proposed development is also located along a Redevelopment Corridor and within a Freight Area on the UGPM. The proposed development is surrounded by existing residential, commercial, and industrial uses, with some redevelopment occurring along and near Canton Road. With existing residential development, schools, and parks near the proposed development, the County should give special consideration to potential land use and transportation conflicts and develop appropriate mitigation strategies where necessary.”

This understates the potential negative economic impact of an intense industrial operation at this location. Canton Corridor has struggled since 1998 to revitalize; a corridor study has been completed; design guidelines exist, and several new commercial developments have been built since that corridor study was completed. A transfer station has the potential to devalue nearby commercial properties, and will almost certainly have serious negative consequences for the East Cobb Baseball fields that are contiguous.

The findings of the DRI indicate that while truck traffic volume will not be an issue,

“There are potential safety and access management concerns associated with the private driveway which provides access to the site. The trucks pulling out of this facility and taking a left, in particular, might present a safety hazard.”

While the issues associated with this business will be vetted thoroughly at the county level, we wished to make our concerns known. While some heavy industry remains in the vicinity; notably a concrete plant, it was founded years ago, when this area of Cobb was primarily undeveloped. Since that time many changes have occurred; it is now primarily suburban, with retail and light industrial uses nearby. The revitalization of the area was well underway prior to the recession. Allowing a metal processing and transfer station to locate on this site will have a chilling effect on any future revitalization in the immediate area.

Sincerely,

Carol Brown  
Chairperson, Canton Road Neighbors, Inc.

cc: Chairman Tim Lee  
Commissioner JoAnn Birrell  
Mr. Rob Hosack AICP  
Ms. Christi Trombetti, District 3 Planning Commissioner  
Mr. John Pederson, Zoning Division Manager  
Mr. Garvis Sams, Esq.  
Mr. Dave Roberts, Esq. East Cobb Baseball  
Ms. Jill Flamm, President ECCA  
Canton Road Neighbors Board and Neighborhood Advisory Committee



**EAST COBB BASEBALL**  
**4617 LEE WATERS ROAD**  
**MARIETTA, GEORGIA 30066**  
[WWW.EASTCOBBBASEBALL.COM](http://WWW.EASTCOBBBASEBALL.COM)

**March 18, 2011**

**VIA EMAIL – [JTuley@atlantaregional.com](mailto:JTuley@atlantaregional.com)**

Mr. Jonathan Tuley  
Atlanta Regional Commission  
40 Courtland St.  
Atlanta, GA 30303

RE: DRI # 2190; Snapfinger Properties LLC; “Canton Road Steel, Metal and Iron Processing and Transfer Station”

Dear Mr. Tuley:

My name is Dave Roberts and I serve as General Counsel and as a Member of the Board of Directors of ECB, Inc. d/b/a East Cobb Baseball (“ECB”). ECB is 501(c)(3) entity that is generally recognized as one of the most prominent competitive youth baseball organizations in the Nation. Each year approximately 1200 young men participate as part of our program which is made up of more than 80 ECB-sponsored teams ages 8-18. We also serve as host to thousands of other baseball teams from all over the country during tournament events held at our facility during the spring, summer and fall of each year. Some of our hosted events draw as many as 200 teams and many thousand players from nearly every state during the course of the event. ECB contributes significantly to the economy of Cobb and surrounding counties and the State generally by virtue of the economic impact realized as a result of our functions. It has been estimated by the Cobb County Sports Council that this economic impact exceeds \$17 mil./year.

ECB’s facility is a 30+acre, 8-diamond complex that is located on Lee Waters Road in Marietta directly adjacent to and contiguous with the above-referenced Snapfinger Properties, LLC project/facility. I am in receipt of the correspondence from Carol Brown (Canton Road Neighbors Inc.) to your attention referencing DRI 2190. By this letter, we join in Ms. Brown’s adamant opposition.

Simply stated, the negative impact on our organization and its operations by the placement and operation of a metal processing facility located just yards from our baseball fields would be immense and undeniable. Obvious concerns include excessive noise, traffic, airborne debris, pollutants and contaminants and other general safety concerns.

As a non-profit entity that receives no public financial support, our very existence is dependent on our ability to offer a safe, clean and desirable place for baseball players, their families, college coaches and professional scouts to participate in our program and/or attend our events. The proposed DRI is wholly inconsistent with our ability to do so. It would turn one of Cobb County and the State of Georgia's most recognized sports venues into a loud, dusty and less-desirable destination.

Please feel to contact me with any additional questions or concerns.

Sincerely,

David Allen Roberts  
General Counsel  
East Cobb Baseball  
[drobertslaw@comcast.net](mailto:drobertslaw@comcast.net)  
(404) 247-0994

cc: ECB, Inc. Board of Directors  
Chairman Tim Lee  
Commissioner JoAnn Birrell  
Mr. Rob Hosack AICP  
Ms. Christi Trombetti, District 3 Planning Commissioner  
Mr. John Pederson, Zoning Division Manager  
Carol Brown



# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2190**

## 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 Information

Submitting Local Government: Cobb County Government

Individual completing form: John P. Pederson

Telephone: 770-525-2024

E-mail: john.pederson@cobbcounty.org

\*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: Canton Road steel, metal & iron processing & transfer station

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4506 & 4586 Canton Road, Marietta, G.A. 30066

Brief Description of Project: The applicant seeks to utilize the subject property for the storage, processing and transfer of recycled and scrap steel, metal and iron utilizing the railroad spur located on the subject property.

#### 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.):	7.37 acres
Developer:	Snapfinger Properties, LLC
Mailing Address:	4586 Canton Road
Address 2:	
	City:Marietta State: Ga Zip:30066
Telephone:	770-616-8229
Email:	steve@mariettarecycle.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 type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Special Land Use Permit
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: 2011 Overall project: 2011
<hr/>	
<a href="#">Back to Top</a>	

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Logout](#)**DRI #2190**

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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
Local Government Information	
Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-525-2024
Email:	john.pederson@cobbcounty.org
Project Information	
Name of Proposed Project:	Canton Road steel, metal & iron processing & transfer station
DRI ID Number:	2190
Developer/Applicant:	Snapfinger Properties, LLC
Telephone:	770-616-8229
Email(s):	steve@mariettarecycle.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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input 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:	\$400,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$10,916.00/year
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<b>Water Supply</b>	
Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	N/A. There will only be 2 or 3 employees on site.
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?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	N/A. There will only be 2 or 3 employees on site.
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?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	5-10 truck trips per day; 4 commuter trips per day.
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 type="radio"/> Yes <input checked="" type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:	
<b>Solid Waste Disposal</b>	

How much solid waste is the project expected to generate annually (in tons)?	12,000 tons of scrap metal per 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:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	All buildings and pavement currently exist on site. It is estimated that the site is approximately 90% impervious.
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The existing vegetation will be left undisturbed. The property was developed in the 1960's and may not have any detention facilities.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 type="radio"/> Yes <input checked="" 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 type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<a href="#">Back to Top</a>	

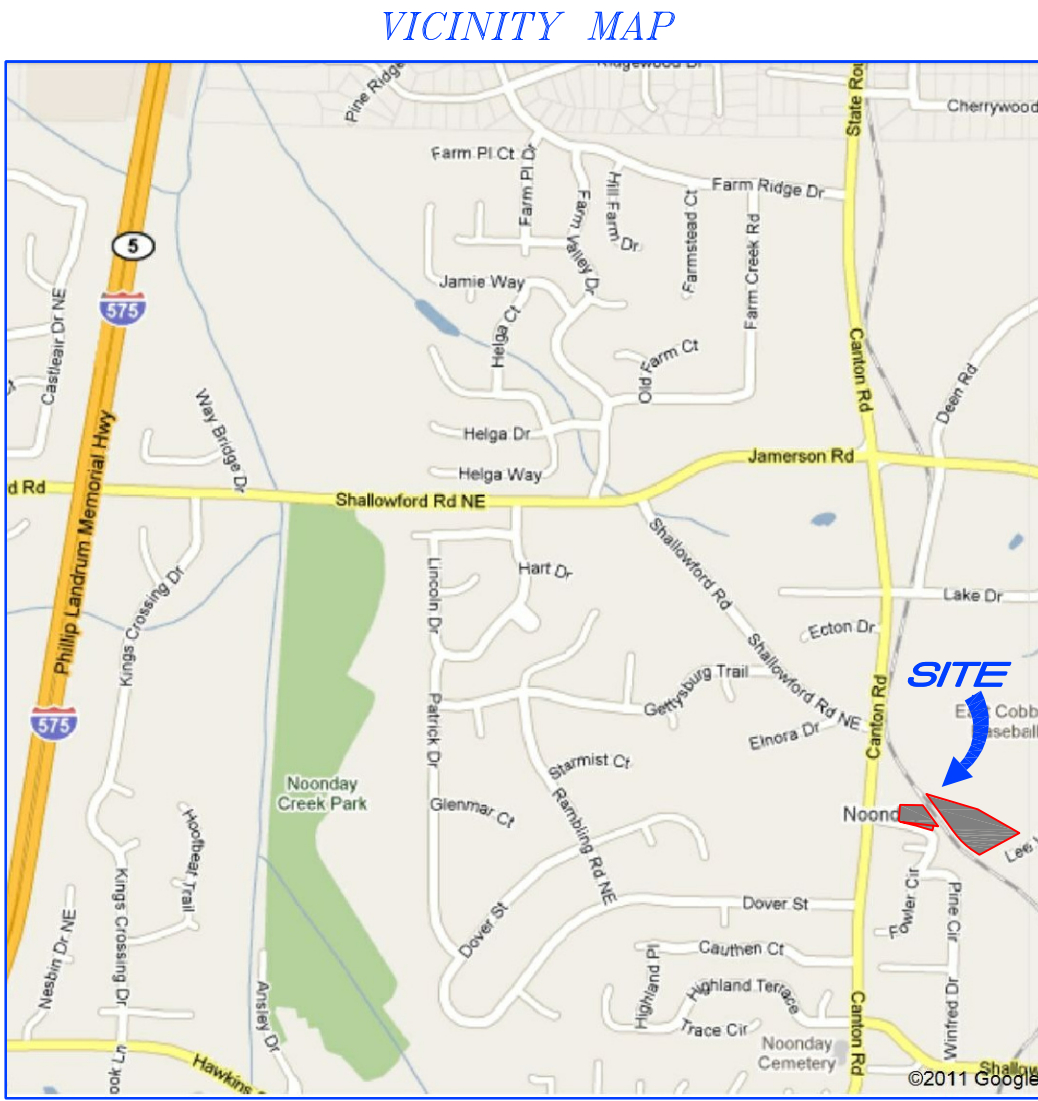
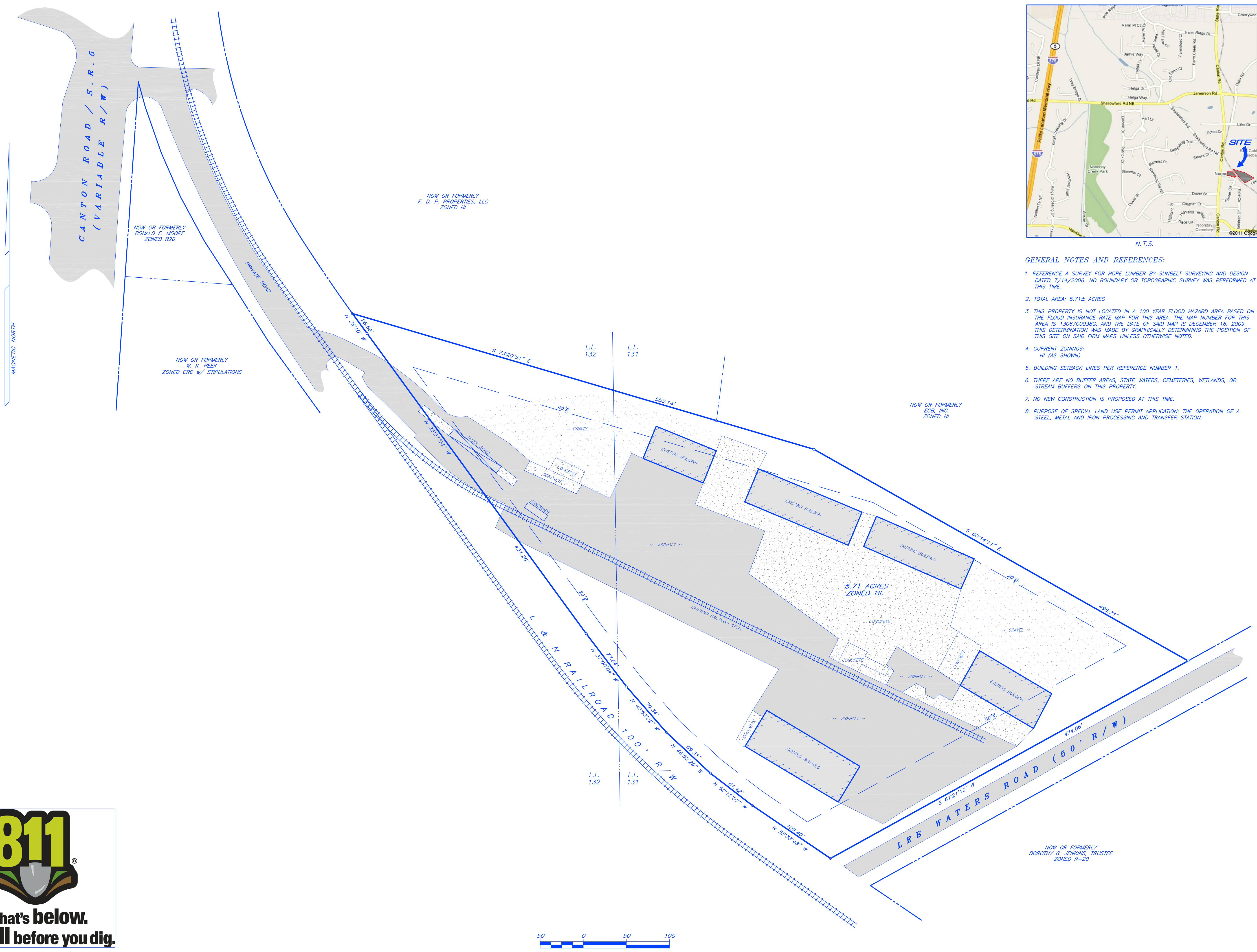
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- GENERAL NOTES AND REFERENCES:
- REFERENCE A SURVEY FOR HOPE LUMBER BY SUNBELT SURVEYING AND DESIGN DATED 7/14/2006. NO BOUNDARY OR TOPOGRAPHIC SURVEY WAS PERFORMED AT THIS TIME.
  - TOTAL AREA: 5.71± ACRES
  - THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13067000386, AND THE DATE OF SAID MAP IS DECEMBER 16, 2009. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.
  - CURRENT ZONINGS:  
HI (AS SHOWN)
  - BUILDING SETBACK LINES PER REFERENCE NUMBER 1.
  - THERE ARE NO BUFFER AREAS, STATE WATERS, CEMETERIES, WETLANDS, OR STREAM BUFFERS ON THIS PROPERTY.
  - NO NEW CONSTRUCTION IS PROPOSED AT THIS TIME.
  - PURPOSE OF SPECIAL LAND USE PERMIT APPLICATION: THE OPERATION OF A STEEL, METAL AND IRON PROCESSING AND TRANSFER STATION.

**SURVEYS PLUS, INC.**  
3565 SOUTH COBB DR., S.E.  
SMYRNA, GEORGIA 30080  
PHONE: (770) 444-9736  
FAX: (770) 444-9739  
Cobb County, Georgia

LOCATED IN  
LAND LOT 131&132  
16th DISTRICT  
2nd SECTION  
COBB COUNTY,  
CITY OF  
GEORGIA

REVISIONS	DATE
DELETE EXTRANEOUS PARCELS	2/22/11

JOB NO.	4443
DRAWN BY:	JTB
CHECKED BY:	DLP
DATE	1-27-11
SCALE	1" = 50'
FIELD DATE	1-26-11

EXHIBIT FOR:  
**SPECIAL LAND USE PERMIT FOR  
SNAPFINGER PROPERTIES, LLC**

