



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: 11/5/2004

ARC REVIEW CODE: R410061

TO: Chairman Samuel S. Olens
ATTN TO: John pedersen, Planner III
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
Name of Proposal: Discovery Tract

Review Type: Development of Regional Impact

Date Opened: 10/6/2004

Date Closed: 11/5/2004

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 State.

Additional Comments: Discovery Tract is a proposed mix use development that includes residential and retail uses. The proposed development meets many of the ARC's Regional Development Policies and Goals; however, additional refinement of the site plan could further meet these policies and goals. The site plan reflects a gated community except for the retail portion located at the intersection of Veteran Memorial Highway and Discovery Boulevard. It is strongly recommended the proposed development not be gated to ensure the connectivity of the development to other existing and future development. Although the site plan reflects sidewalks connection throughout the site and along the exterior roadways, Regional Development Policies focus on transportation connectivity that includes future connections and linkages; therefore, gating the community would prevent allowing for future roadway and pedestrian pathway connections.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY SCHOOLS
CITY OF SMYRNA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
CITY OF MARIETTA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA
DOUGLAS COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

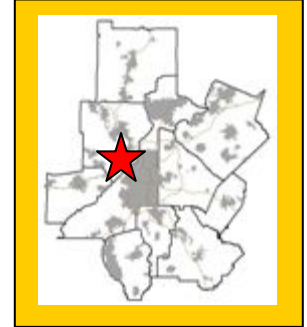
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	October 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Discovery Tract #605
Final Report Due:	November 5, 2004		Comments Due By:	October 20, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Discovery Tract project is a mixed use development that includes 202 townhome units, 161 single family detached units, and 42,000 square feet of retail/office space on 92.09 acres. The residential portion of the site is proposed as a gated community. The commercial component incorporates townhomes above retail and office space. Amenity areas (4.27 acres) and open space (8.43 acres) is also proposed throughout the site. The project is located in southeast Cobb County in the southwest quadrant of the intersection of Veterans Memorial Highway and Discovery Boulevard.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 RM-8 (residential multifamily district) and UVC (urban village commercial district). According to information submitted for the review, the proposed development is not consistent with Cobb County's Future Land Use Plan, which designated this site for industrial uses.

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

No inconsistencies were determined during the review.

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

No impacts were determined from comments received by local governments. Information submitted for the review states that the proposed development does not impede short term or long term plans of the neighboring local government jurisdictions, including the City of Smyrna, City of Atlanta, and Fulton County.

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?

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Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development is estimated to attract approximately 545 resident workers.

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 mile radius of the proposed project.

YEAR	NAME
2001	Queens Mill
1990	Nickajack Development

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?

Discovery Tract is a proposed mix use development that includes residential and retail uses. The proposed development meets many of the ARC's Regional Development Policies and Goals; however, additional refinement of the site plan could further meet these policies and goals.

The development proposes to create a commercial node that is pedestrian oriented through a vertical integration of retail and residential uses, satisfying Regional Development Policy 2 and 3.

The proposed development also meets Regional Development Policy 5: provide a variety of housing choices to ensure housing for individuals and families of diverse income and age groups. The development proposes a residential mix of townhomes, and single family homes that vary in price range.

Pocket parks and open space are incorporated throughout the development as well as an amenity center. The site plan demonstrates interconnected streets throughout the development, allowing residents options to gaining access to amenities, parks, and retail uses. Through discussions with GRTA and the development team, off-street pathways are proposed to connect the uses throughout the site (although these pathways are not designated on the site plan), offering alternatives routes for pedestrian and bicyclists. This is encouraged by the ARC and complies with Transportation Best Practices 9 and 10.

Several double frontage lots are shown on the site plan on both Veterans Memorial Highway and Discovery Boulevard. Adequate setbacks and landscaped buffers should be provided.

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Stream integrity and buffers, vegetation, and natural topography should be preserved where possible during construction. Mass grading and clear cutting should be avoided, where possible.

The site plan reflects a gated community except for the retail portion located at the intersection of Veteran Memorial Highway and Discovery Boulevard. It is strongly recommended the proposed development not be gated to ensure the connectivity of the development to other existing and future development. Although the site plan reflects sidewalks connection throughout the site and along the exterior roadways, Regional Development Policies focus on transportation connectivity that includes future connections and linkages; therefore, gating the community would prevent allowing for future roadway and pedestrian pathway connections.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

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.

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.

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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.

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.

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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 project is located in southeastern Cobb County in the southwestern quadrant of the intersection of Veterans Memorial Highway and Discovery Boulevard.

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.

The proposed development is entirely within Cobb County's jurisdiction; however, it is less than a mile from the Fulton County and the City of Atlanta. The proposed development is also two miles from the City of Smyrna.

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. Information submitted for the review states the proposed development will be bordered by a residential development to the north with commercial uses at the intersection of Queen's Mill Road and Veterans Memorial Highway.

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 \$101,330,000 with an expected \$ 1,210,691 in annual local tax revenues.

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.



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

The proposed development is expected to attract approximately 545 resident workers.

NATURAL RESOURCES

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

Metropolitan River Protection Act

About 21.52 acres of this property is within the Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Act. The Act defines the Corridor as all land within 2000 feet of the Chattahoochee River AND any land in the 100-year flood plain of the river. This property was reviewed under the Metro River Act in 2001-02 (Review Number RC-01-02CC) for consistency with the Chattahoochee Corridor Plan. The Plan includes standards that must be met for a project to be consistent with the Plan. These standards include limits on land disturbance and impervious surface - which vary with the vulnerability categories, which are based on natural conditions on the land, buffers along the river and tributary creeks, and floodplain requirements. The reviewed acreage included all land below the Corps 100-year Flood Plain elevation of 767 MSL, which extended well outside the 2000-foot Corridor on this property. The review was for a townhouse development and was found to be consistent with the Plan. It met the limits on land disturbance and impervious surface, the property was too far from the creek for the required Corridor buffers and no activity was proposed in the floodplain.

Normally, the existing review can be used even when the development is changed so long as there is no increase of land disturbance and impervious over approved amounts, the local government does not consider the change in use to be a substantial change, and there are no changes in land area, vulnerability category, or other factors in the review. In this case, the current site plan shows different areas for the vulnerability categories on the land with different amounts of land disturbance and impervious surface and a different floodplain elevation. These cannot be applied to this property without a new review.

The applicant can either apply the category areas, floodplain elevations and the amounts of land disturbance and impervious surface approved in the 2002 review to the current plan (subject to County approval) or submit a new review based on the revised information. In determining this, remember that it is the river flood elevation that determines the review area outside the 2000-foot line, not the Nickajack Creek flood elevation. Also, the FEMA flood elevation is used now, not the Corps of Engineers elevation. The current presentation shows category areas and development percentages that were not approved in the 2002 review and this must be corrected before the proposal can be considered consistent with the Corridor Plan.

Stream Buffers and Watershed Protection



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The property is also subject to the Cobb tributary buffer zone ordinance for streams draining into the Chattahoochee, as required under the Metropolitan River Protection Act, as well as the Cobb County stream buffer ordinance. The buffers under the Cobb ordinance vary with the size of the basin. The site plan should show the required buffers along all applicable streams. All waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control Buffer. The property is downstream of the Chattahoochee water supply intakes and is not in any water-supply watershed in the Region.

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 that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design and may differ from the figures shown. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	3.64	6.22	63.34	393.12	3578.12	4.48	0.80
Forest/Open	10.92	0.87	6.55	98.28	2566.20	0.00	0.00
Medium Density SF (0.25-0.5 ac)	53.41	72.10	315.65	2296.63	42781.41	18.16	4.27
Townhouse/Apartment	24.12	25.33	258.33	1616.04	14592.60	18.33	3.38
TOTAL	92.09	104.53	643.87	4404.07	63518.33	40.97	8.45

Total % impervious 31%

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.



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

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

Site access points will be provided along US 278 and Discovery Boulevard for both residential uses. Retail will share the same access points but will also have two additional minor driveways along US 278 and one driveway on Discovery Boulevard. Internally, roads will be interconnected. Sidewalks will be provided along the property's frontage on US 278 and Discovery Boulevard.

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

Marc R. 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
Single-Family Residential 134 homes	26	77	103	88	52	140	1,362
Townhomes 233 units	17	85	102	81	39	120	1,318
Shopping Center 65,000 square feet	74	47	121	226	245	471	5,132
TOTAL NEW TRIPS	77	173	250	264	201	465	5,631

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

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

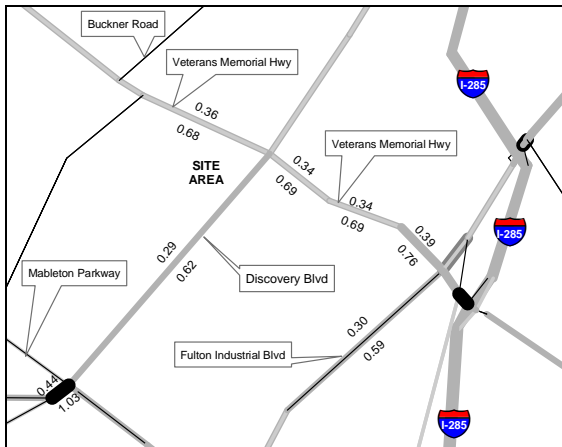
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the

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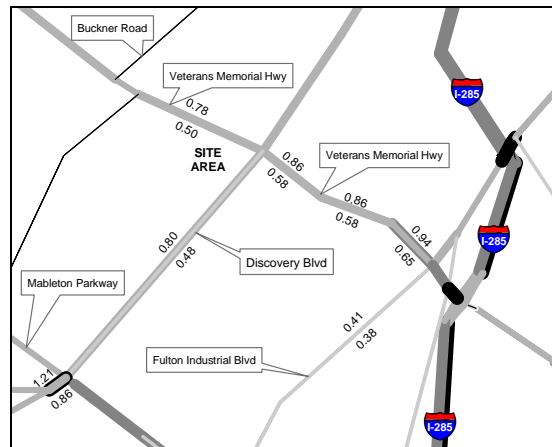
type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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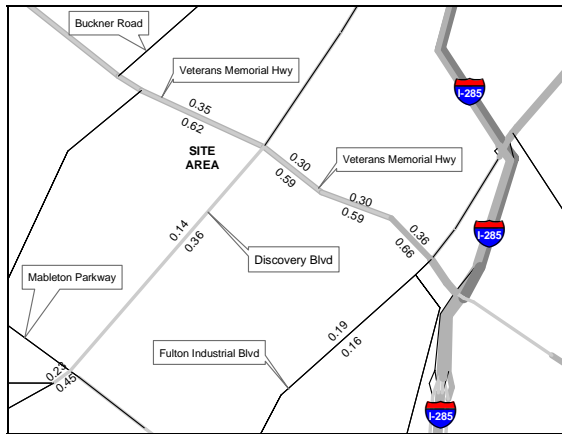
V/C Ratios



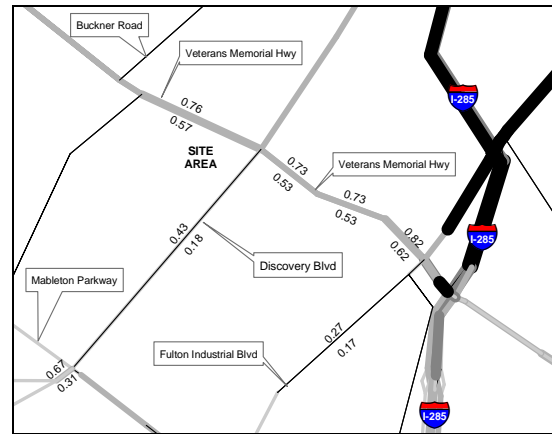
2005 AM Peak



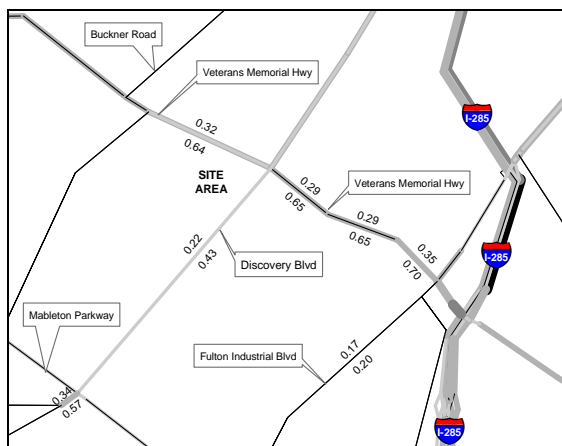
2005 PM Peak



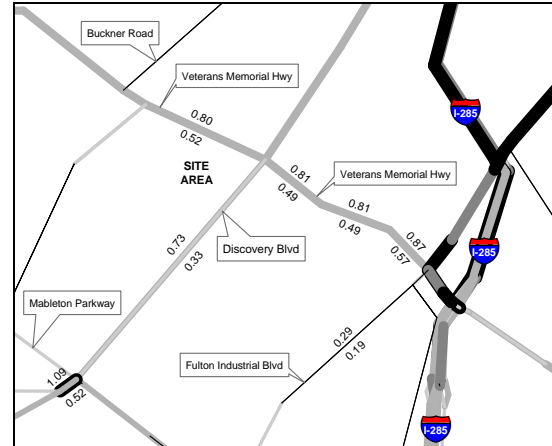
2010 AM Peak



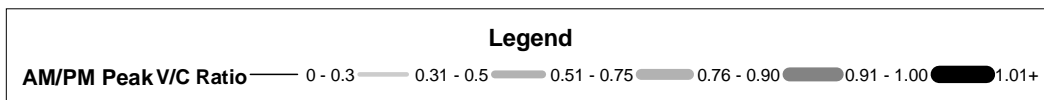
2010 PM Peak



2025 AM Peak



2025 PM Peak



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For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Discovery Tract: What are the recommended transportation improvements based on the traffic study done by the applicant?

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.

Discovery Boulevard at US 278

- Addition of northbound exclusive right turn lane.
- Addition of northbound protected left turn arrow to produce protected/permitted phasing.

Oakdale Road at US 278

- Addition of southbound right turn arrow to existing exclusive right turn lane to operate simultaneously with eastbound protected left turn phase on US 278.

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.

Discovery Boulevard at Mableton Parkway

- Addition of southbound exclusive left turn lane.
- Addition of southbound protected/permitted left turn phasing.

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Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed site is not located in a rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site is currently not serviced by transit within close proximity of the proposed site.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are no immediate plans to provide or expand transit service.

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

None proposed.

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

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>SF Detached Dwellings</i> With all of the below:		
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?	15%	15%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		19%

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

There appear to be minimal deficiencies within the surrounding roadway network during the AM peak periods. However, during the PM peak hours, Veterans Memorial Highway/US 278 may be of concern in its ability to accommodate future traffic. The consultant has identified several improvements needed to elevate levels of service. It is recommended that such improvements are carried out in order to enhance traffic flow and efficiency on roadways such as Veterans Memorial Highway.

INFRASTRUCTURE



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Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1221 MGD.

Which facility will treat wastewater from the project?

South Cobb will provide wastewater treatment for the proposed development.

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

The capacity of South Cobb 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
40	40	26	22	7	No expansion planned, but treatment process upgrades currently in design.	

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.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.124 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?

Preliminary Report:	October 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Discovery Tract #605
Final Report Due:	November 5, 2004		Comments Due By:	October 20, 2004

Information submitted with the review 13,847 tons of solid waste per year and the waste will be disposed of in Cobb 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.)?**

Information submitted with the review states that approximately 149 school age children can be anticipated based on regional averages of students per household by household type. The elementary and high schools serving this site presently have capacity; however, the middle school is experiencing significant overcrowding, according to information submitted for the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 363 housing units that will include townhomes and single family homes.

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



Preliminary Report:	October 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Discovery Tract #605
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Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 313.02. This tract had a 34.1 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 85 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.

Your DRI ID NUMBER for this submission is: **605**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 6/14/2004 3:13:54 PM

DEVELOPMENT OF REGIONAL IMPACT

Cobb County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	Cobb County
*Individual completing form and Mailing Address:	John Pederson 191 Lawrence Street Marietta GA 30090
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail (only one):	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:		Discovery Tract
Development Type	Description of Project	Thresholds
Mixed Use	The 92.09 acre project was approved by the Commissioners on December 16 2003 as a settlement to a longstanding lawsuit. The Project consists of a section of UVC retail/residential (not to exceed 65000 square feet and 32 townhomes) retail/residential and a residential subdivision of 170 townhomes and 161 single-family detached homes.	View Thresholds
Developer / Applicant and Mailing Address:		John Wieland Homes and Neighborhoods, Inc.
Telephone:		(770) 703-2140
Fax:		(770) 907-3419
Email:		dan.fields@jwhomes.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		177,178,179,,280,281,287 & 288
What are the principal streets or roads providing vehicular access to the site?		Discovery Boulevard and Veterans Memorial Highway
Provide name of nearest street(s) or intersection:		Discovery Boulevard and Veterans Memorial Highway
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	approximately 1 mile (Fulton County)
If no, provide the following information:	
In what additional jurisdictions is the project located?	Cobb County (Unincorporated)
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Cobb County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Cobb County Water and Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Cobb County Water and Sewer Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 18 months Overall project: 4-5 years

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N

Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Project is located east of Providence subdivision that was recently approved.	

Submitted on: 9/10/2004 10:20:57 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson, Planner III
Telephone:	770-528-2024
Fax:	770-528-2003
Email (only one):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	Discovery Tract
DRI ID Number:	605
Developer/Applicant:	John Wieland Homes and Neighborhoods, Inc.
Telephone:	770-703-2140
Fax:	770-907-3419
Email(s):	dan.fields@jwhomes.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$101,330,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,210,691
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

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)?	0.124 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

Wastewater Disposal

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)?	0.1221 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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.)	See supplemental traffic study
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	13,847 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	47%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chattahoochee River watershed	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 1. Stream buffers will remain intact, 2. Use of detention ponds, 3. Avoidance of wetlands and floodplains. See supplemental information for details.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	Y

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
Approximately 14.68 acres are located in the ARC Chattahoochee River Corridor, as shown on the submitted site plan. The development plan for this acreage was reviewed by the ARC a couple of years ago, and was found to be in compliance with State law.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?

Y

Is the development located within, or likely to affect any of the following:

1. Floodplains?

N

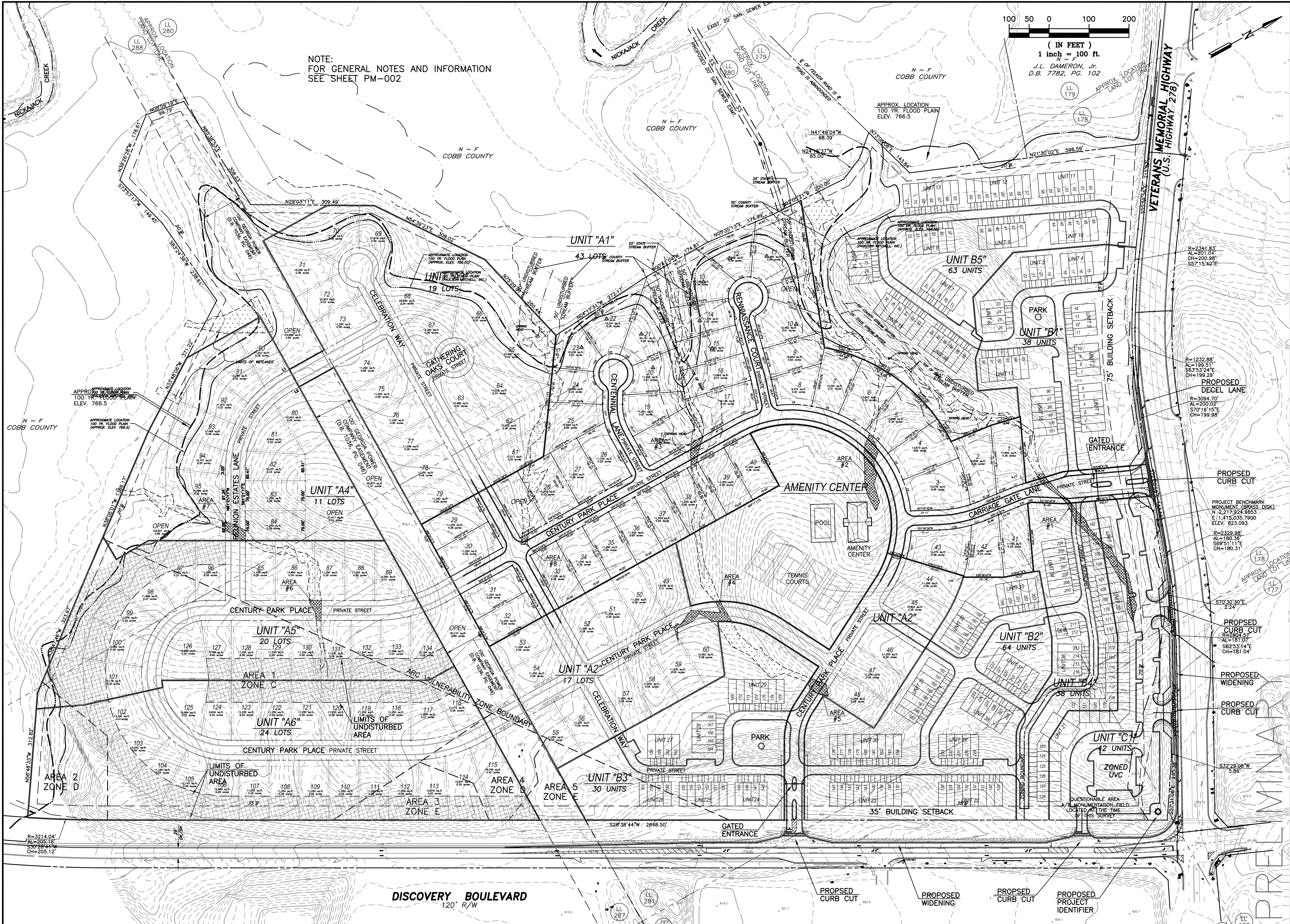
2. Historic resources?

N

3. Other environmentally sensitive resources?

N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:



NOTE:
FOR GENERAL NOTES AND INFORMATION
SEE SHEET PM-002

(IN FEET)
1 inch = 100 ft.
J.L. DAMERON, Jr.
D.B. 7782, PG. 102

NOT VALID FOR CONSTRUCTION
UNLESS SIGNED IN THIS BLOCK

5665 NEW NORTHSIDE DR.
ATLANTA, GA 30328
770-933-0280 - PHONE
770-933-0280 - FAX



JOHN WIELAND
HOMES AND NEIGHBORHOODS, INC.
1950 SULLIVAN ROAD
ATLANTA, GEORGIA 30337
(770) 996-2400

DISCOVERY
UNIT 1 - PHASE 1
LOCATED IN LAND LOTS 177, 178, 179, 280, 281, 287 & 288
18th DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

PRELIMINARY PLAT

NO.	DATE	DESCRIPTION
3/17/04	COUNTY SUBMITTAL	
4/16/04	REVISED PER COUNTY COMMENTS	
4/30/04	ADDED PROPER STREET NAMES	
5/21/04	ADDED REMAINING PARCEL INFORMATION	

JOB NO.	061472.00
DRAWN	RMR
DESIGNED	JDB
CHECKED	VCJ
QCAP	GNK
SHEET	PM-001