



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** 10/28/2004

**ARC REVIEW CODE:** R410291

**TO:** Honorable Samuel S. Olens  
**ATTN TO:** John P. Pederson, Planner III  
**FROM:** Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** Village at West Cobb

**Review Type:** Development of Regional Impact

**Description:** The proposed Village at West Cobb is a 112.4 acre mixed use development in western Cobb County. The proposed development will be comprised of 140 residential units. Of the 140 residential units, 26 units will be single family detached units, 78 single family attached units, and 36 senior adult houses. Also included in the development is 45,000 square feet of office space and 413,000 square feet of retail space. The retail space breaks down into 385,000 square feet of retail, two 5,000 square feet banks and three 6,000 square feet restaurants. The site for the proposed development is on the north side Dallas Highway between Old Hamilton Road and Bob Fleming Road.

**Submitting Local Government:** Cobb County

**Date Opened:** 10/28/2004

**Deadline for Comments:** 11/11/2004

**Earliest the Regional Review can be Completed:** 11/29/2004

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF MARIETTA  
CITY OF AUSTELL  
COOSA VALLEY RDC

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF POWDER SPRINGS  
CITY OF KENNESAW  
COBB COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF SMYRNA  
PAULDING COUNTY

**Attached is information concerning this review.**

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 11/11/2004, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

**Instructions:** The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction of the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Village at West Cobb** See the Preliminary Report .

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Mike Alexander, Atlanta Regional Commission  
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

[malexander@atlantaregional.com](mailto:malexander@atlantaregional.com)

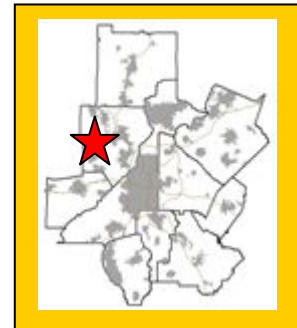
**Return Date: 11/11/2004**

Preliminary Report:	Sept 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at West Cobb #654
Final Report Due:	October 18, 2004		Comments Due By:	October 1, 2004

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Village at West Cobb is a 112.4 acre mixed use development in western Cobb County. The proposed development will be comprised of 140 residential units. Of the 140 residential units, 26 units will be single family detached units, 78 single family attached units, and 36 senior adult houses. Also included in the development is 45,000 square feet of office space and 413,000 square feet of retail space. The retail space breaks down into 385,000 square feet of retail, two 5,000 square feet banks and three 6,000 square feet restaurants. The site for the proposed development is on the north side Dallas Highway between Old Hamilton Road and Bob Fleming Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for June 2007.

### **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 CF (future commercial) and R-30 (single family residential, 30,000 square foot lot size). The proposed zoning is RM-30, RM-8 (residential multi-family), LRO (low-rise office), NRC (neighborhood retail commercial), SC (suburban condominium residential district), and O&I (office and institutional). The future land use plan for Cobb County identifies the majority of the site as 'Very Low Density Residential' with a small portion of the site identified as 'Neighborhood Activity Center.' According to information submitted with the review, Cobb County does not intend to amend the map to account for this development.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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

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

Yes, the proposed development would increase the need for services in the area for existing and future residents. The improvements made to the transportation system, according to the traffic study, with the build out of the proposed development are listed below by intersection:

**Old Hamilton Road and Largent Way/Site Driveway**

- Install a northbound left-turn lane and a southbound right turn lane into the site.
- Install an eastbound right-turn lane exiting the site.

**SR 120 (Dallas Highway) and Main Site Driveway**

- Install a traffic signal.
- Install dual southbound left-turn lanes exiting the site,
- Install a southbound right-turn lane exiting the site.
- Install an eastbound left-turn lane along SR 120.
- Install a westbound right-turn lane along SR 120.

**SR 120 and West Site Driveway**

- Install a westbound right-turn lane along SR 120.

**SR 120 and East Site Driveway**

- Install a westbound right-turn lane along SR 120.

**SR 120 and Bob Fleming Road**

- Install a southbound left-turn lane.
- Install an eastbound left-turn lane along SR 120.

**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 two miles radius of the proposed project.

*No other major development projects have been reviewed within a two miles radius of the proposed project.*

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

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

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

No.

**Is the proposed development consistent with regional plans and policies?**

The ARC will work with Cobb County and the developer through the review process to address several concerns of the proposed development. The proposed development is located in western Cobb County that is characterized by low density, rural residential, park and recreation, and neighborhood commercial and service oriented retail. Village at West Cobb is a mixed use development characteristic of regional activity centers.

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Dallas Highway, also known as State Route 120, is one of two major routes into Paulding County from Cobb County. Dallas Highway is a regional capacity highway serving Paulding County to employment center to the east. Paulding County is one of the fastest growing counties in the state as well as the country; however, the county has no direct interstate access. Dallas Highway is a major route from Paulding County to Interstate 75. According to Cobb County, Dallas Highway is designated as a scenic byway. Unfortunately, Dallas Highway must provide access and act as a thoroughfare. Therefore, access management is key to preserving the long term capacity and function of Dallas Highway. Two median breaks are proposed along Dallas Highway at the Main Site Driveway and Bob Fleming Road. The ARC believes that additional median breaks would further contribute to congestion and deterioration of Dallas Highway's performance in serving as a regional state highway.

The proposed site is currently zoned CF and R-30. The future land use map for Cobb County designates the site of the proposed development as Very Low Density Residential which provides areas for 'housing with densities of zero to two dwelling units per acre.' The allowable zoning under this land use category is RR, R-80, R-40, R-30, and R-20. The proposed development is proposing a rezoning that is inconsistent with this land use category, except for proposing to rezone 27.2 acres as R-30. Immediately surrounding the development is R-30, R-20, LRO, GC (general commercial), OI, RR (rural residential), NS (neighborhood shopping), and HI (heavy industrial). It should be noted that these residential zonings are the most restrictive in Cobb County. These particular residential zoning districts establish large minimum lot sizes. The rural residential district was created to provide locations for large useable areas for limited residential, agricultural, and park and open space needs. This zoning district also correlates growth with utility and transportation needs until urbanization is warranted. Information submitted with the review states that Cobb County does not intend to amend the future land use map for this development.

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## **PRELIMINARY 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 Cobb County. The site for the proposed development is on the north side Dallas Highway between Old Hamilton Road and Bob Fleming Road.

### **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. It is approximately 3 ½ miles from the City of Marietta and four miles from Paulding County.

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

To be determined during the review.

## **ECONOMY OF THE REGION**

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

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$90,000,000 with an expected \$10,000,000 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.

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



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The proposed development is expected to create 927 long term jobs with a wide range of salaries.

## **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.**

### **Stream Buffers and Watershed Protection**

No blue line streams are located on the project property, as shown on the Lost Mountain USGS 1:24,000 quad sheet, which shows the project area. Any unmapped streams on the property will be subject to the requirements of the Cobb County Stream Buffer Ordinance. Any state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. The project design needs to meet the requirements of any applicable buffer regulations and all required buffers should be shown and clearly identified on the site plan, as applicable. This project is in the Allatoona Creek/Lake Allatoona water supply watershed. This is a large watershed and the project is located more than seven miles upstream of the intake, so no Part 5 minimum watershed criteria apply.

### **Storm Water / 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). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. 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	54.90	93.88	955.26	5929.20	53966.70	67.53	12.08
Low-Med. Density SF (0.5-1.0 ac)	27.20	29.38	128.38	924.80	17380.80	7.34	1.63
Office/Light Industrial	7.40	9.55	126.76	843.60	5239.20	10.95	1.41
Townhouse/Apartment	22.90	24.05	245.26	1534.30	13854.50	17.40	3.21
<b>TOTAL</b>	<b>112.40</b>	<b>156.85</b>	<b>1455.67</b>	<b>9231.90</b>	<b>90441.20</b>	<b>103.23</b>	<b>18.32</b>
Total % impervious	60%						

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

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and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

#### **Georgia Regional Transportation Authority Review Findings**

Site access will be provided at seven locations. Three driveway access points will be located along ***SR 120/Dallas Highway***:

- West/east access - a right-in/right-out only driveway
- Center access - full movement signalized T-intersection
- East driveway will be a right-in/right-out driveway located 950' west of the Old Hamilton Road signalized intersection
- Main site driveway will be located 650' west of the east driveway
- West site driveway will be a right-in/right-out driveway located 620' west of the main site driveway and 690' east of Bob Fleming Road.

There will be two additional access points along ***Bob Fleming Road***:

- One full movement and right-in/right-out only driveway along Old Hamilton Road
- One full access driveway aligned with Largent Way with a right-in/right-out only access between Dallas Highway

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

Kimley-Horn Associates 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single-family detached homes 26 units	7	21	28	20	12	32	151
Single-family attached homes 78 units	7	35	42	33	16	49	260
Senior adult housing 36 units	4	19	23	17	9	26	135
Office 45,000 square feet	87	12	99	22	107	129	361
Retail 385,000 square feet	201	128	329	680	737	1,417	7,595
Drive-in Banks (2) 5,000 square feet each	69	54	123	229	229	458	1,040
Quality Restaurants (2) 6,000 square feet each	8	2	10	60	30	90	540
Sit-down restaurant 6,000 square feet	120	111	231	133	85	218	382
<b>TOTAL NEW TRIPS*</b>	<b>430</b>	<b>296</b>	<b>726</b>	<b>782</b>	<b>855</b>	<b>1,637</b>	<b>7,118</b>

*\*Total includes Internal Capture and Pass-By Trip reductions.*

### **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 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 graphic. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

### **V/C Ratios**

To be determined during the review.

### **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\***



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ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-AR-BP211	Dallas Highway – SR 120 Streetscape from John Ward Road to Paulding County Line	Pedestrian Facility	2006

#### 2025 RTP Limited Update\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-206	Stilesboro Road from Kennesaw Due West Road to Barrett Parkway	Roadway Capacity	2015

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

### **Impacts of Village at West Cobb: What is 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.

#### *SR 120 and Barrett Parkway*

- Widen SR 120 to a six-lane facility (three eastbound and westbound through lanes) through the intersection.
- Install a northbound left-turn lane along Barrett Parkway creating dual left-turn lanes.
- Optimize signal timing.

#### *SR 120 and Old Hamilton Road*

- Install a southbound left-turn lane.
- Optimize signal timing.

#### *SR 120 and Mars Hill Road*

- Widen SR 120 to a six-lane facility (three eastbound and westbound through lanes) through the intersection
- Install an eastbound left-turn lane creating dual-left turns
- Optimize signal timing.

#### *Barrett Parkway and Burnt Hickory*

- Install a northbound, southbound, and eastbound right-turn lane.
- Optimize signal timing.

#### *Due West Road and Burnt Hickory*

- Add westbound right-turn protected-permissive overlap phasing.
- Optimize signal timing.

#### *Due West Road and Kennesaw Due West*



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- Add eastbound right-turn protected-permissive overlap phasing.
- Optimize signal timing.

*Due West Road and Old Hamilton Road*

- Install a traffic signal. Peak hour warrants are expected to be met.
- Optimize signal timing.

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.

*Old Hamilton Road and Largent Way/Site Driveway*

- Install a northbound left-turn lane and a southbound right-turn lane into the site.
- Install an eastbound right-turn lane exiting the site.

*SR 120 and Main Site Driveway*

- Install a traffic signal.
- Install dual southbound left-turn lanes exiting the site.
- Install a southbound right-turn lane exiting the site.
- Install an eastbound left-turn lane along SR 120.
- Install a westbound right-turn lane along SR 120.

*SR 120 and West Site Driveway*

- Install a westbound right-turn lane along SR 120.

*SR 120 and East Site Driveway*

- Install a westbound right-turn lane along SR 120.

*SR 120 and Bob Fleming Road*

- Install a southbound left-turn lane.
- Install an eastbound left-turn lane along SR 120.

**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?**

No.

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

No.

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

None currently proposed within the immediate vicinity of the site area.

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**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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Retail is dominant, 10% Residential and 10% Office	9%	9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
TMA or Parking Management Program	3%	3%
<b>Total</b>		<b>17%</b>

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

To be determined during the review.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.126 MGD.

**Which facility will treat wastewater from the project?**

The South Cobb facility 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

<b>PERMITTED CAPACITY MMF, MGD<sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
40	40	26	33	7	No expansion planned, but treatment process upgrades currently in design.	

Preliminary Report:	Sept 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at West Cobb #654
Final Report Due:	October 18, 2004		Comments Due By:	October 1, 2004

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

<sup>1</sup> 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 0.151 MGD based on regional averages.

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

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

**INFRASTRUCTURE**

**Solid Waste**

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

Information submitted with the review 2,000 tons of solid waste per year and the waste will be disposed of in Gwinnett 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?



Preliminary Report:	Sept 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at West Cobb #654
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- **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.)?**

To be determined during the review.

### **AGING**

**Does the development address population needs by age?**

To be determined during the review.

**What is the age demographic in the immediate area of the development?**

To be determined during the review.

### **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 140 housing units that will include single family attached and detached, and senior adult housing.

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

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 Tracts 302.16. These tracts had a 13.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 100 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.



Preliminary Report:	Sept 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Village at West Cobb #654
Final Report Due:	October 18, 2004		Comments Due By:	October 1, 2004

\* 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: **654**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 9/30/2004 4:22:31 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 Government
*Individual completing form and Mailing Address:	John P. Pederson, Planner III 191 Lawrence Street Marietta, GA 30060
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

\*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:		The Villages of West Cobb
Development Type	Description of Project	Thresholds
Mixed Use	Mixed use development on 112.4 acres featuring 458000 square-feet of office retail restaurants with 140 attached and detached residential units.	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:		The Goodman Company Phillips Point, East Tower 777 South Flager Drive West Palm Beach, FL.
Telephone:		561-833-3777
Fax:		561-832-4833
Email:		<a href="mailto:blilly@thegoodmancompany.com">blilly@thegoodmancompany.com</a>
Name of property owner(s) if different from developer/applicant:		Stockton & Bullard Family Trusts
Provide Land-Lot-District Number:		20th District; Land lots 313, 334
What are the principal streets or roads providing vehicular access to the site?		Dallas Highway, Old Hamilton Road, Bob Fleming Road
Provide name of nearest street(s) or intersection:		Dallas Highway and Old Hamilton Road
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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?	+/- one mile
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (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:	Rezoning
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
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: Overall project: Two Years

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
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):

The applicant has engaged the services of Kimley-Horn & Associates, Inc., to complete and submit a traffic study.

Submitted on: 10/21/2004 2:20:39 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Fax:	770-528-2003
Email ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

### Proposed Project Information

Name of Proposed Project:	Village at West Cobb
DRI ID Number:	654
Developer/Applicant:	The Goodman Company
Telephone:	561-833-3777
Fax:	561-832-4033
Email(s):	blilly@thegoodmancompany.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:	\$90,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$10,000,000.00
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): One vacant house	

### 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)?	0.151 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?	N
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?	

### 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)?	0.126 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?	N
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?	

### 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.)	21,900 VPD
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?	N
If transportation improvements are needed to serve this project, please describe below: Traffic Impact Study is in progress. Likey improvements will include left and right turn lanes, traffic signalization, and new median openings.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,000 tons per year
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?	66%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Allatoona Creek Basin and Noses Creek basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Project impacts will be mitigated through the use of stream buffers, Stormwater Best Management Practices in accordance with Cobb County regulations, and the Georgia Stormwater Manual. Erosion Control measures will be in accordance with the Georgia Sediment & Erosion Manual.	

### Environmental Quality

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

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:  
Same as statement above.

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?

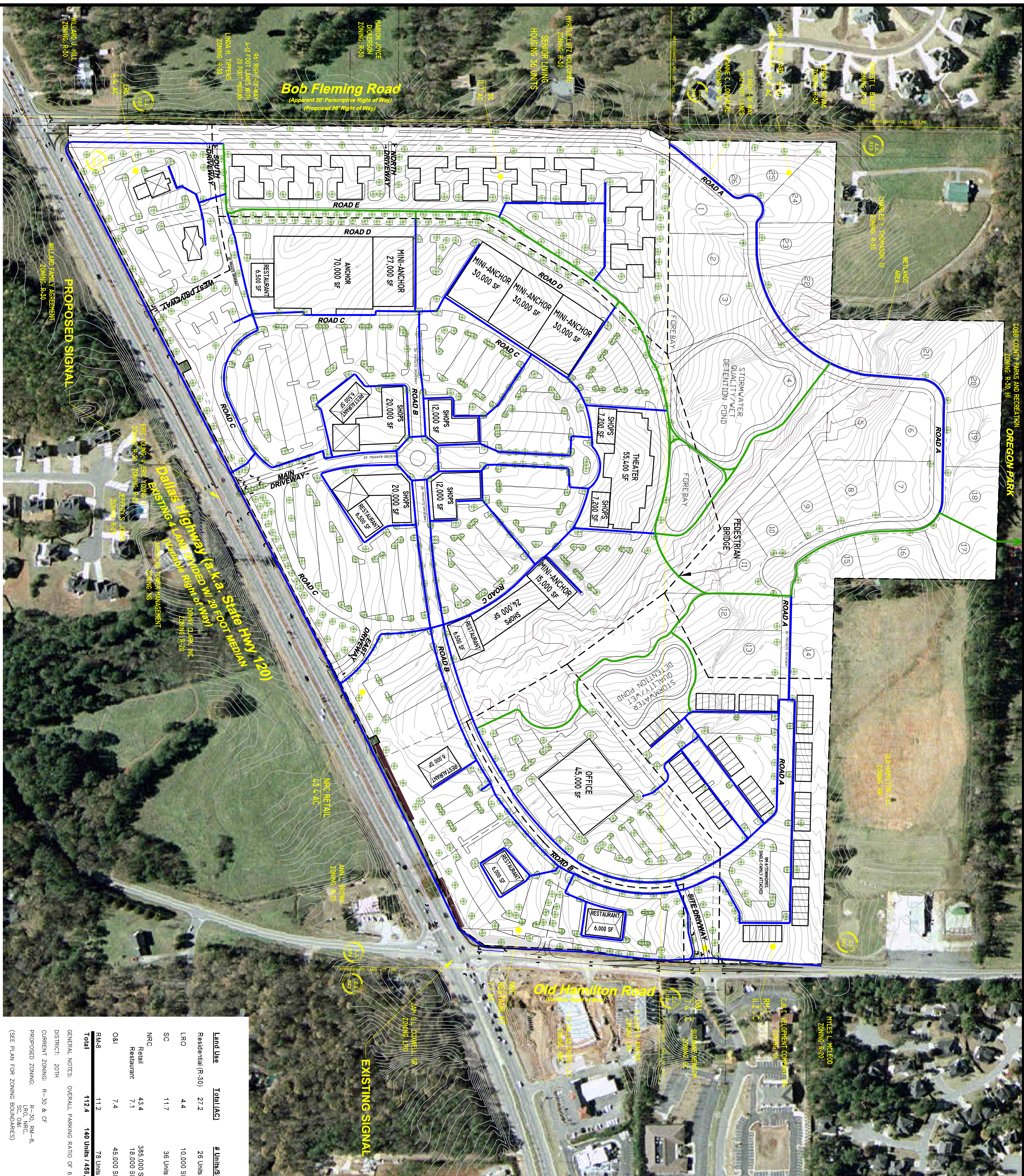
N

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:





SHOPPING CENTER					
USE	SQFEET	RATIO REQUIRED	REQUIRED PARKING	PROVIDED PARKING	COMMENTS
BANK	10,000 SF	1/265 SF	35		
	2	3A/TM	6		
	SUBTOTAL		41	102	
RETAIL	303,800 SF	1/250 SF	1,518		Retail - Old Shopping-Parkway Theater
RESTAURANT	26,000 SF	1/100 SF	260		
THEATER	2,838 SF	1/3 SEATS	473		396 square ftg. Parking shared with other Theater. See "Notes" section of the Overall Code 10-277(2)(3).
	SUBTOTAL		2,251	1,445	
RESTAURANT	18,000 SF	1/100 SF	180	348	
OFFICE	45,000 SF	1/265 SF	159	356	
TOTAL			2,830	2,731	

<u><i>LAND USE SUMMARY</i></u>	
<u><i>Density</i></u>	<u><i>Description</i></u>
0.95 Units/AC	Single Family Homes Detached
2.56c SF/AC	2 Banks (5,000 SF for outparcel)
3.7 Units/AC	Senior Living Housing
8.871 SF/AC	Lifestyle Center
2.537 SF/AC	3 Restaurants ( 8,000 S.F. for outparcel )

7 Units/AC      Single Family Homes Attached

1000 SF

0 SPACES PER 1000 SF (NON-RESIDENTIAL)

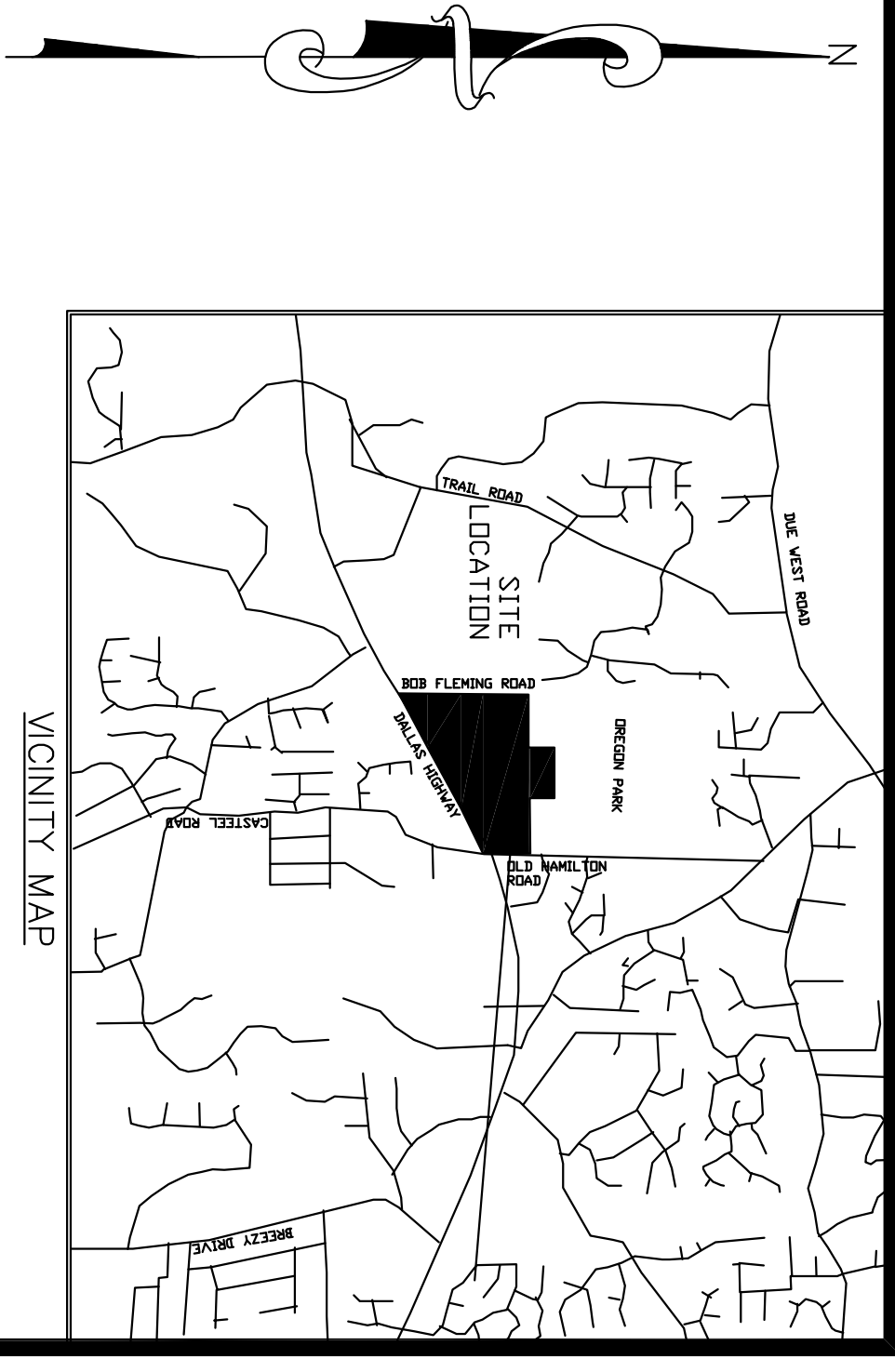
0 50 100 200 300

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**GENERAL NOTES**  
**APPLICANT:** THE GOODMAN COMPANY  
1801 NORTH FLAGLER DRIVE  
WEST PALM BEACH, FL 33407  
CONTACT: BOB ULLEY  
PHONE: 561-833-3777

**ENGINEER:** KIMLEY-HORN AND ASSOCIATES, INC.  
3169 HOCOMBE BRIDGE ROAD, SUITE 600  
CONCORD, MASS. 01742  
CONTACT: MARK KILBY, P.E.  
PHONE: 770-825-0744  
FAX: 770-825-0074

**SURVEYOR:** TERPARKER LAND SURVEYING, INC.  
1880-C CORB INTERNATIONAL BOULEVARD  
KENNESAW, GA 30152  
PHONE: 770-421-0557  
FAX: 770-421-0552



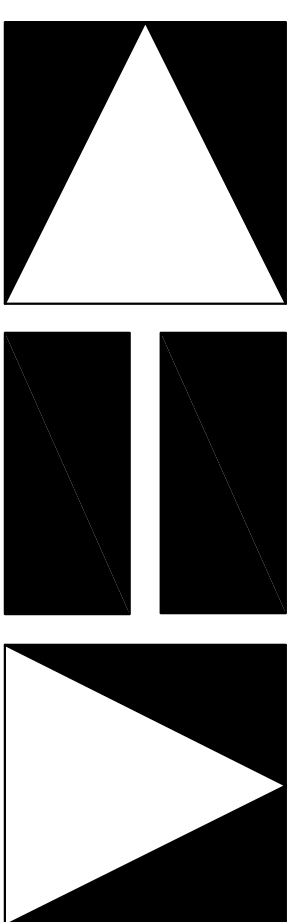
**LEGEND**

SIDEWALK

TRAIL

<b>REV.</b>	<b>No.</b>	<b>REASON</b>	<b>DATE:</b>	<b>DRAWN BY:</b>	<b>CHECKED BY:</b>

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PREPARED IN THE OFFICE OF:

**Kimley-Horn  
and Associates, Inc.**

3169 HOLCOMB BRIDGE ROAD SUITE 600 - NORCROSS, GEORGIA 30071-1867  
PHONE: (770) 825-0744 FAX: (770) 825-0074

CLIENT: **THE GOODMAN COMPANY**

TITLE: **SITE PLAN FOR  
THE VILLAGE AT WEST COBB**

DATE	10-18-04
HORIZONTAL SCALE	1"=100'
VERTICAL SCALE	1"=100'
DRAWN BY	KGB
DESIGNED BY	CD
CHECKED BY	WSH
SEAL:	
PROJECT:	
<b>THE VILLAGE AT WEST COBB</b>	
ATTACHED REFERENCE FILES:	
JOB NUMBER:	01598000
SHEET NUMBER:	1 of 1