ARC
ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

June 14, 2004

Honorable Sam S. Olens, Chairperson
Cobb County Commission
100 Cherokee Street, Suite 355
Marietta, Georgia 30090

RE: Development of Regional Impact Review
The Mill at Covered Bridge

Dear Chairman Olens:

I am writing to let you know that the submittal of the Development of Regional Impact (DRI) known as The Mill at Covered Bridge is certified complete and that we are initiating review of the project. As a part of our review, we are notifying the following agencies of the review— City of Powder Springs, City of Austell, City of Smyrna, City of Douglasville, Douglas County, Cobb County Schools, Fulton County, Paulding County, Georgia Regional Transportation Authority, and Georgia Departments of Transportation, Natural Resources, and Community Affairs—to afford all an opportunity to comment.

Enclosed is a copy of our preliminary report. The 45-day DRI review period ends on July 29, 2004, but we will complete the review as soon as possible. In the meantime, please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions.

Sincerely,

Charles Krautler
Director

CK/mhf

Enclosures

C: Mr. John P. Pederson, Cobb County
Mr. John H. Moore, Traton Corporation

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 in which 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: The Mill at Covered Bridge *See the Preliminary Report.*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature: Date:

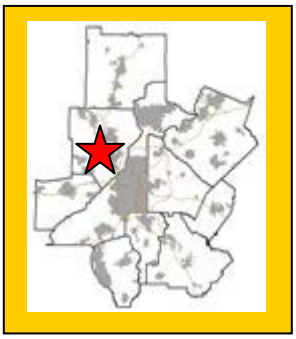
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: June 28, 2004

Preliminary Report:	June 14, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	**Project:**	The Mill at Covered Bridge # 533
Final Report Due:	July 14, 2004		**Comments Due By:**	June 28, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The Mill at Covered Bridge is a proposed mixed use development located on approximately 181.96 acres. The development is proposing a total of 427 units that includes 15 live/work fee simple townhomes, 70 active adult condominiums, 141 fee simple townhomes, and 201 single family residential units along with 6.3 acres of neighborhood village office and commercial. This will include approximately 20,000 square feet of office and 40,000 square feet of retail space comprised of a bank, restaurant, and shopping center. There will be at least one central amenity and approximately 56.33 acres of open space. The proposed development is located on the north and south sides of the East-West Connector in central Cobb County.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2006.

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 R-20, single family residential. The proposed zoning for the development is PVC, Planned Village Community to allow for an overall net density of 2.93 units per acre and a mix of residential and non residential uses.

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

The proposed development is not entirely consistent with Cobb County's Future Land Use Plan which designates this site for medium density residential and low density residential uses.

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

To be determined during the review.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a two-mile radius of the proposed project.

Year	Name
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 undeveloped and will not displace any significant development or jobs

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of the ARC's regional development policies; however, the development could be further refined to reflect many more of the regional policies and goals. The proposed development does promote clustered development, offering a variety of housing opportunities that range from single family detached to live work townhomes. Also being proposed is a mix of commercial and office uses centered around a village square, allowing the opportunity for individuals to live and work within the DRI. The development also proposes sidewalks and biking and walking trails to connect activities within the site as well as adjacent activities to the site.

Further refinement of the site plan could lend the development to better promote and implement many of the goals set forth in the Regional Development Plan. Extension of Donald Road and Russell Street into the development would allow for better connectivity and access to and from the site. Pedestrian access to Russell Elementary School should be implemented where applicable, either along the proposed walking trail or through a pedestrian extension from Street N.

It is also strongly encouraged that Street F be realigned farther away from the Silver Comet Trail and provide a larger buffer between the residential development and the trail. Street B should also be realigned on the eastern side of South Hurt Road so to allow for a larger buffer between the residential development and the Silver Comet Trail.

It is also recommended that sidewalks are provided throughout the townhomes to further encouragement bicycle and pedestrian movement within the site and to adjoining land uses.

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.

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.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in central Cobb County, on the north and south sides of the East-West Connector between Hicks Road and South Hurt Road. The property is located just west of the City of Smyrna.

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 the Cobb County government's boundary; however, it is approximately less than a mile from the western boundary for 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.

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 $136,887,500.00 with an expected $1,635,532.00 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?

To be determined during the review.

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

The property is not near the Chattahoochee River Corridor, but it is in the Chattahoochee Basin. The project property is crossed by a tributary to Nickajack Creek, which is in turn a tributary to the Chattahoochee River. As such, the property is 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.

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. Although the site plan gives a total site area of 181.96 acres, the acreage of each parcel provided by the applicant, combined with the listed open space acreage, adds up to 169.03 acres. .This is the acreage used in these calculations. The actual total pollutant loadings will be proportionately greater if the area is greater. Further, actual pollutant loadings will depend on the actual impervious coverage developed on the property 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	6.30	10.77	109.62	680.40	6192.90	7.75	1.39
Forest/Open	56.33	4.51	33.80	506.97	13237.55	0.00	0.00
Medium Density SF (0.25-0.5 ac)	76.40	103.14	451.52	3285.20	61196.40	25.98	6.11
Townhouse/Apartment	30.00	31.50	321.30	2010.00	18150.00	22.80	4.20
TOTAL	**169.03**	**149.92**	**916.24**	**6482.57**	**98776.85**	**56.53**	**11.70**

Total % impervious 24%

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.

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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

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will consist of 201 single-family homes, 141 residential townhouses, 70 active adult condominiums, and 15 live/work townhouses. Office and retail will also be components of the Mill at Covered Bridge. The 182 acre site will house 19,856 square feet of office space and 21,050 square feet of retail. They will be housed within the Neighborhood Village concept the developer is proposing at the intersection of East-West Connector and Hicks Road. Access points will be located along the East-West Connector, Hicks Road and South Hurt Road.

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

A & R Engineering, Inc. 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 Detached Houses *201 Units* Residential Townhouses *156 Units* Senior Adult Housing *70 Units*	50	174	224	172	89	261	2,947
General Office *25,856 sq. ft.*	55	7	62	13	85	98	395
Shopping Center *4,950 sq. ft.* Drive-in Bank *8,000 sq. ft.*	54	40	94	172	165	337	1,538
High Turnover Restaurant *8,100 sq. ft.*	43	39	82	42	26	68	724
TOTAL NEW TRIPS	**202**	**260**	**462**	**399**	**365**	**764**	**5,604**

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 1.0, 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 0.8 or above are considered congested.

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
East-West Connector (West of Hicks Road)													
2005	2	**4,070**	3,470	600	**0.34**	0.58	0.10	**5,850**	1,470	4,380	**0.49**	0.25	0.73
2010	2	**3,890**	3,260	630	**0.33**	0.54	0.11	**5,710**	1,720	3,990	**0.48**	0.29	0.67
2025	2	**4,480**	3,450	1,030	**0.38**	0.58	0.17	**6,930**	2,000	4,930	**0.58**	0.33	0.82
% Change 2005-2010		**-4.4%**	**-6.1%**	**5.0%**	**-4.4%**	**-6.9%**	**10.0%**	**-2.4%**	**17.0%**	**-8.9%**	**-2.0%**	**16.0%**	**-8.2%**
% Change 2010-2025		**15.2%**	**5.8%**	**63.5%**	**15.4%**	**7.4%**	**54.5%**	**21.4%**	**16.3%**	**23.6%**	**19.8%**	**13.8%**	**22.4%**
% Change 2005-2025		**10.1%**	**-0.6%**	**71.7%**	**10.3%**	**0.0%**	**70.0%**	**18.5%**	**36.1%**	**12.6%**	**17.3%**	**32.0%**	**12.3%**
East-West Connector (East of Hicks Road)													
2005	2	**3,150**	2,800	350	**0.27**	0.47	0.06	**4,760**	900	3,860	**0.40**	0.15	0.64
2010	2	**3,280**	2,890	390	**0.28**	0.48	0.07	**4,460**	940	3,520	**0.38**	0.16	0.59
2025	2	**3,830**	3,060	770	**0.32**	0.51	0.13	**5,490**	1,280	4,210	**0.46**	0.21	0.70
% Change 2005-2010		**4.1%**	**3.2%**	**11.4%**	**3.8%**	**2.1%**	**16.7%**	**-6.3%**	**4.4%**	**-8.8%**	**-5.1%**	**6.7%**	**-7.8%**
% Change 2010-2025		**16.8%**	**5.9%**	**97.4%**	**16.4%**	**6.3%**	**85.7%**	**23.1%**	**36.2%**	**19.6%**	**21.3%**	**31.3%**	**18.6%**
% Change 2005-2025		**21.6%**	**9.3%**	**120.0%**	**20.8%**	**8.5%**	**116.7%**	**15.3%**	**42.2%**	**9.1%**	**15.2%**	**40.0%**	**9.4%**
Hicks Road (Between Concord Road & East-West Connector)													
2005	1	**3,290**	1,770	1,520	**0.55**	0.59	0.51	**3,990**	1,980	2,010	**0.67**	0.66	0.67
2010	1	**3,090**	1,550	1,540	**0.52**	0.52	0.51	**4,270**	2,180	2,090	**0.72**	0.73	0.70
2025	1	**3,060**	1,460	1,600	**0.51**	0.49	0.53	**3,900**	1,890	2,010	**0.65**	0.63	0.67
% Change 2005-2010		**-6.1%**	**-12.4%**	**1.3%**	**-6.4%**	**-11.9%**	**0.0%**	**7.0%**	**10.1%**	**4.0%**	**7.5%**	**10.6%**	**4.5%**
% Change 2010-2025		**-1.0%**	**-5.8%**	**3.9%**	**-1.0%**	**-5.8%**	**3.9%**	**-8.7%**	**-13.3%**	**-3.8%**	**-9.1%**	**-13.7%**	**-4.3%**
% Change 2005-2025		**-7.0%**	**-17.5%**	**5.3%**	**-7.3%**	**-16.9%**	**3.9%**	**-2.3%**	**-4.5%**	**0.0%**	**-2.3%**	**-4.5%**	**0.0%**
Hurt Road (East of Hicks Road)													
2005	1	**2,730**	1,650	1,080	**0.53**	0.63	0.42	**3,180**	1,520	1,660	**0.62**	0.59	0.64
2010	1	**2,600**	1,470	1,130	**0.50**	0.56	0.44	**3,430**	1,620	1,810	**0.66**	0.62	0.70
2025	1	**2,500**	1,550	950	**0.49**	0.60	0.37	**3,510**	1,680	1,830	**0.68**	0.65	0.70
% Change 2005-2010		**-4.8%**	**-10.9%**	**4.6%**	**-4.8%**	**-11.1%**	**4.8%**	**7.9%**	**6.6%**	**9.0%**	**7.3%**	**5.1%**	**9.4%**
% Change 2010-2025		**-3.8%**	**5.4%**	**-15.9%**	**-3.0%**	**7.1%**	**-15.9%**	**2.3%**	**3.7%**	**1.1%**	**2.3%**	**4.8%**	**0.0%**
% Change 2005-2025		**-8.4%**	**-6.1%**	**-12.0%**	**-7.6%**	**-4.8%**	**-11.9%**	**10.4%**	**10.5%**	**10.2%**	**9.8%**	**10.2%**	**9.4%**

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
CO-326	Austell Road – SR 5 intersection improvements from Sandtown, Pat Mell, Hicks, Milford Ch, Hurt, Clay to Cochran, Windy Hill, Callaway, Floyd, Hosp South	Roadway Operations	2008
CO-327B	Signal Timing, FY 2004	Roadway Operations	2004
CO-AR-070B	East-West Connector at I-285 West, Phase 6 (Including Atlanta Road Bridge)	Interchange Capacity	2011
CO-AR-070C	East-West Connector at I-285 West Ramps including collector/distributor lanes, Phase 7	Interchange Capacity	2011
CO-AR-223	Capital Projects: Transit Center	Transit Facilities	2005
CO-AR-228	CNG-Fueled Support Vehicles	Transit Facilities	2003
CO-AR-230	Transit Planning Program	Studies	2005
CO-AR-231D	Capital for Elderly and Persons with Disabilities Program	Transit Operations	2005
CO-AR-BP213	Floyd Road Sidewalks from US 78/278 – Veterans Mem Highway to Hicks Road	Pedestrian Facility	2006

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 The Mill at Covered Bridge: 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 that the following improvements to upgrade existing current level of service be carried out:

Hicks Road at Hurt Road

- Add a southbound right turn lane on Hicks Road with a minimum of 150' storage.
- Add an eastbound right turn lane on Hurt Road with a minimum of 150' storage.

Hicks Road at East-West Connector

- Add a southbound right turn lane on Hicks Road with a minimum of 150' storage.
- Add a northbound right turn lane on Hicks Road with a minimum of 150' storage.

East-West Connector at Fontaine Road

- Restripe the existing northbound left turn lane on Fontaine Road to be shared right/left turn lane and phase the right turn movement as permissive plus overlap.

East-West Connector at Cooper Lake Road

- Rephase the existing north and southbound left turn lanes on Cooper Lake Road from protective plus permissive to permissive only phases.

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 Intersection Analysis 1 & 2, that the following improvements to upgrade existing the current level of service be carried out:

Hicks Road at Hurt Road

- Add an eastbound right turn lane on Hurt Road with a minimum of 150'storage.
- Add a westbound right turn lane on Hurt Road with a minimum of 150'storage.
- Add a southbound right turn lane on Hicks Road with a minimum of 150'storage.

Hicks Road at East-West Connector

- Add a southbound right turn lane on Hicks Road with a minimum of 150' storage.
- Add a westbound right turn lane on East-West Connector
- Convert the eastbound right turn storage lane to be shared right/through lane.
- Add an eastbound through lane on East-West Connector going away from the intersection up to the South Hurt Road Bridge.

Hicks Road at Floyd Road

- Restripe existing right turn lane to shared through-right lane on westbound Floyd Road.
- Add right turn lane with minimum of 150' storage.

East-West Connector at Fontaine Road

- Restripe existing northbound left turn storage lane on Fontaine Road to be a shared left/right lane and phase the right turn movement as permissive plus overlap.

East-West Connector at Cooper Lake Road

- Add an eastbound right turn deceleration lane on East-West Connector with a minimum of 150'storage.
- Rephase the existing north and southbound left turn lanes on Cooper Lake Road from protective plus permissive to permissive phases.

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 project will not be located within or near a rapid transit station area.

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

The site area is currently served by transit via Cobb Community Transit local bus routes 20 and 30. CCT route 30 is the closest in proximity to the proposed site. The route runs from Marietta to the HE Holmes MARTA Station and runs along the East-West Connector to the west of the proposed site and onto Floyd Road. CCT route 20 runs between Marietta and the Cumberland Boulevard Transfer Center via SR 20 and Hurt Road.

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

Future GRTA bus route 477 is planned to operate along the East-West Connector providing service to the proposed project in 2006.

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

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Traditional Single-Use			
SF Detached Dwellings			
With all of the below:	Yes	15%	15%
Has a neighborhood center or one in close proximity?			
Has Bike and Pedestrian Facilities that include?			
connections between units in the site?			
connections to retail center and adjoining uses with the project limits?			
Bicycle or Pedestrian facilities within the site (choose one)			
Bike/ped networks connecting to land uses within and adjoining the site	Yes	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**19%**	**19%**

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

The surrounding area where the Mill at Covered Bridge is to be located has been experiencing a surge in new developments. The East-West Connector is of great importance in accessing I-75 or other major corridors in the region. The V/C ratios indicated in this review, show how important the East-West Connector has become in regards to access and mobility for the region. Although the Mill at Covered Bridge offers mainly housing opportunities, the impacts may be minimal. However, site access is important to ensuring traffic flows quickly and efficiently during peak periods.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.133 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that the Cobb County Water System 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 Plant 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	44	26	33	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 0.153 MGD based on information submitted for the review.

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 26.239 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.)?**

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?

To be determined during the review.

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 as well as providing opportunities for individuals to live and work within the proposed development.

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

The site proposed for the development is located in Census Tract 311.06. This tract had a 6.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 83 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of a variety 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: 533
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 1/14/2004 3:11:33 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:	77-528-2003
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:	The Mill at Covered Bridge

Development Type	Description of Project	Thresholds
Mixed Use	177-acre mixed use development with attached and detached residential with commerical	View Thresholds

Developer / Applicant and Mailing Address:	Traton Corp./W&H Properties C/O John H. Moore 192 Anderson Street Marietta, GA 30060
Telephone:	770-429-1499
Fax:	770-429-8631
Email:	
Name of property owner(s) if different from developer/applicant:	The Estate of Lucy Glore Barnes and Carla Jean Barnes Snavely
Provide Land-Lot-District Number:	District 17; Land Lots 24,25,46,47,48,49,97,98,99,119,120
What are the principal streets or roads providing vehicular access to the site?	East-West Connector, Hicks Road, South Hurt Road
Provide name of nearest street(s) or intersection:	East-West Connector and Hicks Road, and East-West Connector and South Hurt 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). (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?	+/- 1 mile to City of Smyrna; +/-4 miles to City of Austell
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
	Name:

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.)	764 p.m. peak hour trips
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:
Necessary transportation improvements are identified in the traffic study provided as a supplement to this form by A & R Engineering, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	26,239
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?	23%
Is the site located in a water supply watershed?	Y

If yes, list the watershed(s) name(s) below:
Chattahoochee River Basin

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
The plan proposes stream buffers and other open space to mitigate storm water impacts. See supplemental info 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?	N

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

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?	Y
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:
28.25 acres of 100 year floodplain on site; however no impacts are anticipated. See supplemental info for details.

Submitted on: 5/27/2004 4:02:09 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, Planner III
Telephone:	770-528-2024
Fax:	770-528-2003
Email (**only one**):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	The Mill at Covered Bridge
DRI ID Number:	533
Developer/Applicant:	Traton Corp. and W & H Properties
Telephone:	770-429-1499
Fax:	770-429-8631
Email(s):	sjkec@aol.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y

If no, the official review process can not start until this additional information is provided.

Economic Impacts

Estimated Value at Build-Out:	$136,887,500.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,635,532.00
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): N/A Site is vacant. See supplemental information for details.

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)?	0.153 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:
N/A

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)?	0.133 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: N/A

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.)	764 p.m. peak hour trips
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:
Necessary transportation improvements are identified in the traffic study provided as a supplement to this form by A & R Engineering, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	26,239
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?	23%
Is the site located in a water supply watershed?	Y

If yes, list the watershed(s) name(s) below:
Chattahoochee River Basin

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
The plan proposes stream buffers and other open space to mitigate storm water impacts. See supplemental info for details.

Environmental Quality

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

1. Water supply watersheds?	N
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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:

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?	Y
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:
28.25 acres of 100 year floodplain on site; however no impacts are anticipated. See supplemental info for details.

CERTIFICATION OF COMPLETENESS

June 14, 2004

Mr. John H. Moore
Traton Corp./W & H Properties
192 Anderson Street
Marietta, GA 30060

RE: Certification of Completeness regarding DRI #533 The Mill at Covered Bridge
Located in Cobb County – GRTA Non-Expedited Review

Dear Mr. Moore:

This letter is to inform you that GRTA received DCA Form 2, the DRI Review Initiation Request on May 27, 2004, your GRTA DRI Review Package on May 17, 2004 and the revised site plan on June 8, 2004. GRTA staff have reviewed the materials and determined, pursuant to Section 2-205 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, that your submittal is:

☒ **Complete.** No further submissions are required at this time. GRTA will begin conducting its formal review of your application promptly upon receipt of a Certification of Completeness from the Regional Development Council.

As the technical submittal package has been certified complete, please have your consultant now forward one copy of the GRTA submittal (traffic study and site plan) to the GDOT District Office and the local government traffic engineering group and planning division (contact information provided below). GRTA shall be copied on each of the transmittal letters.

GDOT District 7 Traffic Operations	**Cobb County Department of Transportation**	**Cobb County Community Development Department**
Mr. Harry Graham District Traffic Operations Manager 5025 New Peachtree Road Chamblee, GA 30341	Mr. David Jackson Development Review Engineer 1890 County Services Parkway Marietta, GA 30008-4014	Mr. John Pederson 191 Lawrence Street Marietta, GA 30060

Based on the completed submittal of the technical package to GRTA on June 8, 2004, and subsequent determination of completeness, the milestones for the GRTA DRI review process will meet the following schedule:

GRTA DRI Review Milestones

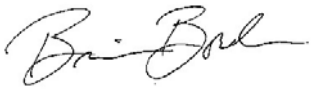
Certification of Completeness:	June 14, 2004
Technical Analysis Transmittal:	June 29, 2004
Staff Report & Recommendations:	July 9, 2004
Notice of Decision:	July 19, 2004

Based on the above timeline, a meeting to discuss the GRTA Staff Report & Recommendations is scheduled for July 13th, 11:00 AM at the GRTA offices. This meeting is provided as a courtesy to the

applicant and local government to allow discussion of any proposed conditions presented in the GRTA Staff Report & Recommendations. If upon contact from the local government and applicant indicating that a meeting is not necessary to address any proposed conditions, or if there are no proposed conditions, this meeting may be cancelled. This meeting is being scheduled now to maximize attendance. Therefore; please place the meeting on your calendars at this time. If there is currently a known conflict with this meeting time, please email me at dri@grta.org prior to June 28th to suggest an alternative time and/or day.

If you have any questions, please feel free to contact me at 404-463-2429 (bborden@grta.org).

Sincerely,



Brian Borden, AICP
Principal Planner

cc:

Kirk Fjelstul, GRTA
Mark Willey, GRTA
Elizabeth Smith, DCA
Mike Alexander, ARC
Steve Walker, GDOT
Harry Graham, GDOT District 7
John Pederson, Cobb County
David Jackson, Cobb County
William H. Harper, Jr., W & H Properties
Abdul Amer, A & R Engineering

Preliminary Plan

The Mill at Covered Bridge

Cobb County, Georgia

Land Lots 24, 25, 46, 47, 48, 49, 97, 98, 99, 119, & 120, 17th District, 2nd Section

prepared for:

Harper/Poston

DGM

Scale: 1" = 200'

May 11, 2004

Revisions:

Site Data

Total Site Area:	**181.96 AC**
Total Area in Floodplain	30.2 AC
Total Units Shown:	**427**
Overall Net Density:	**2.93 UN/AC**
(181.96-30.2-6.3=145.46, 427/145.46=2.93)	
Present Zoning:	**R-20**
Proposed Zoning:	**PVC**
Total Open Space:	**56.33 AC**
(31% of total site area)	
(30.27 AC of open space is out of floodplain, 54% of total open space)	

Intersection Key

1. Right-in/Right-out with accel/decel lanes
2. Signaled Intersection with turning lanes

Parcel Breakdown

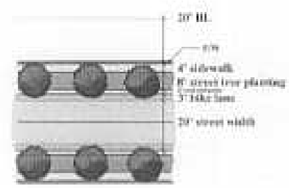
Parcel A - Neighborhood Village Office/Commercial
Total Area: 6.3 AC

Parcel B - Live/Work Fee Simple Townhomes
Total Units Shown: 15

Parcel C - Active Adult Condominiums
Total Units Shown: 70

Parcel D - Fee Simple Townhomes
Total Units Shown: 141

Parcel E - Single-Family Residential
Total Units Shown: 201



Boulevard Detail

Notes:

1. Boundary survey and topographic information by West Georgia Surveyors, April 4, 2003.
2. According to Flood Insurance Rate Map [illegible] August 18, 1992, a portion of the site contains floodplain.
3. No cemeteries are known to exist on site.
4. Stream and wetland classifications are to be determined.
5. No archaeological or architectural landmarks are known to exist on site.
6. Stormwater to be accommodated into onsite floodplain based on hydrologic study.