REGIONAL REVIEW FINDING

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

DATE: Nov 9 2005

ARC REVIEW CODE: R510051

TO: Chairman Sam Olens
ATTN TO: John Pederson, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: Cobb County
Name of Proposal: **Paces Ferry Commons**

Review Type: Development of Regional Impact	**Date Opened:** Oct 10 2005	**Date Closed:** Nov 9 2005

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

Additional Comments: The proposed Paces Ferry Commons meets many of the ARC's Regional Development Policies. The proposed development provides redevelopment of an existing apartment complex to provide a variety of housing options and shopping opportunities on the site. The proposed development is adding housing to an area dominated by office uses, providing opportunities for individuals to live and work within close proximity to one another. The proposed development is offering a variety of housing choices for individuals and families of diverse incomes and age groups.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SMYRNA
COBB COUNTY SCHOOLS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
CUMBERLAND COMMUNITY IMPROVEMENT DISTRICT
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA

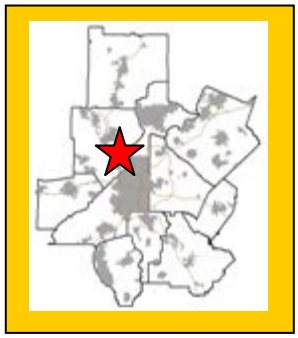
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	Oct 10, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Paces Ferry Commons #825
Final Report Due:	November 9, 2005		Comments Due By:	Oct 24, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Paces Ferry Commons (Alta Vinings) is located in Cobb County on approximately 17.01 acres and will consist of 230 residential, (150 condos and 80 townhomes), approximately 30,300 square feet of office space and approximately 20,250 quare feet of retail space. Site access is proposed at two locations along Paces Ferry Road at Boulevard Hill Raod and Twin Lakes Drive.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

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

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

The project site is currently zoned RM-12 (residential-multifamily). The proposed zoning for the site is RM-12 and UVC (urban village commercial). Information submitted for the review states that the proposed development is consistent with Cobb County's Future Land Use Plan, which designates the area as Regional Activity Center.

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

No comments were received identifying inconsistencies with comprehensive plans of potentially affected local governments.

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

No comments were received concerning impacts to the implementation of any local government's short term work porgram.

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 two miles radius of the proposed project.

2005	**Cumberland Boulevard**
2005	**Regent Riverwood**
2005	**Cobb Galleria Performing Arts Center**
2004	**Circle 75 Neighborhood Development**
2002	**Galleria Walk**
2001	**Crescent Galleria Parkway Office Building**
1998	**City View**
1997	**Overton Park**
1996	**Post Northside Parkway**
1996	**Kennedy Center**
1994	**Home Depot Corp/ Post Apts**
1994	**Kennedy Tract MUD**
1987	**Riverwood Center -Revised**
1984	**Circle 75 Office Park**
1984	**Cumberland Center/Riverwood**
1984	**Radice Office Park**
1984	**The Bluffs**

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, there are currently 200 occupied residential apartment units on the site.

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 Paces Ferry Commons meets many of the ARC's Regional Development Policies. The proposed development provides redevelopment of an existing apartment complex to provide a variety of housing options and shopping opportunities on the site. The proposed development is adding housing to an area dominated by office uses, providing opportunities for individuals to live and work within close proximity to one another. The proposed development is offering a variety of housing choices for individuals and families of diverse incomes and age groups.

The proposed development promotes ARC's RDP Polices 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guide an increased share of new development into activity centers, transportation corridors, and central business districts, and increases opportunities for mixed use and transportation choices.

The proposed development is located within a larger area that currently is dominated by office uses, resulting in an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

The development proposes several front loaded townhomes with 2 car garages. It is important to encourage pedestrian activity and safety within the development. Where the majority of the front of the townhome is dedicated to the automobile, as is seen with 2 car garages on the first floor, ARC strongly recommended that the site plan be revised to reflect rear auto entry townhomes and alley access or increase the lot size so that no more than 50% of the lot width is dedicated to the automobile.

Comments received from GDOT indicate that the proposed development would have a negative impact on the existing transportation system along Paces Ferry Road as well as the I-285 interchange at Paces Ferry Road. The transportation needs of Paces Ferry Road should be addressed before build out occurs because the existing system will not operate efficiently with the increased traffic volumes. There is also no transit service in the area. It is strongly recommended that the developer coordinate with CCT to extend the existing transit route to facilitate the transit use in this area.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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 project is located in Cobb County. The project site approximately 16.8 acres located at the intersection of Paces Ferry Road and Boulevard Hills 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 the Cobb County. Fulton County and the City of Atlanta are approximately one mile east/southeast of the site.

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

None have been identified.

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 $131,000,000 with an expected $1,572,000 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?

The proposed project will replace an existing apartment complex. The proposed development is surrounded by similar residential, retail, and office uses. The proposed development will allow individuals to live, work, and shop within close proximity to one another.

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.

Watershed and Stream Protection

The project is located in the Chattahoochee Corridor Basin, but it is not within the 2000-foot Chattahoochee River Corridor. There are no streams on the property, as indicated on the USGS 1:24,000 Northwest Atlanta quad map, which includes this property. Any unmapped streams that may on the property are still be subject to the requirements of the Cobb County Stream Buffer Ordinance

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

The Chattahoochee is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

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 amounts of pollutants that will be produced after construction of the proposed development. These estimates are presented below. The estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Townhouse/Apartment	17.10	17.96	183.14	1145.70	10345.50	13.00	2.39
TOTAL	17.10	17.96	183.14	1145.70	10345.50	13.00	2.39

Total Impervious: 48%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development is proposed at one location along Paces Ferry Road. South of its intersection with Paces Ferry Road, Boulevard Hills Road will be reconstructed to form a four-way roundabout intersection. The northern segment will connect the roundabout to Paces Ferry Road, the western segment will become the realigned Boulevard Hills Road, the southern segment will provide access to proposed condominiums, and the eastern segment will provide access to the proposed office space and retail. Pedestrian access will be provided at all site driveways. The office and retail areas have the option of using Boulevard Hills Road or Twin Lakes Drive to access the site. A second access point will be provided along Twin Lakes Drive immediately south of the intersection of Twin Lakes Drive and Paces Ferry Road.

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

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

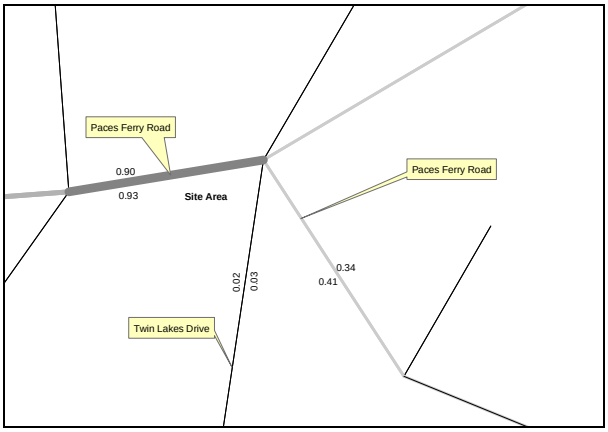
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
230 Condominiums	17	84	101	80	39	119	1304
30,300 sq ft Office Space	63	9	72	19	94	113	532
20,250 sq ft Retail	103	112	215	31	39	70	904
Mixed-Use Reductions	0	0	0	-12	-12	-24	-256
TOTAL NEW TRIPS	**183**	**205**	**388**	**118**	**160**	**278**	**2484**

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

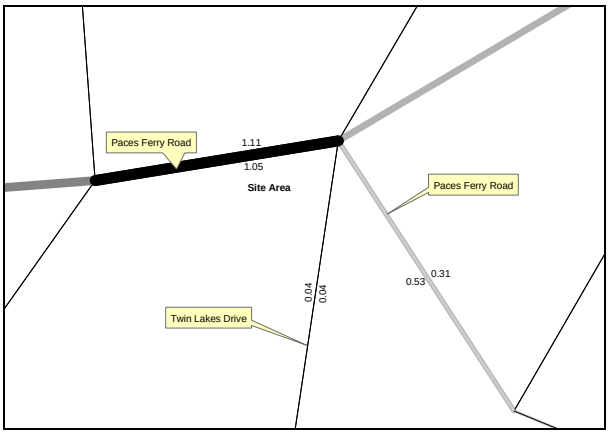
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

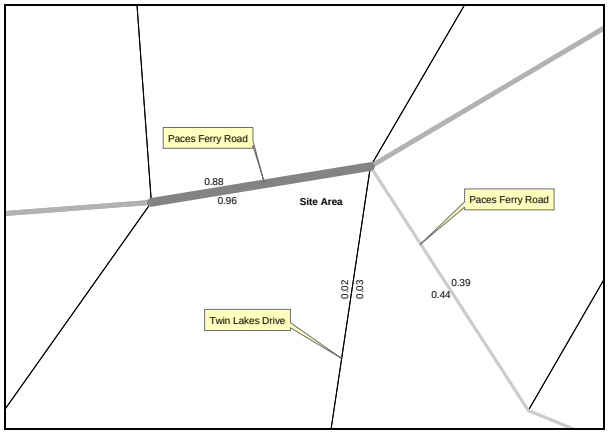
V/C Ratios



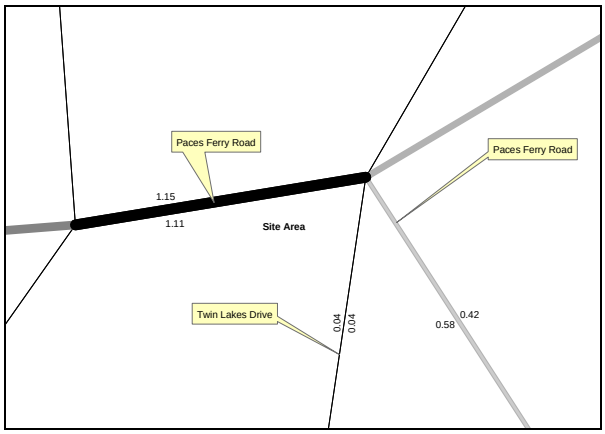
2005 AM Peak



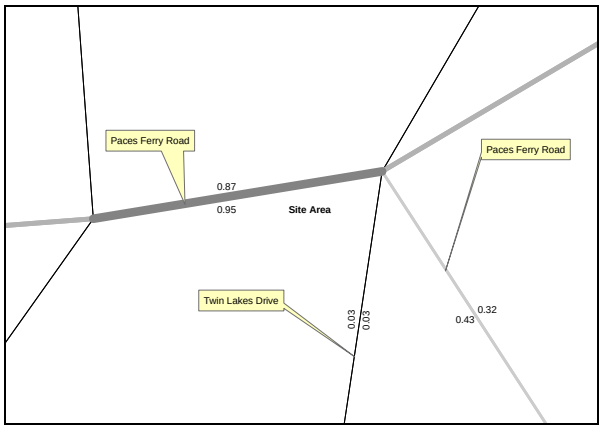
2005 PM Peak



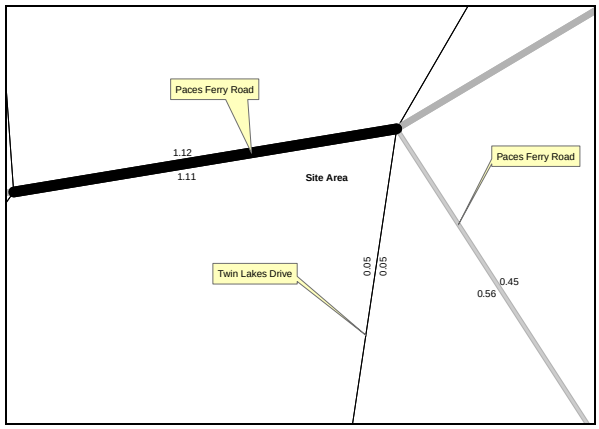
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the

RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-279	I-285 WEST ITS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2009
AR-442A, B	I-285 WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
CO-AR-BP221	SPRING ROAD MULTI-USE TRAIL / CUMBERLAND CONNECTOR	Multi-Use Bike/Ped Facility	2010
FN-193	HERMI S BRIDGE	Pedestrian Facility	2008
CO-AR-BP202A, B	SILVER COMET TRAIL EXTENSION: SEGMENT 2	Multi-Use Bike/Ped Facility	2007
CO-355	ATLANTA ROAD	Roadway Operations	2010

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-909B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) - PHASE II	Transit Facility	2016
AR-H-302	I-285 WEST HOV LANES	HOV Lanes	2026
AT-012A, B	US 41 (NORTHSIDE PARKWAY)	Roadway Capacity	2015
CO-279	MOUNT WILKINSON PARKWAY EXTENSION	Roadway Capacity	2018

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Alta Vinings.

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.

Paces Ferry Road at Boulevard Hills Drive

- Provide an eastbound right-turn lane along Paces Ferry Road with a minimum 100 ft of storage and 50 ft of taper.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic; however, the transportation consultant has made no additional recommendations for improvements.

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

There are is no transit service within .25 miles of the site, however, the Cumberland Transfer Center is within 2 miles of the site. Cobb Community Transit Bus service is provided to this transfer center by the following routes:

- CCT Route 10 provides service Monday through Friday from 5:28 am till 11:34 pm with headways every 15 minutes. Saturday service is provided from 6:27 am till 10:27 pm with headways every 30 minutes.
- CCT Route 10A provides service Monday through Friday from 3:43 pm till 5:39 pm with headways every 30 minutes.
- CCT Route 10B provides service Monday through Friday from 4:11 pm till 6:16 pm with headways every 30 minutes.
- CCT Route 20 provides service Monday through Friday from 6:55 am till 11:55 pm with headways every 30 minutes. Saturday service is provided from 7:57 am till 9:57 pm with headways every 60 minutes.
- CCT Route 50 provides service Monday through Friday from 6:54 am till 9:45 pm with headways every 30 minutes. Saturday service is provided from 7:57 am till 9:57 pm with headways every 60 minutes.
- CCT Route 70 provides service Monday through Friday from 6:15 am till 8:15 pm with headways every 60 minutes. Service is provided on Saturdays from 6:30 am till 7:30 pm with headways every 60 minutes.

GRTA Xpress route 467 also provides service from Cumberland to Douglasville, Monday through Friday from 7:40 am till 9:10 am in the morning and from 5:00 pm till 6:30 pm in the evening with 45 minute headways.

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

None proposed.

The development **DOES NOT PASS t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac	4%	4%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**13%**

Although the proposed development does not pass the Air Quality Benchmark test, there are opportunities where coordination with CCT could provide the residents of the development and surrounding convenient access to the wider transit network within Cobb County and the region.

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

The roadway network in this area suffers from high peak hour volume. As demonstrated in the traffic study, the addition of the project's traffic onto the roadway network challenges the existing capacity. There are several transit options available within 2 miles of the site at the Cumberland Transfer Center, yet no transit service is available within walking distance of the site. In order to minimize heavy congestion on the surrounding roadway network, it is suggested the developer work with Cobb County to provide CCT service between the site and the Cumberland Transfer Center that could serve both the residents of the development and surrounding neighborhood. In addition, it is suggested the one recommended improvement be implemented prior to development of this project in order to further reduce the impact to the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1 MGD

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.L Sutton plant will provide wastewater treatment for the proposed development.

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

The capacity of R.L.Sutton 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
No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

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 0.1 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 500 tons of solid waste per year.

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.)?**

Comments received during the review address the overcrowding of schools. Approval of this density adjustment would adversely impact the present overcrowding at three school levels. The only recourse available to the District would be to add more portable classrooms. The core facilities such as media centers and cafeterias are already well beyond capacity

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 230 housing units that will include condominiums.

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 Tract 312.04. This tract had a 1.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 88 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Cobb County School District
Planning Operations

November 2, 2005

To: Atlanta Regional Commission

From: Dennis L Campbell

RE: Proposed Zoning

Paces Ferry Road at Blvd. Hill Road and Twin Lakes Drive.

Approval of this density adjustment would adversely impact the present overcrowding at three school levels. The only recourse available to the District would be to add more portable classrooms. The core facilities such as media centers and cafeterias are already well beyond capacity.

School	Capacity	Portables
• Teasely Elementary	Over Capacity	4
• Campbell Middle	Severely Over Capacity	17
• Campbell High	Over Capacity	8

Haley Fleming

From: Ene, Roxana [Roxana.Ene@dot.state.ga.us]
Sent: Monday, October 24, 2005 8:33 AM
To: Haley Fleming
Subject: FW: DRI Review Notification- Paces Ferry Commons (Alta Vinings)

Ms. Fleming,

Below are the comments for Alta Vinings development. Pls let me know if any questions.

Roxana Ene
Urban Planning Engineer - GDOT
phone - 404.463.4377
fax - 404.463.4379
#2 Capitol Square, Atlanta 30334

From: Ene, Roxana
Sent: Thursday, October 20, 2005 3:53 PM
To: Palladi, Joe
Subject: RE: DRI Review Notification- Paces Ferry Commons (Alta Vinings)

Joe,

Please see below my comments for Paces Ferry Commons DRI # 825 (I will email this out to ARC, attn. Mike Alexander , if you concur).

The proposed development would have a negative impact on the existing transportation system along Paces Ferry Road and at the I-285 Interchange at Paces Ferry Road. The local transportation system connecting the development was evaluated to determine if it could handle the additional 2,484 trips per day identified in the review and the result is not satisfactory. Presently, the traffic volumes along Paces Ferry Road, an Urban Collector Street, varies between 20,440 AADT and 24,130 AADT indicating congestion. The V/C ratio varies between 0.90 and 0.93. This ratio indicates the road operates near capacity at an unacceptable LOS E. With no road capacity improvements in 2010 the V/C ratio would be 1.05 and the road would operate at LOS F. There are no projects identified in the Transportation Improvement Program (TIP) and/or the Regional Transportation Plan (RTP) to improve Paces Ferry Road to accommodate the additional traffic generated by the proposed development. The applicant needs to address what roadway capacity improvements can be implemented to either support or mitigate the transportation demands of the proposed development initially and at build out. A total build out of the project should be coordinated with plan improvements and transportation demand management strategies defined in the Atlanta Regional Transportation Improvement Program and the Regional Transportation Plan. Tthe transportation needs of Paces Ferry Road should be addressed before build out occurs because the existing system will not operate efficiently or effectively with the additional traffic volumes. Additionally, there is no transit service in this area. It is highly recommended, the developer contact Cobb County and coordinate with CCT to

extend the existing transit route (approximately 2 miles) to facilitate the transit use in this area.

Roxana Ene
Urban Planning Engineer - GDOT
phone - 404.463.4377
fax - 404.463.4379
#2 Capitol Square, Atlanta 30334

From: Palladi, Joe
Sent: Tuesday, October 11, 2005 8:25 AM
To: Ene, Roxana
Cc: Clark, Cedric; VanDyke, Cindy
Subject: FW: DRI Review Notification- Paces Ferry Commons (Alta Vinings)

Roxanna, please review and prepare a response. How will this affect the Paces Ferry at I 285 interchange?

Joseph P. Palladi
State Transportation Planning Administrator
2 Capitol Square, Room 372
Atlanta, GA 30334
404-656-5411

From: Haley Fleming [mailto:Haley@atlantaregional.com]
Sent: Monday, October 10, 2005 11:16 AM
To: wpreece@dca.state.ga.us; ashores@dca.state.ga.us; carol_couch@mail.dnr.state.ga.us; Brian Borden; daponte@grta.org; VanDyke, Cindy; Linnenkohl, Harold (Commissioner); Graham, Harry; Palladi, Joe; dminess@dca.state.ga.us; mbacon@ci.smyrna.ga.us; cmiller@ci.smyrna.ga.us; karen.handel@co.fulton.ga.us; Steve.Cover@co.fulton.ga.us; Angela.Parker@co.fulton.ga.us; fvelarde@atlantaga.gov; sfranklin@atlantaga.gov; dbeaver@cobbchamber.org; tboland@cobbchamber.org; tadleithead@cousinsproperties.com; Joseph.Redden@cobbk12.org
Cc: Mike Alexander; Dan Reuter; Jim Skinner; Jim Santo; Kris Morley-Nikfar; Kathryn Lawler; Julie Kovach; john.walker@kimley-horn.com; tch@mijs.com; brs@woodpartners.com; rsynder@theprestonpartnership.com; Tuller, Michael; john.pederson@cobbcounty.org
Subject: DRI Review Notification- Paces Ferry Commons (Alta Vinings)

Development of Regional Impact Request for Comments

This E-Mail serves as notice that the ARC staff has begun the review for DRI #825, Paces Ferry Commons (Alta Vinings).

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by Monday, October 24th.

Paces Ferry Commons: The proposed Paces Ferry Commons (Alta Vinings) is located in Cobb County on approximately 16.8 acres and will consist of 230 residential, (150 condos and 80 townhomes), approximately 30,300 square feet of office space and approximately 20,250 quare feet of retail space. Site access is proposed at two locations along Paces Ferry Road at

Boulevard Hill Raod and Twin Lakes Drive.

Preliminary Report: October 10, 2005

Comments Due: October 24, 2005

Final Report: November 9, 2005

<<D825_PR_PACESFERRY.pdf>>

For more information regarding other DRI's reviewed by ARC, please see our website at

http://www.atlantaregional.com/qualitygrowth/drireviews.html

For more information regarding the DRI processes, and the information needed for the review, please see our Website at

<http://www.atlantaregional.com/qualitygrowth/reviews/dri.html>

Please call me at (404-463-3311) if you have any questions about the review.

M. Haley Fleming, AICP

Senior Planner

Atlanta Regional Commission

40 Courtland Street, NE

Atlanta, Georgia 30303

P 404-463-3311

F 404-463-3254

hfleming@atlantaregional.com

Your DRI ID NUMBER for this submission is: 825
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 6/3/2005 9:12:19 AM

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 191 Lawrence Street Marietta, GA 30060
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail **(only one)**:	john.pederson@cobbcounty.org

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

Proposed Project Information

Name of Proposed Project:	Paces Ferry Commons

Development Type	Description of Project	Thresholds
Mixed Use	A mixed use project consisting of 32000 square-feet of retail space with 173 condominium units and 80 townhouse units.	View Thresholds

Developer / Applicant and Mailing Address:	ALTA Vinings, LLC C/o John H. Moore Moore Ingram Johnson & Steele, LLP 192 Anderson Street Marietta, GA 30060
Telephone:	770-429-1499
Fax:	770-429-8631
Email:	tch@mijs.com
Name of property owner(s) if different from developer/applicant:	Alta Vinings, LLC
Provide Land-Lot-District Number:	District 17; Land Lot 886
What are the principal streets or roads providing vehicular access to the site?	Paces Ferry Road
Provide name of nearest street(s) or intersection:	Paces Ferry Road and Boulevard Hills 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?	City of Atlanta and Fulton County are one-mile way.
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: 2007 Overall project: 2007

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 10/3/2005 3:19:28 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 (**only one**):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	Alta Vinings
DRI ID Number:	825
Developer/Applicant:	Alta Vinings, LLC; c/o John H. Moore
Telephone:	770-429-1499
Fax:	770-429-8631
Email(s):	tch@mijs.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:	$131 million dollars
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,572,000
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): 200 apartments will be removed.	

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

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

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.)	AM PEAK 388; PM PEAK 302; DAILY 2,739
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	500 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?	70%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention and stormwater quality facilities will be provided.	

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?	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:	

ALTA VININGS
PRELIMINARY SITE SUMMARY
WOOD PARTNERS
26-Aug-05
The preston Partnership, LLC
Four story w/ Basement:
All areas are approximate Final yield may vary

level *	retail *	office	83% net net office	amenity (net)	residential area (gla)	83% net net (nla)	du's	avg. sf	(1.75 du) parking
H					9,160 sf	7,803 sf	6 du's	1,301 sf	11 cars
G		12,198 sf	10,124 sf		17,391 sf	15,493 sf	12 du's	1,291 sf	21 cars
F		12,198 sf	10,124 sf		34,523 sf	28,611 sf	21 du's	1,362 sf	37 cars
E		12,198 sf	10,124 sf		53,546 sf	45,430 sf	34 du's	1,336 sf	60 cars
D	20,250 sf				43,888 sf	37,627 sf	28 du's	1,344 sf	49 cars
C				1,350 sf	43,888 sf	33,806 sf	25 du's	1,352 sf	44 cars
B				2,700 sf	27,636 sf	21,040 sf	15 du's	1,403 sf	26 cars
A					8,498 sf	6,781 sf	6 du's	1,130 sf	11 cars
Lobby				2,471 sf					
Retail (1sp/200sf)									152 cars
Office (1sp/300sf)									101 cars
sub	**20,250 sf**	**36,594 sf**	**30,373 sf**	**6,521 sf**	**238,530 sf**	**196,591 sf**	**147 du's**	**1,337 sf**	**510 cars**
total gross sf = retail + office + amenity + residential:					**301,895 sf**	203,112 sf			
deck: 7 levels									**525 cars**
surface									**27 cars**
total parking									**552 cars**

* building steps to transition grade

BUILDING#	NO. OF UNITS
1	7
2	7
3	7
4	6
5	5
6	6
7	7
8	5
9	5
10	4
11	8
12	3
13	4
14	6
TOTAL =	80

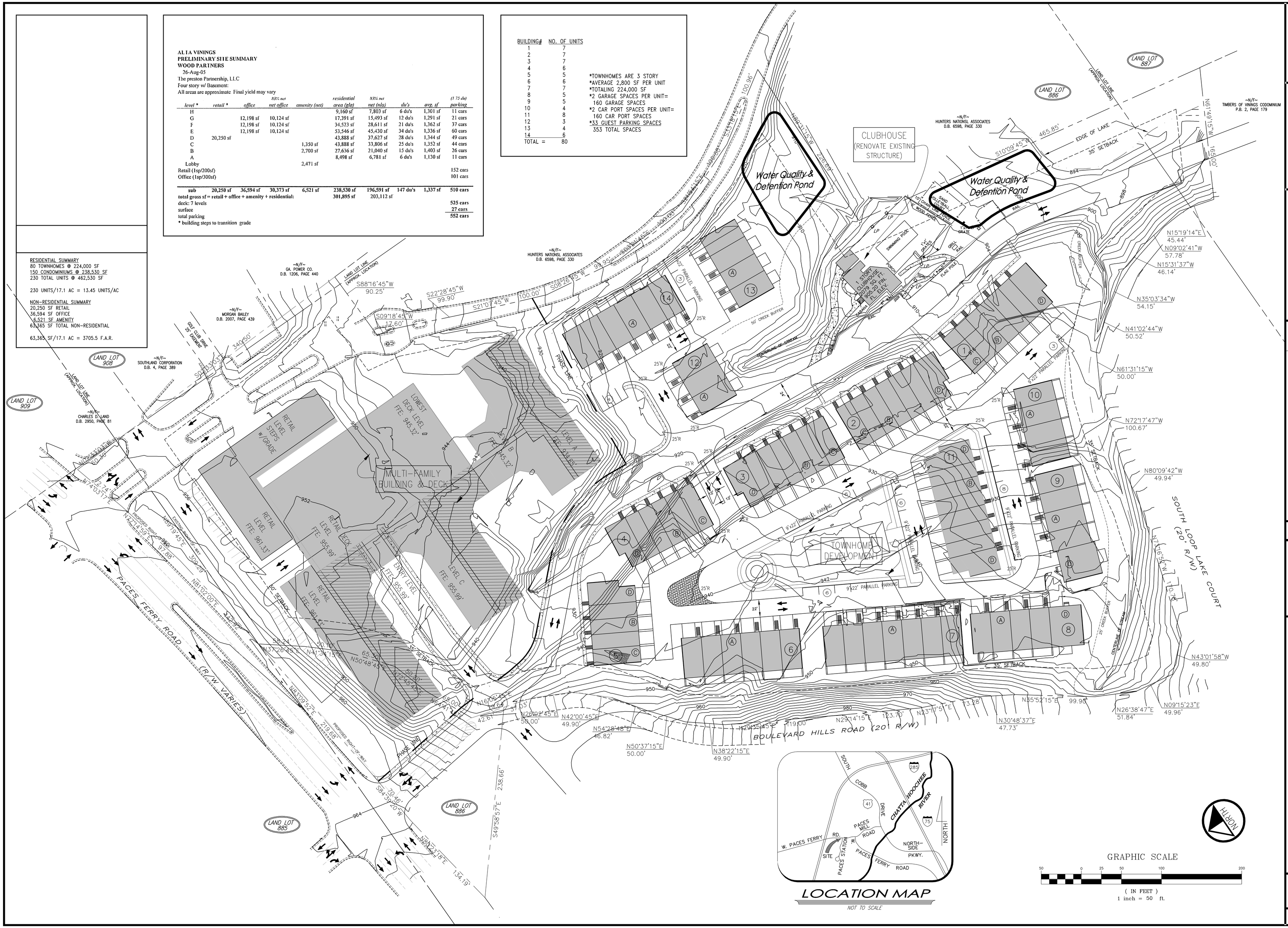
*TOWNHOMES ARE 3 STORY
*AVERAGE 2,800 SF PER UNIT
*TOTALING 224,000 SF
*2 GARAGE SPACES PER UNIT= 160 GARAGE SPACES
*2 CAR PORT SPACES PER UNIT= 160 CAR PORT SPACES
*33 GUEST PARKING SPACES
353 TOTAL SPACES

RESIDENTIAL SUMMARY
80 TOWNHOMES @ 224,000 SF
150 CONDOMINIUMS @ 238,530 SF
230 TOTAL UNITS @ 462,530 SF

230 UNITS/17.1 AC = 13.45 UNITS/AC

NON-RESIDENTIAL SUMMARY
20,250 SF RETAIL
36,594 SF OFFICE
6,521 SF AMENITY
63,365 SF TOTAL NON-RESIDENTIAL

63,365 SF/17.1 AC = 3705.5 F.A.R.



LOCATION MAP
NOT TO SCALE

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 14521 William B. Dunlap

HIGHLAND ENGINEERING, INC.
1455 LINCOLN PARKWAY, SUITE 200
ATLANTA, GEORGIA 30346
PH:770-621-1121 FAX:770-621-0222
5 PUBLIC SQUARE, SUITE 302
DARTESVILLE, GEORGIA 30120
PH:770-607-1300 FAX:770-607-1333

WOOD PARTNERS
1110 NORTHCHASE PARKWAY
SUITE 150
MARIETTA, GA 30067
770-951-6888

Revision	No	Date

Project No.	04-088
Design By:	LAB
Drawn By:	LAB
Checked By:	WBD
Date:	9/20/2005
Scale:	1" = 50'

PRELIMINARY SITE PLAN
ALTA VININGS
LAND LOTS 886, 887 AND 908 – 17th DISTRICT
CITY OF SMYRNA, COBB COUNTY, GEORGIA

Drawing No.
04-088.dwg