



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: Sept 14 2005

ARC REVIEW CODE: R508151

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: Cumberland Boulevard

Review Type: Development of Regional Impact

Date Opened: Aug 15 2005

Date Closed: Sept 14 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 Cumberland Boulevard development is partially located in the Cumberland LCI Study Area. Therefore, the proposed development should meet many of the goals of the LCI Study as well as the ARC's Regional Development Plan Policies. It is strongly encouraged that the development work within the context of the LCI plan. The developer should continue to work with Cobb County and the Cumberland Community Improvement District to ensure such.

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
FULTON COUNTY
GEORGIA CONSERVANCY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF MARIETTA
CITY OF ATLANTA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COBB COUNTY SCHOOLS
CUMBERLAND CID

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.

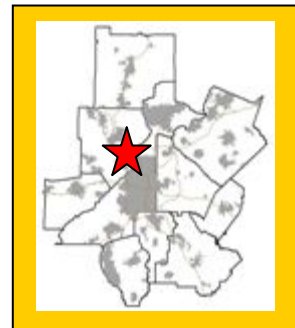
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	August 15, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cumberland Boulevard #824
Final Report Due:	September 14, 2005		Comments Due By:	August 29, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Cumberland Boulevard development in Cobb County will consist of 400 residential condominiums and 214 apartment units on 13.3 acres. The proposed development is located on Cumberland Boulevard inbetween Stillhouse Road and River Oaks Drive. Access to the development is proposed at one location along Cumberland Boulevard and one location along Stillhouse Road.



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 OHR, O&I, OMR, and RM-8. The proposed zoning for the site is UC (Urban Condominium Residential). 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 potentially affected local government's comprehensive plan.

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 program.

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

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Yes, the proposed development would increase the need for services in the area for existing and future residents. Information stated for the review anticipates that the proposed DRI will house approximately 1,327 people and of those residents, 799 people will be workers.

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

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

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	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 three single family houses 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 Cumberland Boulevard development is partially located in the Cumberland LCI Study Area. Therefore, the proposed development should meet many of the goals of the LCI Study as well as the ARC's Regional Development Plan Policies.

The Cumberland LCI Study designates this area in which the proposed development is located as the Cumberland Activity Center Area and is envisioned as the 'heart' of Cumberland, continuing to be the

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most urbanized location with the county. Intended to develop as a regional destination, the Activity Center Area includes a 'planned' framework of streets, open space, and Light Rail Transit.

According to the LCI Study, the proposed development is adjacent to the Cumberland Activity Center. The proposed development is located in a district targeted as Lower Density Development. This includes mid-rise housing, low rise office development, and maintaining a green buffer from existing single family. This area is characterized in the Study as naturally wooded with steep areas that provide an important buffer between the commercial core and the Vinings neighborhood. New development is encouraged to consolidate density within smaller footprints in exchange for leaving portion of the site undisturbed. Access for new development is encouraged to be incorporated along Cumberland Boulevard rather than Stillhouse Road. It is strongly encouraged that the development work within the context of the LCI plan. The developer should continue to work with Cobb County and the Cumberland Community Improvement District to ensure such.

The Cumberland-Galleria is currently an office core with little residential existing in the core, 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 proposed project site is near the crest of a ridge southwest of the Palisades area of the Chattahoochee River. The Palisades are a series of bluffs and steep forested hills on either side of the river between the I-285 and I-75 bridges. After passing the existing development along Powers Ferry Road, the river enters the Palisades where there is little or no visible development for about a mile until the I-75 bridge comes into view. It is a unique experience and a valuable resource for the Atlanta Region. The immediate area along the river is within the Chattahoochee River National Recreation Area and is protected. However, when high-rises have been proposed in the past in the Akers Mill – Cumberland Boulevard area, concerns have been raised that the proposed structures may be visible from the river in the Palisades. When high-rise projects in this area have been submitted as DRIs in the past, ARC staff has drawn sightline profiles using the 1:24,000 USGS quad sheet for the area (Sandy Springs) to identify any portions of the river in the Palisades where the new development may intrude on the scenic views.

Based on ARC sightline profiles, it appears that these structures will not be visible from the Palisades because of the relatively low height of the proposed structures and the intervening terrain.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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

LOCATION

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

The project is located in Cobb County. The project site approximately 13.3 acres located at the intersection of Cumberland Boulevard and Stillhouse 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 south/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.

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 \$120,000,000 with an expected \$1,728,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

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

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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.

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 Sandy Springs quad map, which includes this property. Any unmapped streams that may 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.

Viewsheds

The proposed project site is near the crest of a ridge southwest of the Palisades area of the Chattahoochee River. The Palisades are a series of bluffs and steep forested hills on either side of the river between the I-285 and I-75 bridges. After passing the existing development along Powers Ferry Road, the river enters the Palisades where there is little or no visible development for about a mile until the I-75 bridge comes into view. It is a unique experience and a valuable resource for the Atlanta Region. The immediate area along the river is within the Chattahoochee River National Recreation Area and is protected. However, when high-rises have been proposed in the past in the Akers Mill – Cumberland Boulevard area, concerns have been raised that the proposed structures may be visible from the river in the Palisades. When high-rise projects in this area have been submitted as DRIs in the past, ARC staff has drawn sightline profiles using the 1:24,000 USGS quad sheet for the area (Sandy Springs) to identify any portions of the river in the Palisades where the new development may intrude on the scenic views.

This proposal includes six towers ranging in height from 8 to 10 floors (between 88 and 110 feet) including parking and at proposed ground elevations of between 870 and 930 feet MSL, as shown on the proposed master plan.

Based on ARC sightline profiles, it appears that these structures will not be visible from the Palisades because of the relatively low height of the proposed structures and the intervening terrain.

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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. These estimates are generalized for the metropolitan area and do not necessarily reflect the conditions of high-density development. However, the impervious area estimate used for Townhouse/Apartment is 48 percent, which is close to the approximate impervious coverage shown on the proposed master plan for this project. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. Further, both pollutant loads and types of pollutants in this project may differ from the estimates, as the uses differ from typical office/light industrial development. 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	16.32	17.14	174.79	1093.44	9873.60	12.40	2.28
TOTAL	16.32	17.14	174.79	1093.44	9873.60	12.40	2.28

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



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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 Cumberland Boulevard approximately 500 ft east of Stillhouse Road and one location along Stillhouse Road located approximately 550 ft south of Cumberland Boulevard.

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
214 Apartment Units	22	87	109	88	47	135	1436
400 Condominiums	27	130	157	125	125	250	2086
TOTAL NEW TRIPS	49	217	266	213	172	385	3522

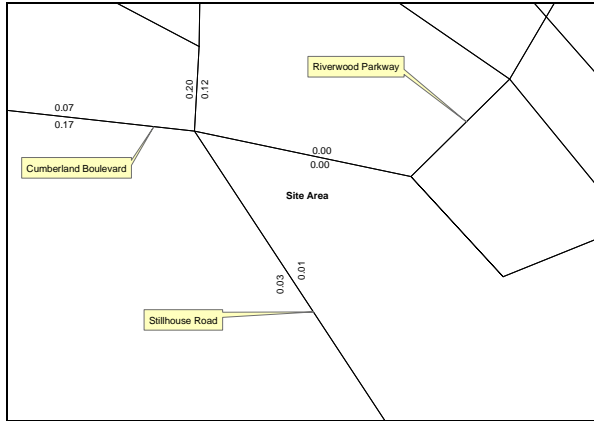
*Figures represent net trip generation numbers.

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

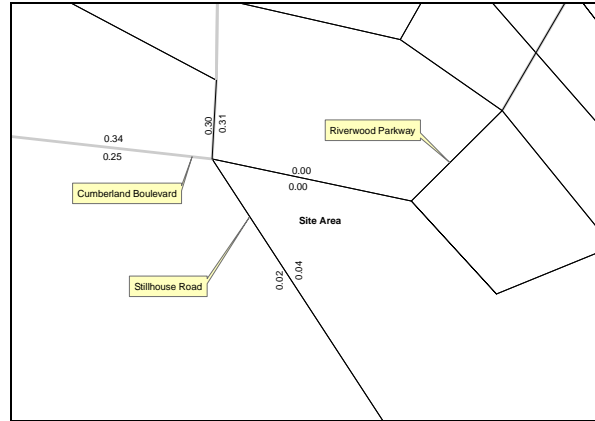
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

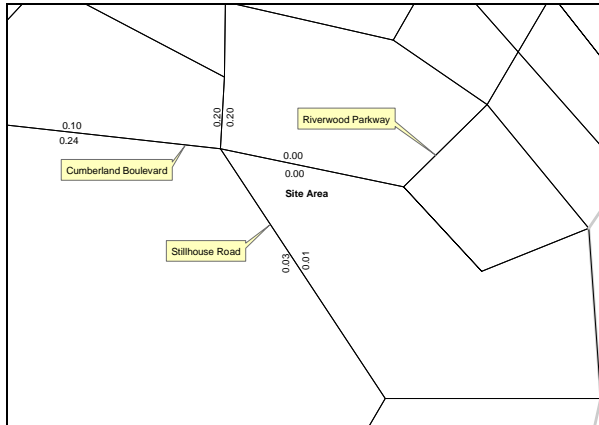
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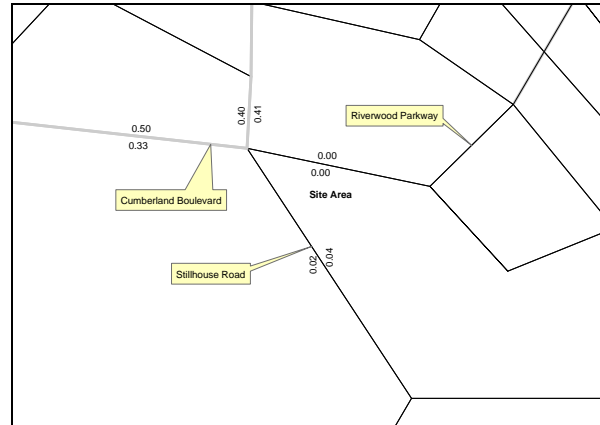
2005 AM Peak



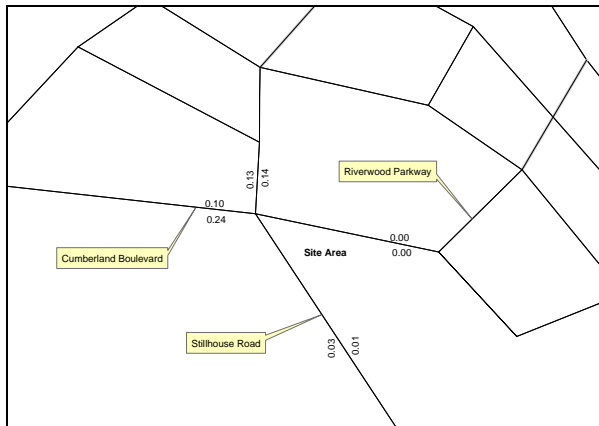
2005 PM Peak



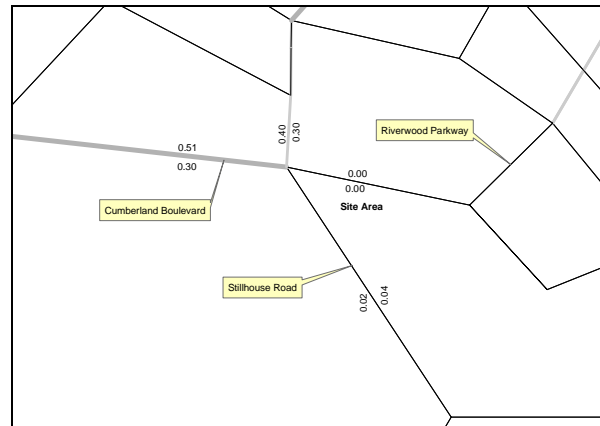
2010 AM Peak



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, adopted 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.

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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
CO-AR-303	GALLERIA PARK AND RIDE LOT	Transit Facility	2006
CO-AR-BP221	SPRING ROAD MULTI-USE TRAIL / CUMBERLAND CONNECTOR	Multi-Use Bike/Ped Facility	2010
AR-279	I-285 WEST ITS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2006

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-909A, B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) - PHASE II	Transit Facility	2020
CO-231	US 41 (COBB PARKWAY)	Roadway Capacity	2011
AR-H-302	I-285 WEST HOV LANES	HOV Lanes	2026
AR-H-901	I-75 NORTH	HOV Lanes	2013
CO-AR-078M	I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP	Interchange Capacity	2020

**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 Cumberland Boulevard.

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.

Cumberland Boulevard at Akers Mill Road/ Stillhouse Road

- Provide permissive + overlap phasing for the southbound right-turn movement along Akers Mill Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Cumberland Boulevard at Proposed Site Driveway

- The site driveway should consist of one ingress lane and two egress lanes (one exclusive left-turn lane and one exclusive right-turn lane).
- Relocate the existing median opening along Cumberland Boulevard approximately 175 ft further east (away from Akers Mill Road).
- Construct an eastbound right-turn lane along Cumberland Boulevard with 100 ft of storage and 50 ft of taper.
- Construct a westbound left-turn lane along Cumberland Boulevard with 160 ft of storage and 50 ft of taper (within the median).

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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?

Cobb Community Transit routes 10, 10A, 10B, 20, and 50 serve the Cumberland Boulevard Transfer Center, which is located approximately one mile from the proposed site.

- Route 10 operates Monday through Saturday from Marietta to the Cumberland Boulevard Transfer Center via U.S. 41, then to the MARTA Arts Center Station. Headways are 15 minutes from 5:00 am till 7:00 pm, and every 60 minutes from 7:00 pm till 11:00 pm.
- Route 10A operates Monday through Friday from Atlanta to Delk Road via the Cumberland Boulevard Transfer Center, Cobb Parkway (U.S. 41), and Terrell Mill Road. This route is a peak period only route operating from 6:05 am to 9:25 am in the morning and from 3:26 pm to 6:21 pm in the evening. Headways are 40 minutes.
- Route 10B operates Monday through Friday during peak periods from 6:12 am to 8:58 am and from 3:30 pm to 6:51 pm. Headways are 40 minutes. This route operates from Atlanta to Windy Hill Road via the Cumberland Boulevard Transfer Center and Interstate North.
- Route 20 operates Monday through Saturday from Marietta to the Cumberland Boulevard Transfer Center via South Cobb Drive, Spring Road and Emory Adventist Hospital. Headways are every 30 minutes from 6:00 am to 9:00 am, 60 minutes from 9:00 am to 3:30 pm, 30 minutes from 3:30 pm to 8:00 pm and 60 minutes from 8:00 pm to 11:00 pm.
- Route 50 operates Monday through Saturday from Marietta to the Cumberland Boulevard Transfer Center via U.S. 41 and Powers Ferry Road. This route also serves Overton Park and the Galleria area. Headways are 30 minutes from 6:00 am to 9:00 am, 60 minutes from 9:00 am to 3:00 pm, 30 minutes from 3:00 pm to 7:00 pm and 60 minutes from 7:00 pm to 9:00 pm.

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

None Proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Total		15%

Preliminary Report:	August 15, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cumberland Boulevard #824
Final Report Due:	September 14, 2005		Comments Due By:	August 29, 2005

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

This project will have minimal impact to the existing roadway infrastructure. However, the area surrounding this project is experiencing tremendous growth. In order to minimize future congestion, it is suggested that all recommended improvements be implemented prior to construction of this project.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.22 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 0.22 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?

Preliminary Report:	August 15, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cumberland Boulevard #824
Final Report Due:	September 14, 2005		Comments Due By:	August 29, 2005

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 1500 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.)?**

Please see comments attached at the end of this report from Fulton County Schools.

HOUSING

Will the proposed project create a demand for additional housing?



Preliminary Report:	August 15, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cumberland Boulevard #824
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No, the project will provide an additional 614 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 312.03. This tract had a 0.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 19 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating 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: **824**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 6/3/2005 9:01:56 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:		Cumberland Boulevard
Development Type	Description of Project	Thresholds
Housing	614 mid and high-rise residential units comprising of 400 condominium units and 214 rental multi-family units	View Thresholds
Developer / Applicant and Mailing Address:		Pope and Land Enterprises, Inc. C/o John H. Moore Moore Ingran Johnson & Steele, LLP 192 Anderson Street Marietta, GA 30060
Telephone:		770-429-1499
Fax:		770-429-8631
Email:		tch@mijis.com
Name of property owner(s) if different from developer/applicant:		Cumberland Center Associates; Cumberland Mathis Associates, LP; Riverwood Partners, LTD; P&L OP Investors, LLC; Thorne S. Winter and Sandra M. Winter
Provide Land-Lot-District Number:		District 17; Land Lots 949,950,977
What are the principal streets or roads providing vehicular access to the site?		Cumberland Boulevard, Stillhouse Road, River Oaks Drive
Provide name of nearest street(s) or intersection:		Cumberland Boulevard and Stillhouse 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 Smyrna and Fulton County are both less than a mile from the project.
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: 2008 Overall project: 2008

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: 7/29/2005 1:56:21 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:	Cumberland Boulevard
DRI ID Number:	824
Developer/Applicant:	Pope and Land Enterprises, Inc.; c/o John 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:	120 million dollars
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,728,000
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): Three single-family houses.	

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)?	0.22 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)?	0.22 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=266; Pm=322; Daily=3,531
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: See transportation analysis.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,500 tons/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

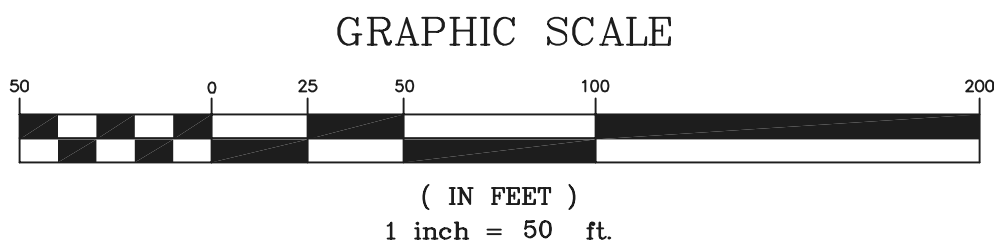
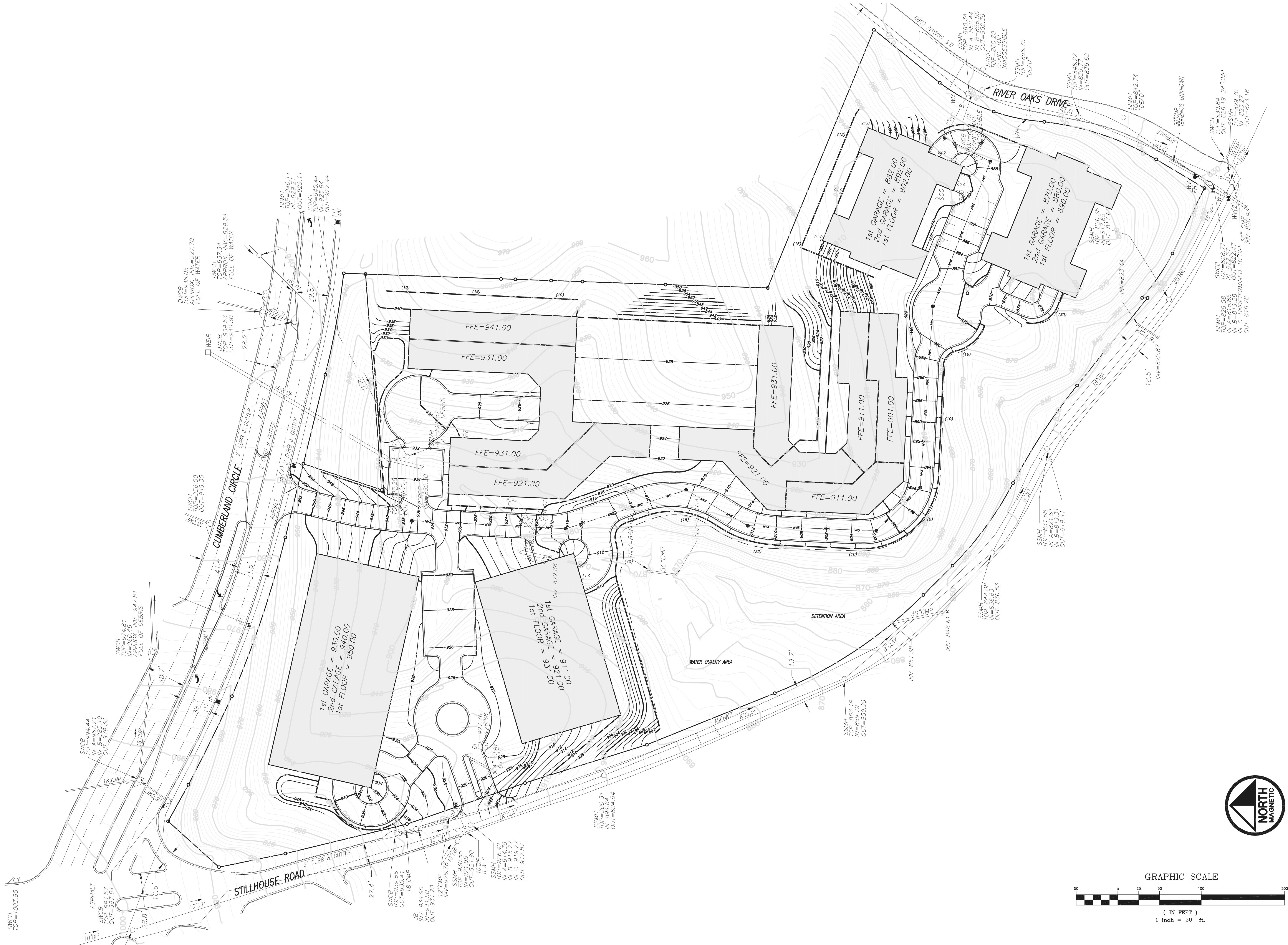
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	49.1
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:	

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:	



PRELIMINARY GRADING PLAN CUMBERLAND CIRCLE	Project No. 05-023	No.	Revision	Date		NEWPORT DEVELOPMENT	
						3625 CUMBERLAND BOULEVARD SUITE 420 ATLANTA, GA 30339 OFFICE: 770-818-4120 FAX: 770-818-4121	
						WWW.HIGHLANDS.COM	
						HIGHLAND, INC. ENGINEERING, INC. 1455 LINDOLPH PARKWAY, SUITE 200 PH: 770-235-2121 FAX: 770-235-2222	
COBB COUNTY, GEORGIA		Drawing No.		05-023.dwg			