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: Oct 20 2005

ARC REVIEW CODE: R509302

TO: Mayor 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: **The Mill at Covered Bridge Expansion**

Review Type: Development of Regional Impact	**Date Opened:** Sep 30 2005	**Date Closed:** Oct 20 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 expansion provides good connections to the residential portions of the site that are located adjacent to the proposed expansion. Minimizing the appearance of parking from Hicks Road and East West Connector is strongly encouraged. Safe and convenient pedestrian access should be provided throughout the parking areas.

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

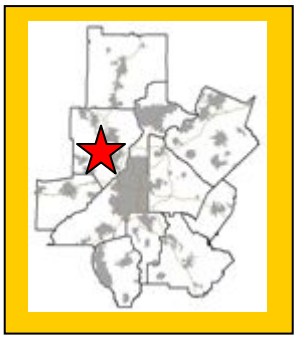
ARC LAND USE PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SMYRNA
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
ARC TRANSPORTATION PLANNING
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF MARIETTA
COBB COUNTY SCHOOLS
ARC AGING DIVISION
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA 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:	Sept 30, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Mill at Covered Bridge Exp #911
Final Report Due:	Oct 30, 2005		Comments Due By:	October 14, 2005

FINAL REPORT SUMMARY



PROPOSED EXPANSION:
The proposed expansion includes approximately 8.31 acres at the southeast corner of Hicks Road and the East-West Connector, which is currently planned to accommodate 22,380 square feet of retail and restaurant use and 43,225 square feet of office space. Access to the proposed commercial expansion is proposed at two locations: one along Hicks Road and one along the East West Connector.

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

PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned R-20, single family residential. The proposed zoning for the development is PVC, Planned Village Community to allow for an overall net density of 2.93 units per acre and a mix of residential and non residential uses. The proposed development is consistent with Cobb County's Future Land Use Plan which designates this site for medium density residential and low density residential uses.

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

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

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

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

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

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

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

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

Year	Name
2004	The Mille at Covered Bridge
1990	Nickajack Development

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

Based on information submitted for the review, the site is undeveloped and will not displace any significant development or jobs.

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

No.

Is the proposed development consistent with regional plans and policies?

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

Further refinement of the site plan could lend the development to better promote and implement many of the goals set forth in the Regional Development Plan. Best Transportation Practices 9 and 10 emphasize providing effective pedestrian and bicycle connections. Revising the site plan to better meet theses best practices would greatly enhance connections, particularly to adjacent land uses. For example, direct pedestrian access to Russell Elementary School should be considered. Coordination with the Cobb County School Board is strongly encouraged. Vehicle connectivity to adjacent land uses should also be considered where applicable; for example, extending Russell Street and Donald Street into the development.

Regional Development Policies 8 and 9 recommend protecting environmentally sensitive areas and creating a greenspace network. Activity and land disturbance alongside the Silver Comet Trail should be kept to a minimum. It is strongly encouraged that adequate buffers are provided along the trail. Consideration should be given to the realignment of Street F to minimize the activity in close proximity to the trail. Pedestrian access from the site to the Silver Comet Trail is proposed. It is also encouraged that activity and land disturbance alongside and in streambeds and wetlands be minimized.

The proposed expansion provides good connections to the residential portions of the site that are located adjacent to the proposed expansion. Minimizing the appearance of parking from Hicks Road and East West Connector is strongly encouraged. Safe and convenient pedestrian access should be provided throughout the parking areas.

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

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the Cobb County government's boundary; however, it is approximately less than a mile from the western boundary for the City of Smyrna.

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

The proposed development is surrounded by residential land uses to the north, south, and west with institutional, Russell Elementary School, and other residential uses to the northeast and southeast. The Silver Comet Trail runs alongside the southern most boundary of the proposed development. No impacts were identified during the review; however, it is encouraged that the proposed development includes effective pedestrian connections to the Silver Comet Trail.

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 $148,720,750 with an expected $1,775,916 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 development will increase housing and employment opportunities in the area and provide services and employment opportunities for existing and future residents. The proposed development is expected to generate approximately 162 jobs and attract approximately 807 residents by the build out date in 2006. The proposed development will provide opportunities to live and work within the development's boundary.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

The property is not near the Chattahoochee River Corridor, but it is in the portion of the Chattahoochee watershed that drains into the Corridor portion of the Chattahoochee River. The project property is crossed by a tributary to Nickajack Creek, which is in turn a tributary to the Chattahoochee River. As such, the property is subject to requirements of Cobb County's tributary buffer zone ordinance for streams draining into the Chattahoochee as well as the County's stream buffer ordinance. The site plan should clearly show the required buffers along all applicable streams.

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

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. Although the site plan gives a total site area of 190.27 acres, the acreage of each parcel provided by the applicant, combined with the listed open space acreage, adds up to 177.34 acres. .This is the acreage used in these calculations. The actual total pollutant loadings will be proportionately greater if the area is greater. Further, actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	14.61	24.98	254.21	1577.88	14361.63	17.97	3.21
Forest/Open	56.33	4.51	33.80	506.97	13237.55	0.00	0.00
Medium Density SF (0.25-0.5 ac)	76.40	103.14	451.52	3285.20	61196.40	25.98	6.11
Townhouse/Apartment	30.00	31.50	321.30	2010.00	18150.00	22.80	4.20
TOTAL	**177.34**	**164.13**	**1060.84**	**7380.05**	**106945.58**	**66.75**	**13.53**

Total % impervious 26%

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.

Two National Register Sites have been identified near the project. Ruff's Mill and Concord Covered Bridge are both located at 10 Concord Road which is half a mile east of the proposed developments' easternmost boundary of South Hurt Road.

Also the Concord Covered Bridge Historic District is located east of the proposed development with its northwestern boundary approximately half a mile from the proposed development.

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

Since the proposed development is approximately half a mile from all the site and districts, the activity from the development could avoid negative impacts on these resources; however, it is important that the developer is aware of the historic site and districts.

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

None were identified.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will consist of 201 single-family

homes, 141 residential townhouses, 70 active adult condominiums, and 15 live/work townhouses. Office and retail will also be components of The Mill at Covered Bridge. The 182 acre site will house 63,225 square feet of office space and 62,380 square feet of retail within the Neighborhood Village concept that the developer is proposing at the intersection of East-West Connector and Hicks Road. Access points will be located along the East-West Connector, Hicks Road and South Hurt Road.

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

A & R Engineering, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Detached Houses *201 Units* Residential Townhouses *156 Units* Senior Adult Housing *70 Units*	50	174	224	172	89	261	2,947
General Office *25,856 sq. ft.*	55	7	62	13	85	98	395
Shopping Center *70,689 sq. ft.* Drive-in Bank *8,000 sq. ft.*	128	88	216	400	412	812	6,708
High Turnover Restaurant *8,100 sq. ft.*	43	39	82	42	26	68	724
TOTAL NEW TRIPS	**276**	**308**	**584**	**627**	**612**	**1239**	**10,744**

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

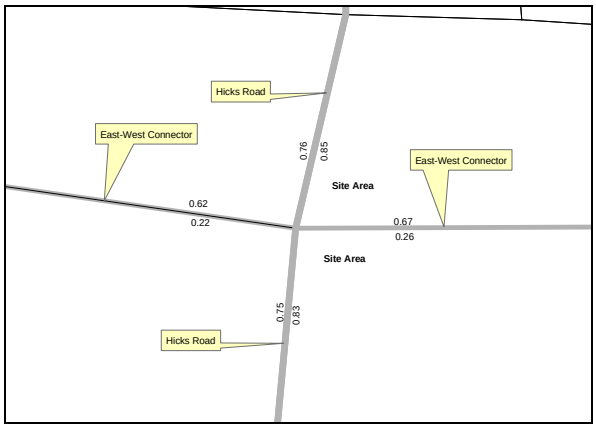
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

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

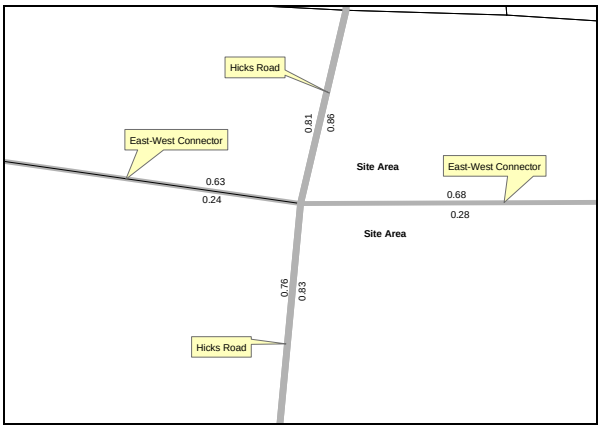
type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 0.8 or above are considered congested.

V/C Ratios

2005 AM Peak



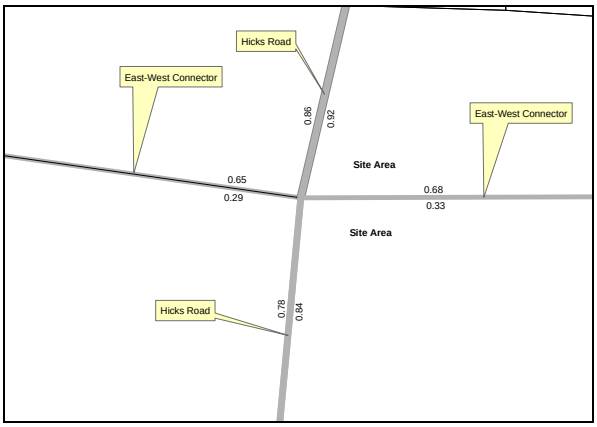
2005 PM Peak



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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-AR-BP217	SOUTH HURT ROAD FROM RUSSELL ELEMENTARY SCHOOL TO CONCORD ROAD AND MARVELL ROAD FROM THE SILVER COMET TRAIL TO NICKAJACK ELEMENTARY SCHOOL	Pedestrian Facility	2007
CO-326	SR 5 (AUSTELL ROAD) INTERSECTION IMPROVEMENTS	Roadway Operations	2008
CO-356	SR 5 (AUSTELL ROAD)	Roadway Operations	2009

2030 RTP*

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

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

Impacts of The Mill at Covered Bridge: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations that the following improvements to upgrade existing current level of service be carried out:

Hicks Road at Hurt Road

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

Hicks Road at East-West Connector

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

East-West Connector at Fontaine Road

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

East-West Connector at Cooper Lake Road

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

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations from its Intersection Analysis 1 & 2, that the following improvements to upgrade existing the current level of service be carried out:

Hicks Road at Hurt Road

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

Hicks Road at East-West Connector

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

Hicks Road at Floyd Road

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

East-West Connector at Fontaine Road

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

East-West Connector at Cooper Lake Road

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

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

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

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

There are is no transit service within .25 miles of the site, however, the Cumberland Transfer Center is approximately 6 miles from 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.

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

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

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Traditional Single-Use			
SF Detached Dwellings			
With all of the below:	Yes	15%	15%
Has a neighborhood center or one in close			

proximity?			
Has Bike and Pedestrian Facilities that include?			
connections between units in the site?			
connections to retail center and adjoining uses with the project limits?			
Bicycle or Pedestrian facilities within the site (choose one)			
Bike/ped networks connecting to land uses within and adjoining the site	Yes	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**19%**	**19%**

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

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

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.150 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that the Cobb County Water System will provide wastewater treatment for the proposed development.

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

The capacity of South Cobb Plant is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

40	44	26	33	7	No expansion planned, but treatment process upgrades currently in design.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.173 MGD based on information submitted for the review.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 49.104 tons of solid waste per year and the waste will be disposed of in Cobb County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

The proposed development is adjacent to Russell Elementary School. Effective pedestrian connections to the school are strongly recommended. The developer should work closely with the Cobb County Board of Education.

AGING

Does the development address population needs by age?

The proposed development has a number of senior friendly elements, including a range of housing types and the location of basic amenities close to the housing. In addition, the inclusion of 70 active adult condominiums will provide senior-specific housing to the central Cobb County community.

In order to truly be active adult housing it is critical that the sidewalks, bike, and walking trails be implemented and that connectivity to the adjoining land uses be addressed.

Finally, the active older adult housing is likely to be very attractive to many local residents. Symrna, just a half mile from the development has a concentration of older adults slightly higher than the regional average at 11%. While just over one in five residents of Symrna are over the age of 50.

HOUSING

Will the proposed project create a demand for additional housing?

Yes. However, there is a diverse mixture of housing proposed for the development including single-family, townhouse, and multiple-family residential units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within the proposed development.

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

The site proposed for the development is located in Census Tract 311.06. This tract had a 6.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 83 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of a variety of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 911
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 9/14/2005 9:47:10 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:	The Mill at Covered Bridge

Development Type	Description of Project	Thresholds
Mixed Use	65000 square-feet of additional retail to a previously approved mixed use project.	View Thresholds

Developer / Applicant and Mailing Address:	Covered Bridge Investments, LLC 701 Whitlock Ave. Suite K-46 Marietta, GA 30064
Telephone:	
Fax:	770-427-2711
Email:	joepressley@bellsouth.net
Name of property owner(s) if different from developer/applicant:	Janie L. Twilley
Provide Land-Lot-District Number:	District 17; Land Lots 24,25,46,47,48,49,97,98,99,119,120
What are the principal streets or roads providing vehicular access to the site?	East-West Connector, Hicks Road, South Hurt Road
Provide name of nearest street(s) or intersection:	East-West Connector and Hicks Road
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?	Austell is +/-4 miles away.
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?	Y
If yes, provide the following information (where applicable):	Name: The Mill at Covered Bridge
	Project ID: 533
	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?	Y
If yes, what percent of the overall project does this project/phase represent?	5%
Estimated Completion Dates:	This project/phase: 2006 Overall project: 2006

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: 9/27/2005 2:16:35 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:	The Mill at Covered Bridge
DRI ID Number:	911
Developer/Applicant:	Covered Bridge Investments/ Joe Pressley
Telephone:	770-337-3153
Fax:	770-427-2711
Email(s):	joepressley@bellsouth.net

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$148,720,750
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,776,916
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): Site is vacant, see supplemental information for details.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.173 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)?	0.150 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.)	See traffic study
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y

If transportation improvements are needed to serve this project, please describe below:
All recommendaed transportation improvements are identified in a traffic impact study, as supplemental information to this form.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	49.104 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25%
Is the site located in a water supply watershed?	Y

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

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

Environmental Quality

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

1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	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:	

GRTA DRI SITE PLAN
The Mill at Covered Bridge

Cobb County, Georgia

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

DGM
LAND PLANNING CONSULTANTS
975 Cobb Place Blvd. Suite 212
Kennesaw GA 30144
770 514-9006
Fax 514-9491

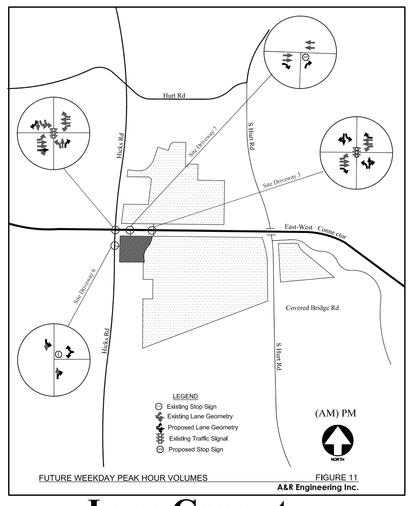
0 100 200 400 800
Scale: 1" = 200'
September 26, 2005

Revisions:

prepared for:
Harper/Poston

701 Whitlock Avenue, Suite K-46
Marietta, Georgia 30064
770-424-1819
24hr. Contact: Skip Harper

north



Lane Geometry

Site Data for Parcel A

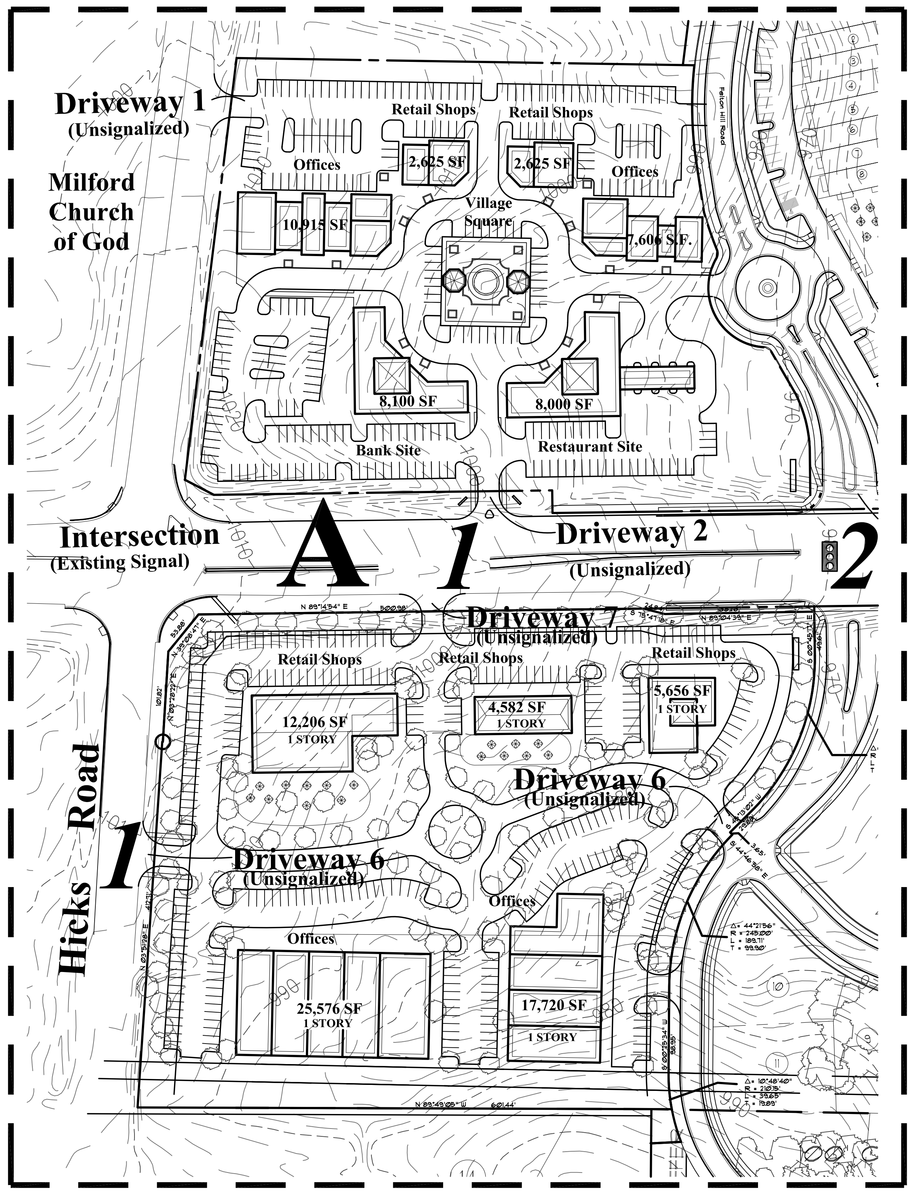
Total Site Area: 14.61 AC+

Total Office Space; 61,146 SF+

Total Retail Area: 43,730 SF+

- **Restaurant Site:** 8,100 SF+
- **Bank Site:** 8,000 SF+
- **Retail Shops:** 27,630 SF+
- **Balance of Village will be Office Space:** 61,146 SF+

Total Parking Shown: 573 spaces
Total Parking Required: 525 spaces
(Total Retail/Office Area divided by 1 space every 200sq ft.)



Intersection Key

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

Parcel Breakdown

Parcel A - Cobblestone
Neighborhood Village Office/ Commercial
Total Area: 14.61 AC

Parcel B - The Terraces
Live/Work Condominiums
Total Units Shown: 15
Total Area: 0.9 AC

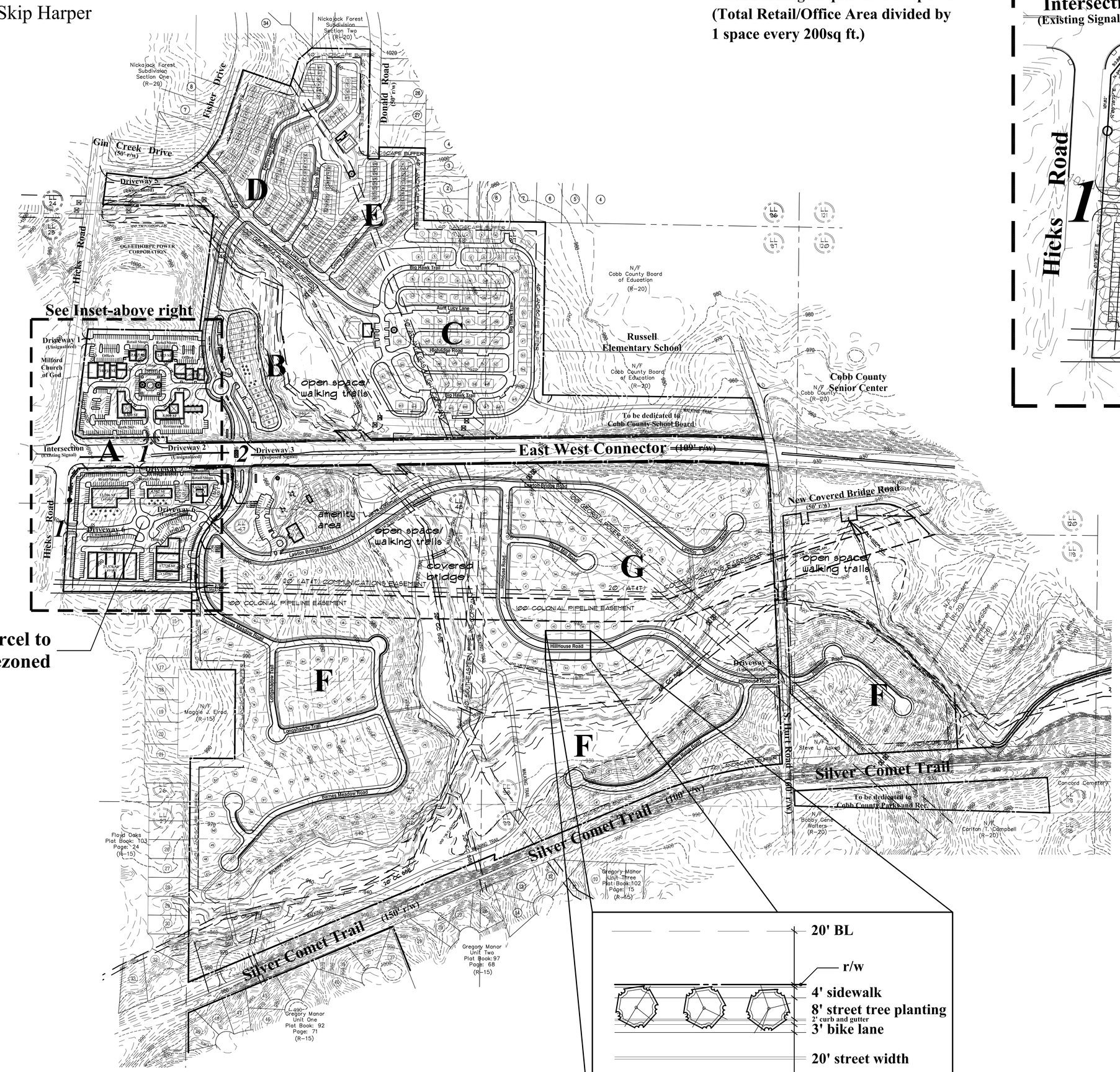
Parcel C - The Magnolias
Active Adult Condominiums
Red Oak Constrcution
Total Units Shown: 71
Total Area: 15.6 AC

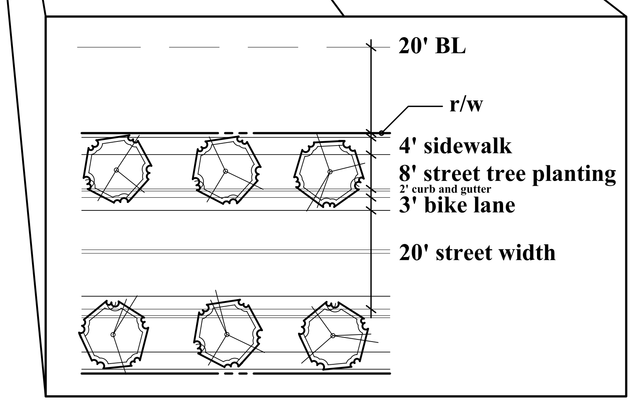
Parcel D - The Verandas
Fee Simple Townhomes
Traton Homes
Total Units Shown: 72
Total Area: 8.9 AC

Parcel E - The Carriages
Fee Simple Townhomes
Red Oak Construction
Total Units Shown: 69
Total Area: 4.6 AC

Parcel F - Fuller's Loch
Single-Family Residential
Traton Homes
Total Homes Shown: 124
Total Area: 52.44 AC

Parcel G - Inspiration
Single Family Residential
Red Oak Construction
Total Homes Shown: 65
Total Area: 23.96 AC





Boulevard Detail (Typ.)
(56'r/w)

Notes:

1. Boundary survey and topographic information by West Georgia Surveyors. April 4, 2003.
2. According to Flood Insurance Rate Map (FIRM) #13067C0075F, August 18, 1995, a portion of this site contains floodplain.
3. No cemeteries are known to exist on site.
4. Stream and wetland classifications are to be determined.
5. No archeological or architectural landmarks are known to exist on site.
6. Stormwater to be acccommodated into onsite floodplain based on hydrologic study.

Site Data

Total Site Area: 190.27 AC

Total Area in Floodplain 30.2 AC

Total Units Shown: 416

Overall Net Density: 2.86 UN/AC

(190.27-30.2-14.61=145.46, 416/145.46=2.86)

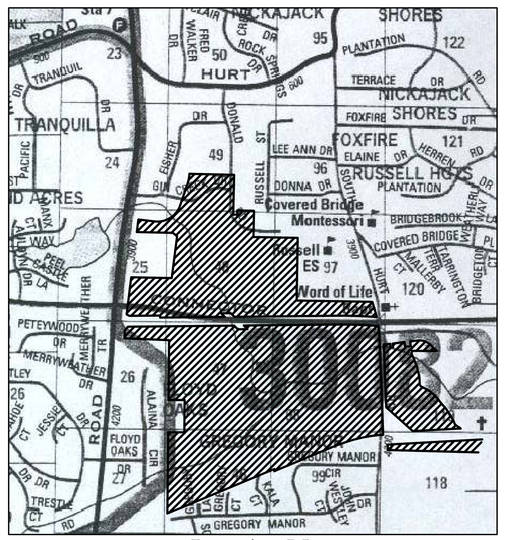
Present Zoning: PVC

(Excluding parcel currently zoned R-20 to be rezoned to PVC)

Total Open Space: 56.33 AC

(31% of total site area)

(29.6 AC of open space is out of floodplain, 52.5% of total open space)



Location Map
(not to scale)