



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: 1/23/2006

ARC REVIEW CODE: R512191

TO: Chairman Sam Olens

ATTN TO: John H Pederson, Planner III

FROM: Charles Krautler, Director 

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 Goodman Project, Whisper of the River

Review Type: Development of Regional Impact

Date Opened: 12/19/2005

Date Closed: 1/23/2006

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 developer worked with the ARC staff to address the concerns expressed in the preliminary report. A revised site plan was submitted for review that reduced the total retail by 60,500 square feet. The total retail space proposed is 299,500 square feet. The total number of residential units increased by 150 units to a total of 650 residential units that will include detached senior living cottages, senior living attached units, and residential units proposed over office space. Total greenspace for the development increased half an acre to a total of 36.45 acres. Finally, the developer continues to agree to all the transportation improvements. (See attached comments).

Specifically, the revised site plan eliminates two 5,000 square foot banks shown on the westerly edge of the property adjacent to Bob Fleming Road and a 5,000 square foot office building. The area would then be replaced by extending the single family residential housing along Bob Fleming Road to Dallas Highway. The 45,000 square foot fitness center relocates to the back of the property and will consist of the proposed 110,000 square foot office/fitness complex. Several retail buildings were also eliminated and senior housing and general residential components of the plan were extended to the south towards Dallas Highway.

The proposed development meets many of ARC's Regional Development Policies. The development proposes a mix of uses that will allow individuals the opportunity to live and work within close proximity. The Regional Development Policies promote development strategies that accommodate forecasted population and employment growth efficiently, encourage opportunities for mixed use development, support housing choices for individuals and families of diverse incomes and age groups, and advances a network of greenspace that has the potential to connect across jurisdictional boundaries. The proposed development effectively implements various components of these policies.

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

ARC LAND USE PLANNING
ARC TRANSPORTATION PLANNING
GEORGIA DEPARTMENT OF NATURAL RESOURCES
PAULDING COUNTY
CITY OF KENNESAW
CHEROKEE COUNTY
CITY OF POWDER SPRINGS

ARC AGING DIVISION
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF TRANSPORTATION
COBB COUNTY SCHOOLS
CITY OF ACWORTH
CITY OF HIRAM

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF MARIETTA
CITY OF DALLAS
BARTOW COUNTY

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.

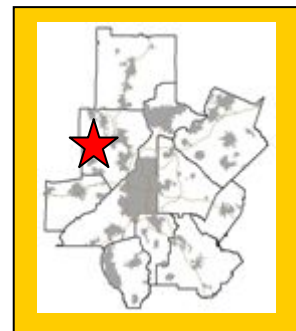
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	December 19, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Goodman Project #944
Final Report Due:	January 17, 2006		Comments Due By:	January 3, 2006

FINAL REPORT SUMMARY

PROPOSED REVISION:

The proposed Goodman Project has been revised to a 112.6 mixed use development that will be comprised of 650 residential units, 145,800 square feet of office space, 110,000 square feet of health club space, and 299,500 square feet of retail. The residential component will be comprised of 27 senior cottage units, 313 senior living units, 100 residential units built of portions of the office space, and 210 units proposed in 3 story buildings above parking. The office component will be comprised of a two 30,000 square foot office/clubhouse buildings, 5,000 square foot office/residential sales buildings, and 80,800 square feet office space proposed under residential units. The retail component of the site will be comprised of 27,000 square feet of restaurant space and 272,500 square feet of general retail and commercial space.



PROPOSED DEVELOPMENT:

The proposed Goodman Project, also known as Whisper of the River, is a 112.6 acre mixed use development in western Cobb County. The proposed development will be comprised of 500 residential units, 60,000 square feet of office space, a 45,000 square foot fitness club, 360,000 square feet of retail space. The residential component will be comprised of 7 single family detached units, 194 single family attached units, and 299 senior adult housing units. The retail component will be comprised of 315,000 square feet of retail, two 10,000 square foot banks, and 35,000 square feet of restaurant space. The site for the proposed development is on the north side Dallas Highway between Old Hamilton Road and Bob Fleming Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 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 CF (future commercial) and R-30 (single family residential, 30,000 square foot lot size). The proposed zoning is NRC (neighborhood retail commercial), RSL (residential senior living facilities), and UVC (urban village commercial). The future land use plan for Cobb County identifies the majority of the site as 'Very Low Density Residential' with a small portion of the site identified as 'Neighborhood Activity Center.' According to information submitted with the review, Cobb County does not intend to amend the map to account for this development.

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

No comments identifying inconsistencies with any potentially affected local government's comprehensive plan were received.

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

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

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. The improvements made to the transportation system, according to the traffic study, with the build out of the proposed development are listed below by intersection:

SR 120 (Dallas Highway) at Barrett Parkway

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

SR 120 (Dallas Highway) at Mars Hill Road/Lost Mountain Road

- Widen SR 120 from a four-lane facility to a six-lane facility (add westbound and eastbound through lanes) through the intersection.
- Widen Mars Hill Road/Lost Mountain Road from a two-lane facility to a four-lane facility (add northbound and southbound through lanes) through the intersection.
- Install a westbound left-turn lane creating westbound dual left-turn lanes.

Barrett Parkway at Burnt Hickory

- Install a southbound right-turn lane.
- Widen Burnt Hickory to a four-lane facility (convert the westbound right-turn lane to a westbound through-right turn lane, add an eastbound through lane) through the intersection.

Due West Road at Old Hamilton Road

- Install a traffic signal when warranted.

SR 120 at Old Hamilton Road

- Reconstruct the intersection to provide the following geometry:
 - Southbound (along Old Hamilton Road) dual left-turn lanes, one through lane and one right-turn lane.
 - Northbound (along Old Hamilton Road) one left-turn lane, one through lane, one right-turn lane.

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- Modify the existing westbound right-turn lane to be a through-right lane; provide a third through lane west of the intersection to proposed driveway #4.

SR 120 at Bob Fleming Road

- Install a traffic signal when warranted.
- Install a full median opening at this intersection.
- Provide separate southbound left-turn and right-turn lanes along Bob Fleming Road.
- Install an eastbound left-turn lane and westbound left-turn lane (to serve u-turns) along SR 120.

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

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

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

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The developer worked with the ARC staff to address the concerns expressed in the preliminary report. A revised site plan was submitted for review that reduced the total retail by 60,500 square feet. The total retail space proposed is 299,500 square feet. The total number of residential units increased by 150 units to a total of 650 residential units that will include detached senior living cottages, senior living attached units, and residential units proposed over office space. Total greenspace for the development increased half an acre to a total of 36.45 acres. Finally, the developer continues to agree to all the transportation improvements. (See attached comments)

Specifically, the revised site plan eliminates two 5,000 square foot banks shown on the westerly edge of the property adjacent to Bob Fleming Road and a 5,000 square foot office building. The area would then be replaced by extending the single family residential housing along Bob Fleming Road to Dallas Highway. The 45,000 square foot fitness center relocates to the back of the property and will consist of the proposed 110,000 square foot office/fitness complex. Several retail buildings were also eliminated and senior housing and general residential components of the plan were extended to the south towards Dallas Highway.

The proposed development meets many of ARC's Regional Development Policies. The development proposes a mix of uses that will allow individuals the opportunity to live and work within close proximity. The Regional Development Policies promote development strategies that accommodate

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forecasted population and employment growth efficiently, encourage opportunities for mixed use development, support housing choices for individuals and families of diverse incomes and age groups, and advances a network of greenspace that has the potential to connect across jurisdictional boundaries. The proposed development effectively implements various components of these policies.

The project is located adjacent to a designated commercial node designated by the Cobb County Future Land Use Plan. The site plan has been revised to include a residential boundary between the more intense commercial activities to the east and undeveloped land, across Bob Fleming Road to the west. The plan also transitions from well from the commercial uses to the low density residential uses adjacent to the site along Bob Fleming Road, by providing attached and detached residential uses within the site.

The proposed site is currently zoned CF and R-30. The future land use map for Cobb County designates the site of the proposed development as Very Low Density Residential which provides areas for 'housing with densities of zero to two dwelling units per acre.' The proposed development is proposing a rezoning that is inconsistent with this land use category. Immediately surrounding the development is R-30, R-20, LRO, GC (general commercial), OI, RR (rural residential), NS (neighborhood shopping), and HI (heavy industrial).

The proposed development also uses the existing road infrastructure to provide access to the development and helps to preserve the capacity of Dallas Highway. ARC is concerned about the future capacity and function of Dallas Highway and has worked with the developer to access the development from within the existing context of the road network. This involves upgrading both Old Hamilton Road and Bob Fleming Road to handle a large portion of the traffic coming in and out of the development. Dallas Highway, also known as State Route 120, is one of two major routes into Paulding County from Cobb County. Dallas Highway is a regional capacity highway serving Paulding County to employment center to the east. Paulding County is one of the fastest growing counties in the state as well as the country; however, the county has no direct interstate access. Dallas Highway is a major route from Paulding County to Interstate 75. According to Cobb County, Dallas Highway is designated as a scenic byway. Unfortunately, Dallas Highway must provide access and act as a thoroughfare. Therefore, access management is key to preserving the long term capacity and function of Dallas Highway. It is important to note that no capacity improvements to Dallas Highway are included in ARC's Regional Transportation Plan or Transportation Improvements Program or Georgia Department of Transportation's Construction Work Program.

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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 site for the proposed development is on the north side Dallas Highway between Old Hamilton Road and Bob Fleming Road.

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

The proposed development is entirely within Cobb County. It is approximately 3 ½ miles from the City of Marietta and four miles from Paulding County.

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

The area is surrounded by low density residential units. There are commercial uses within a mile of the site in both directions along Dallas Highway.

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 \$110,000,000 with an expected \$10,375,000 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.

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

The proposed development is expected to create 1,010 long term jobs with a wide range of salaries.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

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

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	51.52	88.10	896.45	5564.16	50644.16	63.37	11.33
Low Density SF (1.0 - 2.0 ac)	11.23	6.74	30.99	247.06	5019.81	1.57	0.34
Office/Light Industrial	5.83	7.52	99.87	664.62	4127.64	8.63	1.11
Townhouse/Apartment	43.87	46.06	469.85	2939.29	26541.35	33.34	6.14
TOTAL	112.45	148.42	1497.16	9415.13	86332.96	106.91	18.92
Total % impervious	62%						

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



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Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the site is proposed at eight locations.

- Two driveways are proposed along SR 120.
 - One location will provide right-in/right-out, left-in access. This proposed driveway is located approximately 1,350 ft west of the Old Hamilton Road signalized intersection and will require a new median opening.
 - The second location will provide right-in/right-out access only. This location will be approximately 850 ft to the west of the first driveway. Bob Fleming Road at SR 120 will also provide access to the development. A proposed full-movement T-intersection (new median opening) is proposed at this location. It should be noted that the next full-median opening along SR 120 located to the west of the property is at Friendship Church Road, approximately 900 ft west of Bob Fleming Road.
- Three driveways are proposed along Old Hamilton Road on the east side of the project.
 - One full-movement driveway is proposed at the existing intersection of Old Hamilton Road/Largent Way.
 - One right-in/right-out driveway is proposed between Largent Way and SR 120.
 - One full-movement driveway is proposed north of Largent Way (primarily a service driveway).
- Three additional access driveways, all full-movement, are proposed along Bob Fleming Road.

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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
7 Single-Family Homes	4	10	14	6	4	10	90
194 Condominiums	15	73	88	70	34	104	1127
299 Senior Adult Units	27	45	72	66	42	108	1374
45,000 sq ft Health/Fitness Center	23	31	54	93	89	182	1482
60,000 sq ft Office Space	110	15	125	25	121	146	900
322,000 sq ft Retail Space	193	123	316	650	705	1355	14522
10,000 sq ft Bank Space	69	54	123	229	228	457	2080
28,000 sq ft Restaurant Space	168	155	323	187	119	306	3560
Mixed-Use Reductions	-	-	-	-133	-133	-266	-2192
Pass-by Reductions	-	-	-	-185	-185	-370	-3702
TOTAL NEW TRIPS	609	506	1115	1008	1024	2032	19241

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.

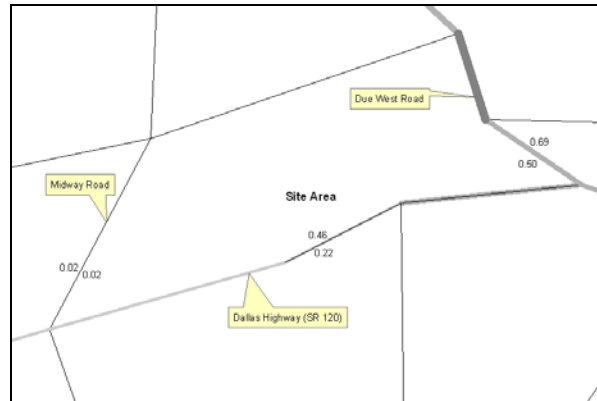
The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 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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V/C Ratios (Old Hamilton Road not shown)



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.

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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-359	DUE WEST ROAD	Roadway Operations	2010
CO-348	DUE WEST ROAD	Roadway Operations	2010
CO-321	SR 120 (DALLAS HIGHWAY)	Roadway Operations	2006
CO-325	SR 176 (LOST MOUNTAIN ROAD / MARS HILL ROAD) INTERSECTION IMPROVEMENTS	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-341	DUE WEST ROAD	Roadway Capacity	2030
CO-338A	SR 176 (LOST MOUNTAIN ROAD)	Roadway Capacity	2025

**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 Whisper of the River.

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

SR 120 (Dallas Highway) at Barrett Parkway

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

SR 120 (Dallas Highway) at Mars Hill Road/Lost Mountain Road

- Widen SR 120 from a four-lane facility to a six-lane facility (add westbound and eastbound through lanes) through the intersection.
- Widen Mars Hill Road/Lost Mountain Road from a two-lane facility to a four-lane facility (add northbound and southbound through lanes) through the intersection.
- Install a westbound left-turn lane creating westbound dual left-turn lanes.

Barrett Parkway at Burnt Hickory

- Install a southbound right-turn lane.

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Final Report Due:	January 17, 2006		Comments Due By:	January 3, 2006

- Widen Burnt Hickory to a four-lane facility (convert the westbound right-turn lane to a westbound through-right turn lane, add an eastbound through lane) through the intersection.

Due West Road at Old Hamilton Road

- Install a traffic signal when warranted.

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.

SR 120 at Old Hamilton Road

- Reconstruct the intersection to provide the following geometry:
 - Southbound (along Old Hamilton Road) dual left-turn lanes, one through lane and one right-turn lane.
 - Northbound (along Old Hamilton Road) one left-turn lane, one through lane, one right-turn lane.
 - Modify the existing westbound right-turn lane to be a through-right lane; provide a third through lane west of the intersection to proposed driveway #4.

SR 120 at Bob Fleming Road

- Install a traffic signal when warranted.
- Install a full median opening at this intersection.
- Provide separate southbound left-turn and right-turn lanes along Bob Fleming Road.
- Install an eastbound left-turn lane and westbound left-turn lane (to serve u-turns) along SR 120.

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?

Local or regional transit does not currently serve the area of the proposed development.

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, 10% Retail and 10% Office	9%	9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%

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TMA or Parking Management Program	3%	3%
Total		17%

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

The roadway network in this area suffers from high peak hour volume and the area surrounding the proposed site is quickly developing. As demonstrated in the traffic study, the addition of this project's traffic onto the roadway network challenges existing capacity. It is strongly encouraged that all recommended improvements be implemented prior to completion of this project. In addition, the proposed site has no access to local or regional transit. Transit access to the site could potentially reduce the burden this development will place on the surrounding roadway network. It is recommended the developer work with CCT and GRTA to establish connections to local and regional transit service.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.120 MGD.

Which facility will treat wastewater from the project?

The South Cobb facility will provide wastewater treatment for the proposed development.

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

The capacity of South Cobb Site is listed below

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
40	40	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



Preliminary Report:	December 19, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Goodman Project #944
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How much water will the proposed project demand?

Water demand also is estimated at 0.205 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

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

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?

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- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

Comments received from Cobb County School District Planning Operations indicate that the proposed project would have a negative impact on the local schools in the area with the elementary, middle, and high schools all over capacity at this time and into the future. See attached comments at the end of this report.

AGING

Does the development address population needs by age?

The proposed development includes both detached and attached senior living units within the property. The proposed development also includes office space, which could easily accommodate medical offices and services for the residents of the community.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 650 housing units that will include single family attached and detached units, and senior adult housing.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

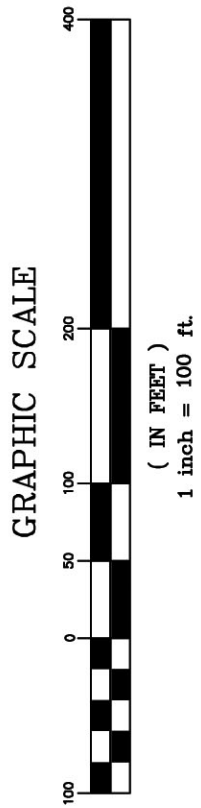
Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 302.16. These tracts had a 13.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 100 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.


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

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

* 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.



PREPARED IN THE OFFICE OF:



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

**3169 HOLCOMB BRIDGE ROAD SUITE 600 - NORCROSS, GEORGIA
30071-1367**

**Kimley-Horn
and Associates, Inc.**
P.O. BOX 600 - NORCROSS, GEORGIA

SITE PLAN

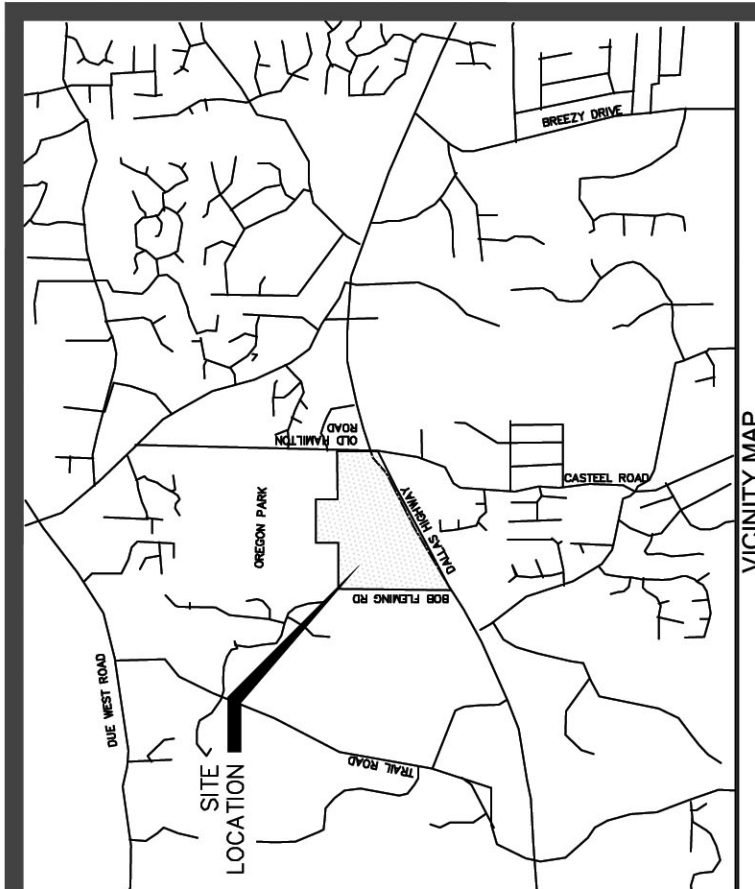
WHISPER OF THE RIVER

SEAL:

LINE TABLE		
LINE	LENGTH	BEARING
1	5.40	N095°33.1'E
2	5.40	N095°33.1'E
3	472.98	S00°20.45'W
4	172.86	S00°20.45'W
5	122.86	S00°20.45'W
6	192.86	S00°20.45'W
7	519.02	N004°38'W
8	7	N88°03'28"W
9	7	N88°03'28"W
10	594.00	S00°44.00'W
11	295.30	S00°44.00'W
12	413.48	N89°11'59"E
13	1	N64°32'55"E
14	1.11	N89°11'59"E
15	70.17	N84°30'00"E
16	320.14	S00°20.94'W
17	1.11	N62°50'31'W
18	446.46	S00°20.94'W
19	17	217.29
20	31.66	N02°11'44"E
21	31.66	N02°11'44"E
22	420.43	N82°27'28"E
23	435.36	N82°27'28"E
24	74.45	N69°24'24"E
25	435.36	N82°27'28"E
26	435.36	N82°27'28"E
27	493.89	N02°37'28"E
28	39.98	N02°37'28"E
29	39.98	N02°37'28"E
30	298.42	N23°33'58'W
31	19	298.42
32	19.32	S00°19.95'E
33	13.49	S21°11'E
34	13.49	S21°11'E
35	16.72	N24°40'35'W
36	295.17	N21°02'42'W
37	34	S23°33'E
38	34	S23°33'E
39	34	S23°33'E
40	30.00	N69°24'42'E
41	30.52	N27°04'20'W
42	30.52	N27°04'20'W
43	12.61	N63°57'28'E
44	12.61	N63°57'28'E
45	198.67	S88°04'04"E
46	4	S00°07'00"E
47	4	S00°07'00"E
48	38.45	S02°24'08'E
49	38.45	S02°24'08'E
50	38.45	S02°24'08'E
51	166.22	S68°35'50'W
52	166.22	S68°35'50'W
53	146.22	S68°04'21'W
54	146.22	S68°04'21'W
55	2.98	S63°37'44'W
56	2.98	S63°37'44'W
57	25.07	N27°04'23'W
58	25.07	N27°04'23'W
59	150	S27°05'18'E
60	150	S27°05'18'E

LAND USE	TOTAL (Ac.)	#UNITS or SF	DENSITY	DESCRIPTION
RSL	31.34			
Senior Cottages		26 Units	0.47 FAR	
Office/Clubhouse		5,000 SF		
		30,000 SF		
PARKING RATIO = 1.5 Parking Spaces/ Unit				
NPC	41.55			
Restaurants		27,000 SF		
Hotels		272,250 SF		
Total:		299,500 SF	7,208 SF/Ac	
				3 @ 7,000 SF, 1 @ 6,000 SF
PARKING RATIO = 6.40 Parking Spaces/ 1000 SF				
UVC	39.58			
Office		225,600 SF	5,705 SF/Ac	
Residential (Above Office)		100 Units	7.8 Units/Ac	110,000 SF Office/Fitness, 41,600 and 39,200 SF Under Residential,
Residential (3 story above parking)		210 Units	7.8 Units/Ac	30,000 SF Office/Clubhouse, 5,000 SF Office/Sales
PARKING RATIO (RESIDENTIAL) = 1.5 Parking Spaces/ Unit				
PARKING RATIO (OFFICE) = 5 Parking Spaces/ 1000 SF				

TOTAL GREEN SPACE FROM 12-20-05 SITE PLAN = 35.86 ACRES/1,562,061 SF
TOTAL GREEN SPACE = 36.45 ACRES/1,587,762 SF
TOTAL GREEN SPACE GAINED FROM PREVIOUS PLAN= .59 ACRES/25,700 SF





ATLANTA REGIONAL COMMISSION

January 5, 2006

Mr. Michael Alexander
Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

**RE: The Goodman Project, Whisper of the River, Project #944
The Goodman Company's Response to Regional Review Notification and
Preliminary Staff Finding**

Dear Mr. Alexander:

Thank you for meeting with me and our other representatives of The Goodman Company at the Atlanta Regional Commission's offices on Wednesday, January 4, to discuss with us the preliminary staff finding in connection with the Regional Review Notification dated December 19, 2005.

We very much appreciated the opportunity to discuss this project with you, to obtain your comments, and to meet with you again earlier this morning, Thursday, January 5, to discuss modifications to our Whisper of the River Project that may enable your staff to conclude that our Whisper of the River Project is in the Best Interest of the Region, and, therefore, of the State of Georgia.

Based on the conversations we had with you earlier today and yesterday we would propose to improve our proposed plan as follows:

- 1) To eliminate the two 5,000 square foot Banks shown on the westerly edge of the property adjacent to Bob Fleming Road as well as the 5,000 square foot Office building nearby;
- 2) To replace those buildings by extending the single family housing shown in lots 1 through 16 along Bob Fleming Road to the South so as to include the general area previously shown as being occupied by the two Banks and the Office referred to in Item 1, above;
- 3) To relocate the Fitness Center shown as consisting of 45,000 square feet fronting on Dallas Highway to the back of the property so that it will be next to the Oregon Regional Park and consist of 110,000 square feet of office/institutional space;
- 4) To eliminate Retail Building #10 consisting of 14,300 square feet;



THE ATLANTA REGIONAL COMMISSION

- 5) To eliminate Retail Building #11 consisting of 23,800 square feet;
- 6) To eliminate Retail Building #8 consisting of 5,700 square feet (nearby Retail Building #11);
- 7) To extend the senior housing and general residential component of the project into that area previously shown as being occupied by the 45,000 square foot Fitness Center, Retail #10, Retail, #11, and Retail #8 referred to in Items 4, 5, and 6 above;
- 8) To eliminate Retail Building #7 consisting of 5,700 square feet; and
- 9) To reduce the size of the 7,000 square foot restaurant fronting on Old Hamilton Road closest to Dallas Parkway to 6,000 square feet.

In the "Description" shown on the Atlanta Regional Commission's Regional Review Notification dated December 19, 2006, the retail component of our project is described as consisting of:

- A) 35,000 square feet of restaurant space;
- B) Two 10,000 square foot bank buildings (which are actually only 5,000 square feet each, as shown on the plan); and,
- C) 315,000 square feet of other retail space.

This amount of retail space totals 360,000 square feet.

The retail space reduction portion of our proposal above:

- AA) Reduces the 35,000 square feet of restaurant space by 1000 square feet to 34,000 square feet;
- BB) Eliminates the two 5,000 square foot banks, resulting in a reduction of 10,000 square feet; and
- CC) Eliminates 49,500 square feet of other retail space in order effectively concentrate all the retail activity to the east of the main entrance off Dallas Highway .

This total reduction of retail space equals 60,500 square feet.

This effectively reduces the total retail component from the originally proposed 360,000 square foot size to 299,500 square feet, a retail size which, standing alone, would not require DRI approval by the Atlanta Regional Commission if we were to decide to

abandon the entire mixed-use approach encouraged by ARC and instead pursue only a retail project of 299,500 square feet.

I have attached a table to this letter as Exhibit A which shows in detail the specific square footages and acreage allocable to the separate retail, residential, and neighborhood office components of The Whisper of the River. (Exhibit A is intended to supersede any possibly inconsistent information that may have been provided to you elsewhere.)

I have also included a new Site Plan that shows all the changes we have made in response to your request.

The new Site Plan shows that no retail building in the project will exceed 50,000 square feet.

Moreover, the Site Plan shows that we have increased the greenspace within the project, especially within the residential portion of the project, in addition to replacing the eliminated retail square footage with an additional 150 residential condominium units.

These modifications to our plan significantly reduce the retail component of the project so that it now constitutes a minor portion of the project and is designed primarily to serve the residential neighborhoods within which it is located.

The entire Site Plan is now designed to provide a comprehensive walking environment for the occupants of the single family detached villas, single family attached housing, residential loft condominiums, conventional condominiums and senior housing portions of the project. The residents of these areas will be able to walk not only to the proposed fitness center and Oregon Park to the North, but will also be able to walk to the retail shopping area located on the east side of the project, which we expect to include an organic grocery store market like Fresh Market. The entire project has been intentionally designed to enable residents to live full and exciting lives within The Whisper of the River and the Oregon Park without having the need to own a motor vehicle for most everyday activities.

We have also committed to you to provide some alternative paving surfaces within the project and to explore the possibility of providing some green roofing in the project in order enhance the project's positive environmental impact.

For family activities, we also intend to develop a Cultural and Science Center within our Central Park greenspace surrounding a spring fed creek. This will include cultural and scientific amenities such as an amphitheater, the reconstruction of Albert Einstein's historic and architecturally significant observatory designed by Erich Mendelsohn, a museum, and an outdoor children's play area adjacent to the creek and integrated into the amphitheater design, all as shown on the schematic design sheets furnished to you yesterday, which were prepared by our Atlanta-based architect Dougherty Schroeder.



THE GOODMAN COMPANY

Further enhancing the family environment, the new proposed Lifetime Fitness Center shown on the Site Plan South of Oregon Park provides both an indoor and outdoor swimming pool with waterslides adjacent to the public park; a rock climbing wall; a full size basketball court with racquetball and squash courts; two aerobics studios; a separate yoga studio; a separate Pilates studio; a state of the art fitness equipment and cardiovascular equipment area; a large children's daycare, fitness, and computer training area; sauna; steam room; and locker rooms—all in very high grade woods, travertine and other marble finishes. This blends exceedingly well with the existing ballfields and existing community activities that are ongoing at the Oregon Park located directly North of The Whisper of the River.

By this letter to you, we have endeavored to be responsive to the concerns and suggestions expressed in our meeting with the Atlanta Regional Commission earlier today and offer the foregoing reductions in the retail square footage and major Site Plan changes in support of our commitment earlier today to work with the Atlanta Regional Commission to improve our project to enable you to firmly conclude that The Whisper of the River is clearly in the best interest of the State of Georgia.

Based on the foregoing improvements to our plan that we have evolved with your guidance, we respectfully ask that you review this proposal and revise your preliminary opinion to issue a final opinion that states that The Whisper of the River is in the Best Interest of the Region, and therefore, of the State of Georgia.

If for any reason you believe that further modifications to our project plan are required, we ask that you please let us know as soon as possible so that we can respond appropriately to insure that the Atlanta Regional Commission does find our project to be in the Best Interest of the Region and the State of Georgia.

Thank you again for your courtesy and that of your entire professional staff earlier today and yesterday in your review of our Whisper of the River project proposal.

Sincerely yours,

THE GOODMAN COMPANY



Mark J. Rodlin
Senior Vice President of Development



Kimley-Horn
and Associates, Inc.

January 18, 2006

■
Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

Mr. Mike Alexander
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Re: *Whisper of the River DRI #944*
 Cobb County, Georgia
 Developer Roadway Improvements

Dear Mr. Alexander:

Kimley-Horn and Associates, Inc. is pleased to submit the following explanation of proposed roadway improvements the developer will provide accompanying the construction of the Whisper of the River DRI #944 development.

The roadway improvements recommended to accommodate the Whisper of the River development are indicated in the 2008 Build analysis in the development of regional impact transportation analysis. The roadway improvements are listed below and an explanation is provided for each improvement.

SR 120 at Old Hamilton Road:

Reconstruct the intersection to provide the following geometry:

- Southbound (along Old Hamilton Road) dual left-turn lanes, one through lane and one right-turn lane.
- Northbound (along Old Hamilton Road) one left-turn lane, one through lane, one right-turn lane.
 - *The existing northbound and southbound approaches consist of one shared left/thru/right-turn lane. The expected growth in traffic on Old Hamilton Road/Casteel Road along with the proposed project traffic requires geometric improvements. The recommended geometry will provide good signal operation. Dual southbound left-turn lanes will require less green time than a single left-turn lane and will allow more green time for SR 120 through traffic.*



TEL 770 825 0744
FAX 770 825 0074

- Modify the existing westbound right-turn lane to be a through-right lane; provide a third westbound through lane west of the intersection to the Proposed Driveway #4.
 - *Three westbound through lanes will provide for heavy westbound PM peak hour traffic volumes and provide better signal operation, resulting in less overall intersection delay and an acceptable intersection level of service. The third westbound through lane will end at the Proposed Driveway #4.*

SR 120 at Bob Fleming Road:

- Install a full median opening at this intersection of two public roads.
- Provide separate southbound left-turn and right-turn lanes along Bob Fleming Road.
- Install an eastbound left-turn lane and westbound left-turn lane (to serve u-turns) along SR 120.
 - *The proposed full median opening at Bob Fleming Road will serve the proposed Whisper of the River development, and in the long range has the potential to serve the property to the west of Bob Fleming Road and property located to the south of Dallas Highway. The full median opening is proposed to be unsignalized, however, a signal may be warranted in the future. GDOT prefers traffic signals to be located at intersections of public roads and not exclusive to private driveways. The proposed laneage will provide an acceptable level of service.*

Old Hamilton Road and Largent Way/Driveway #2 (Full movement)

Reconstruct the intersection to provide the following:

- Northbound (along Old Hamilton Road) one left-turn lane, one through lane, one right-turn lane.
- Southbound (along Old Hamilton Road) one left-turn lane, one through lane, one right-turn lane.
- Eastbound (along Project Driveway #2) one left-turn lane, one through lane, one right-turn lane.
- Westbound (along Largent Way) one left-turn lane and one shared through/right-turn lane.
- Install a traffic signal when warranted. (Note: Peak hour warrants are projected to be met at buildout.)
 - *The recommended improvements will provide for a majority of project traffic to access the site from Old Hamilton Road. The site plan is oriented such that a majority of project traffic will utilize the intersection. The proposed laneage will provide an acceptable level of service.*

Old Hamilton Road and Driveway #3 (Right-in/Right-out)

- Install an eastbound right-turn lane exiting the site; stop-controlled.
- Install a southbound right-turn lane along Old Hamilton Road.
 - *The recommended geometry is expected to provide an acceptable level of service for the project driveway.*

SR 120 and Driveway #4 (Right-in/Right-out/Left-in)

- Install an eastbound left-turn lane along SR 120.
- Install a westbound right-turn lane along SR 120.
- Install a southbound right-turn lane exiting the site; yield-controlled.
 - *The left-over median break at the main site driveway (1,350ft west of Old Hamilton Road/Casteel Road) is proposed to be unsignalized. The driveway geometry will allow right-turns out of the site and left-turns and right-turns into the site. This design will **not** allow left-turns out of the site, and therefore **not** require a traffic signal. This design should not contribute to congestion of westbound or eastbound traffic on Dallas Highway, as through traffic will operate under free-flow conditions.*

SR 120 and Driveway #5 (Right-in/Right-out)

- Install a westbound right-turn lane along SR 120.
- Install a southbound right-turn lane exiting the site; yield-controlled.
 - *The recommended geometry is expected to provide an acceptable level of service for the project driveway.*

Please contact us if you have any questions or further concerns.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



John D. Walker, P.E., PTOE
Project Manager/Vice President



Andrew J. Antweiler, P.E.
Project Engineer

Cc: Mark Podlin – The Goodman Company



Kimley-Horn
and Associates, Inc.

January 3, 2006

■
Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

Mr. Mike Alexander
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Re: *Whisper of the River DRI #944*
 Cobb County, Georgia
 DRI Request for Comments

Dear Mr. Alexander:

Kimley-Horn and Associates, Inc. is pleased to submit the following responses to comments received in ARC's Preliminary Report Summary. The responses address the three ARC comments about the development's consistency with regional plans and policies.

1. **ARC Comment:** The proposed commercial space of 360,000 SF with a mix of office and residential uses, approaches the size of a regional activity center which is more appropriately located accessible to an interstate.

Response: The 360,000 SF total commercial space is proposed to consists of 322,000 SF retail shopping, two 5,000 SF banks and four 7,000 SF restaurants. The project is not approaching the size of a regional activity center, but is rather a community center size designed to serve the existing local market. The market research supports this type of development. The retail component has been designed to capitalize on the business customers already attracted to the area by the Avenues at West Cobb 264,000 SF retail development and the Kroger/Belk retail center across the street. These two retail developments combined create a retail node of about 500,000 SF.

The site plan indicates small to medium size retail footprints, with the largest retail footprint approximately 50,000 SF. The proposed development does not include large retail uses expected to attract regional trips. For example, the proposed development does not include a movie theater, a discount superstore or a large "Big-Box" retail store. As you may recall, last year ARC indicated concern over including a movie theater on the proposed site, as this land use was perceived to have a regional draw. Please note the movie theater has been removed from the current plan.



The retail component of the development will 'attract' trips from the existing traffic along Dallas Highway and will 'attract' trips from existing and new residential developments in the local area. The attached exhibit illustrates the regional shopping centers in the vicinity of the site. The proposed development is expected to capture retail trips from the local area. The development does not expect to attract trips from beyond the existing regional shopping center locations.

Based on square footage, the retail component of the development is about 37% of the mixed-use development, with residential containing about 52%, and the office and health club about 11%. The mixed-use development strives to meet ARC's Regional Development Plan Policies to:

- Increase opportunities for mixed-use development,.*
- Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.*

The mixed-use development also strives to meet ARC's Best Land Use Practices, such as:

- Contribute to the area's job-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.*
- Place higher-density housing near commercial..*
- 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.*
- Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and the environs could be improved by mixing uses and designing them with the pedestrian amenities of downtown.*

2. ARC Comment: Dallas Highway is one of two major routes into Paulding County from Cobb County. Dallas Highway is a regional capacity highway serving Paulding County to employment centers to the east... and is a major route from Paulding County to Interstate 75... Therefore, access management is key to preserving the long term capacity and function of Dallas Highway. Two median breaks are proposed along Dallas Highway at the Main Site Driveway and Bob Fleming Road. The ARC believes that additional median breaks would further contribute to congestion and deterioration of Dallas Highway's performance in serving as a regional state highway.

Response: Along Dallas Highway, the development proposes one full median opening at the existing public road (Bob Fleming Road), one left-over median break at the main site driveway , and one right-in/right-out driveway.

The proposed full median opening at Bob Fleming Road will serve the proposed Whisper of the River development, and in the long range has the potential to serve the property to the west of Bob Fleming Road and property



located to the south of Dallas Highway. The full median opening is proposed to be unsignalized. If a traffic signal is needed in the future, the traffic signal can be coordinated with the existing traffic signal 2,900ft to the east at Old Hamilton Road/Casteel Road. Coordinated traffic signals should not contribute significantly to congestion of westbound or eastbound traffic on Dallas Highway.

It should be noted the GDOT has expressed interest in closing the existing median opening to the west of Bob Fleming Road (at Friendship Church Road) and instead providing a median opening at Bob Fleming Road. This would result in the relocation of an existing median opening, not the creation of a new median opening along Dallas Highway. GDOT also prefers traffic signals to be located at intersections of public roads and not exclusive to private driveways.

The left-over median break at the main site driveway (1,350ft west of Old Hamilton Road/Casteel Road) is proposed to be unsignalized. The driveway geometry will allow right-turns out of the site and left-turns and right-turns into the site. This design will not allow left-turns out of the site, and therefore not require a traffic signal. This design should not contribute to congestion of westbound or eastbound traffic on Dallas Highway, as through traffic will operate under free-flow conditions.

GDOT Regulations for Driveway and Encroachment Control stipulates minimum driveway spacing and minimum median crossover spacing. The proposed development has enough frontage (2,900ft) along Dallas Highway to request two full median openings and five right-in/right-out driveways and still meet GDOT criteria. However, the property is only requesting one full and one partial median opening, and one right-in/right-out driveway. The full median opening is proposed at the western boundary of the property at a public road such that it will be shared with other future development. This is considered good access management.

As a final note: during the PM peak hour, heavy traffic volumes along Dallas Highway are traveling westbound. With the proposed site being located north of Dallas Highway, this makes for an easy right-in, right-out maneuver for westbound vehicles. Conversely, retail on the south side of Dallas Highway would create left-in, left-out maneuvers for westbound vehicles.

3. ARC Comment: No capacity improvements to Dallas Highway are included in ARC's Regional Transportation Plan or Transportation Improvements Program or GDOT's Construction Work Program.

Response: Since Dallas Highway is one of two major routes into Paulding County from Cobb County, a regional capacity highway serving Paulding County to employment centers to the east, and a major route to I-75, roadway capacity improvements would be a worthy consideration by the local and regional governments. The No-Build intersection analysis included



in the transportation analysis indicated improvements needed along Dallas Highway and at major intersections. ARC's concern for Dallas Highway has been noted for quite sometime. It was our understanding that ARC had recognized this oversight in the past and was updating the RTP.

Additionally, the retail component of the development will 'attract' trips from the existing traffic along Dallas Highway and will 'attract' trips from existing and new residential developments in the local area. The development may have a positive impact on the traffic volume on Dallas Highway by capturing retail trips from the local area. Some trips from Paulding County currently travel past the site. With this project, those trips have the opportunity to stop short; thereby changing travel patterns and possibly reducing the traffic volumes to the east.

4. Additional Comment: Mark Podlin (The Goodman Company) met with Cobb County Commissioner Helen Goreham, on December 22nd, to discuss the proposed project. It is important to note that according to Mark Podlin, Ms. Goreham has misinterpreted the findings of the traffic report. For example, Ms. Goreham believes the 2008 No-Build analysis includes the Whisper of the River project traffic. As you know, the No-build analysis is based on existing volumes plus a 3% for three years background traffic growth (but not the traffic associated with the Whisper of the River). This No-Build analysis resulted in the recommendation for several intersection improvements along Dallas Highway. Ms. Goreham has misinterpreted these No-Build improvements to be the improvements driven by the proposed development.

The roadway improvements recommended to accommodate the Whisper of the River development are indicated in the 2008 Build analysis and are separate from the 2008 No-build recommendations.

Please contact me if you have any questions or further concerns.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

John D. Walker, P.E., PTOE
Project Manager/Vice President

Andrew J. Antweiler, P.E.
Project Engineer

Attachment: Aerial Photograph – Regional Shopping Center Locations

Cc: Mark Podlin – The Goodman Company

Whisper of the River Mixed-Use Development:
Land Use Analysis

prepared for
The Goodman Company
Phillips Point, East Tower
Suite 1101
777 Flagler Drive
West Palm Beach, FL 33401

by
Steven P. French, Ph.D. AICP
5577 Durrett Drive
Dunwoody, GA 30338

3 January 2005

Purpose

The purpose of this report is to respond to the Atlanta Regional Commission's DRI review of the Goodman Company mixed-use project, Whisper of the River (Project #944). This analysis will first highlight the need for such mixed-use developments in the Atlanta region as documented in the ARC's adopted Regional Development Plan policies. It will then review the project in light of its surrounding land uses and the population and employment growth projected to occur in the West Cobb area. Finally, we will consider the proposed project with respect to the Cobb County Comprehensive Plan and Zoning Ordinance. Based on this analysis, we will show that this project is in fact in the best interest of the region and the state.

Whisper of the River is a 112-acre mixed-use development located on Dallas Highway (SR 120) in West Cobb County. The project is situated on the north side of Dallas Highway between Old Hamilton Road and Bob Fleming Road. It abuts Cobb County Parks and Recreation Oregon Park to the north. The proposed project consists of 360,000 square feet of retail space, a 45,000 square foot fitness center, 60,000 square feet of office space and 500 residential units. The majority of the residential units (299 units) are in the form of senior housing the remainder are 194 attached single family units and 7 single family homes.

Mixed-Use Development

Mixed-use developments like the proposed project are relatively rare in Cobb County. It is useful to begin by describing why such projects are desirable for the region and for the county.

The Atlanta metropolitan area is one of the fastest growing regions in the country. From 1990 to 2000 the 13-county Atlanta metropolitan population grew from 2.6 million to 3.7 million. The region is expected to continue growing to more than 6 million by the year 2030 (Atlanta Regional Commission, 2005). West Cobb has experienced significant growth and will continue to do so in the

foreseeable future. The ARC projects that the West Cobb area will grow from 192,859 in 2000 to 269,552 in 2030, an increase of 40 percent. Employment in the West Cobb area is expected to grow even faster than its population from 60,492 to 128,357, an increase of more than 112 percent. The Whisper of the River project is located in the center of the West Cobb area on its main thoroughfare and will help accommodate a small portion of both the population and employment growth.

While Atlanta's growth has produced jobs and prosperity, it has also produced traffic congestion and impaired air quality. Mixed-use development is a strategy that attempts to relieve congestion and decrease air pollution by (1) decreasing the number of auto trips required, and (2) shortening the length of those trips that are taken. Mixing uses in carefully designed projects allows people to work, shop and play in close proximity to their homes. Each new activity does not require a separate automobile trip. There is an emerging consensus among planners, developers and architects that mixed-use development is a better way to organize an urban area than the conventional single-use suburban pattern.

The ARC has recognized that mixed-use development must be an important part of its strategy if it is going to accommodate the region's expected growth and still be able to meet federal Clean Air requirements. The Regional Development Plan Land Use Policies (Atlanta Regional Commission, 2003) lists 14 policies to guide land use policy and development in the region. The first 5 of these policies are clearly supportive to the proposed project.

1. Provide development strategies and infrastructure investments to **accommodate** forecasted population and economic **growth more efficiently**.
2. Guide and 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 an increased variety of **housing choices** throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

Whisper of the River includes 500 residential units. The residential portion of the proposed site is currently zoned R-30, which requires a 30,000 square foot lot for each dwelling unit. At this density, it would take 344 acres to accommodate just the housing component of the proposed project. Clearly, the proposed project is significantly more efficient in terms of land consumption. The area has adequate infrastructure to serve the project. Accommodating population in a compact, mixed-use development such as this is more efficient in terms of utilizing existing infrastructure investments rather than forcing the growth to locate in lower densities further from the center of the region.

Whisper of the River is located on the main east-west thoroughfare in central Cobb County. While S.R. 120 is not an interstate, it is a major arterial carrying approximately 62,454 trips daily. This arterial not only carries the majority of east-west traffic in West Cobb, but is also one of the two primary access routes serving Paulding County to the west. This type of transportation corridor is, in fact, more suitable for mixed-use development than sites along freeways.

The proposed project is an excellent example of mixed-use development. It includes uses that will support living, working, shopping and recreation: 500 residential units, 60,000 square feet of office space, 360,000 square feet of retail shopping space, and a 45,000 square foot fitness center. The inclusion of the office component will accommodate some of the 68,000 new jobs projected from the West Cobb area. The location of the site adjacent to Oregon Park and the inclusion of a fitness center and sporting goods store indicate that the recreation

component of this project will be especially strong. Clearly this site is well situated for mixed-use development.

The mixed-use nature of the project provides opportunities for residents to choose walking and bicycling as alternatives to driving to meet at least a portion of their daily needs. The site is not currently served by local or regional transit, however Dallas Highway is a logical route for an expansion of Cobb County Transit or the GRTA Express bus service.

The project provides a range of housing choices not currently available in the West Cobb market. The senior housing component is especially important. The percentage of residents in the Atlanta region that are age 60 and older is expected to double from 10 percent in 2000 to more than 20 percent in 2030. Cobb County's population is expected to follow the regional aging pattern closely. The standard single family house on a half acre lot is not well suited to meet the needs of this population.

Whisper of the River is precisely the type of development that will help the Atlanta region accommodate its continued population and employment growth while maintaining a high quality of life.

Compatibility with Local Plans and Surrounding Land Uses

The proposed project is compatible with the surrounding land uses. There are several significant retail centers to the east of the project along SR 120, including Village Green, The Avenues at West Cobb, and West Cobb Market Place. There is a Walmart shopping center located west of the project just across the Paulding County line. Oregon Park and a driving range are directly north of the project site. There are two vacant parcels and the rear of a single family subdivision to the south across Dallas Highway. There are several single family residences to the west of the site across Bob Fleming Road.

The draft DRI review states that this project approaches the size of a regional activity center. The 360,000 square feet of commercial space contained in this project certainly does not qualify as a regional commercial center. We estimate that in conjunction with the existing commercial developments in the immediate area, there would be a total of approximately 850,000 square feet of commercial space. This is still well below the size of a regional activity center. The Cumberland-Galleria area has approximately 3 million square feet of commercial space. Town Center has approximately 2 million square feet. The point of mixing uses and bringing commercial development to this area is to serve existing local needs and thereby decrease the need to travel to these regional centers.

The site design is sensitive to the immediately surrounding land uses by locating the more intense uses in the center and eastern end of the 112-acre site. Single family homes adjoin all of the single family homes that abut to the project. The overall character of SR 120 is that of a commercial corridor. The commercial and office components of the project are compatible with these uses.

The draft DRI review found that the proposed project is not consistent with the Cobb County Future Land Use Map. In fact, the Future Land Use Map designates part of the site as Very Low Density Residential and part as a Neighborhood Activity Center. The current zoning reflects these land use categories and the site is currently zoned R-30 - Single Family Residential and CF - Future Commercial. Most of the proposed uses would be allowed within the Neighborhood Activity Center designation, if it were extended to the entire site. It is important to realize that the Cobb County Zoning Code does not currently include a true mixed-use zoning district. As a result a complex project such as Whisper of the River must request a combination of multiple zoning districts.

It is important to realize the future land use map was developed in 1996 as a part of the Cobb County Comprehensive Plan (Cobb County Planning Office, 1996).

Much has changed in Cobb County and particularly in West Cobb over the past 10 years. For example, this comprehensive plan was based the assumption that the county would have a 2000 population of either 524,800 (ARC) or 583,684 (Cobb County Economic Development). Both these estimates were considerably low. The US Census found that the Cobb County had an actual population of 607,751 in 2000. The comprehensive plan also appears to underestimate the proportion of the population over 60. It is clear that a 10 year old plan cannot serve as a reliable policy guide in an area that is growing and changing as rapidly as West Cobb.

The proposed project is compatible with the surrounding land uses. The county's comprehensive plan for the area is outdated. The land use plan and accompanying zoning regulations should be updated to reflect current conditions and permit innovative new forms of development such as this mixed-use project.

Conclusion

The Whisper of the River mixed-use project embodies many of the ARC's adopted land use policies. It provides a mix of uses, is located on a major transportation corridor, and provides a mixture of housing types that are not currently available in West Cobb. The comprehensive plan for the area is outdated and the Future Land Use Map does not provide for the growth that is projected for the West Cobb County. This type of mixed-use development is critical if the Atlanta region is to accommodate its expected growth efficiently, while maintaining a high quality of life. The proposed site is appropriate for this type of development. If the population and employment that could be housed in this project are not accommodated here, it will be forced to locate farther from existing infrastructure and transportation facilities, requiring increased investment and adding to the regions traffic and air pollution problems.

References

Atlanta Regional Commission. 2003. *Regional Development Plan Land Use Policies: Livability for People and Places*. Atlanta: Atlanta Regional Commission.

Atlanta Regional Commission. 2005. *Population and Employment Forecasts*. accessed at <http://www.atlantaregional.com/regionaldata/2030forecast.html>, December 29, 2005.

Cobb County Planning Office. 1996. *Cobb County Comprehensive Plan: A Policy Guide 1995-2015*. Marietta, GA.



January 2, 2006

Mr. Michael Alexander
Director
Atlanta Regional Commission
40 Courtland St., NE
Atlanta, GA 30303

RE The Proposed Whisper of the River Project – Synergies of the Proposed Center with the Nearby Kroger/Belk and Avenue at West Cobb Centers

Dear Mike:

At the request of The Goodman Company, this letter outlines my thoughts with regard to the synergies of the proposed Whisper of the River retail center with the aforementioned centers. It also highlights my professional opinion on the traffic issues of deploying such a center.

1. The addition of The Whisper of the River retail center will complement, not compete with the nearby Avenue at West Cobb and the Kroger/Belk centers. It will offer retail types not currently found in this submarket of the Atlanta market and will strengthen the hub of community retail in the area.
2. The proposed center will serve the same trade area as the existing Avenue at West Cobb trade area. Stated another way, it will pull no further geographically than does the Avenue at West Cobb.
3. Because of this there will likely be more cross-shopping done between the three centers on a single shopping trip, rather than a significant number of additional shopping trips.
4. Currently, there are more residents “leaking” out of the area to the Town Center at Cobb, the regional retail hub retail of the area. By keeping them in the area and offering additional community retail alternatives, there may be a net reduction of traffic; given the fact that people are not traveling the distances they currently must travel to shop the retail types, and specific retailers proposed for The Whisper of the River.

Mr. Mike Alexander

-2-

January 2, 2006

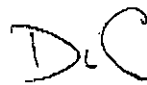
Mike, should you have any questions on this letter, or need further clarification, please do not hesitate to contact me.

Cordially,

Jeffrey S. Green
President

Cobb County School District Planning Operations

January 9, 2006

To: Atlanta Regional Commission
From: Dennis L Campbell 
RE: Proposed Zoning

Goodman Project

The proposed development known as the Goodman Project, Whisper of the River would have a significant, negative, impact on the local schools in the area. The addition of over 200 single family units could bring more than 100 new students to our schools. Harrison High School is currently over capacity and will not be relieved of overcrowding until the 2008-2009 school year. Both Lost Mountain Middle school and Due West Elementary school are currently over capacity and will remain at or over capacity for several years to come.

School	Capacity	Portables
• Harrison High	Over Capacity	11
• Lost Mountain Middle	Severely Over Capacity	21
• Due West Elementary	Over Capacity	6

Your DRI ID NUMBER for this submission is: **944**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 10/28/2005 3:31:01 PM

DEVELOPMENT OF REGIONAL IMPACT

Cobb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson 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 Goodman Company
Development Type	Description of Project	Thresholds	
Mixed Use	This is a 112.6 acre mixed use development consisting of 500 residential units 345000 square-feet of commercial 70000 square-feet of office and a 70000 square-foot fitness center.	View Thresholds	
Developer / Applicant and Mailing Address:		The Goodman Company Phillips Point, East Tower 777 West Flagler Drive West Palm Beach, FL 33401	
Telephone:		561-833-3777	
Fax:		561-832-4833	
Email:		mpodlin@thegoodmancompany.com	
Name of property owner(s) if different from developer/applicant:		Stockton & Bullard Family Trusts	
Provide Land-Lot-District Number:		Land Lots 323 & 334; District 20	
What are the principal streets or roads providing vehicular access to the site?		Dallas Highway, Old Hamilton Road, Bob Fleming Road	
Provide name of nearest street(s) or intersection:		Dallas Highway & Old Hamilton Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (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?	3 miles to the Cities of Marietta & Kennesaw
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2008

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
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?	Y

Other (Please Describe):

The Applicant has engaged the services of Kimley-Horn to complete and submit a traffic study.

Submitted on: 12/9/2005 2:16:53 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:	Whisper of the River
DRI ID Number:	944
Developer/Applicant:	The Goodman Company/ Mark Podlin
Telephone:	561-833-3777
Fax:	561-832-4033
Email(s):	mpodlin@thegoodmancompany.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	\$110,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$10,375,000.00
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

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

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.120 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	23,136 daily trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: See traffic study	

Solid Waste Disposal

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

Environmental Quality

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

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
The use of detention ponds, silt ponds during construction, stream buffers, and BMP's will reduce any potential negative impacts to the basin resources due to the project.

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: