



REGIONAL REVIEW NOTIFICATION

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

DATE: 12/19/2005

ARC REVIEW CODE: R512191

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

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: The Goodman Project, Whisper of the River

Review Type: Development of Regional Impact

Description: 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.

Based on staff review and pending comments from affected jurisdictions, the preliminary staff finding is that this development is not in the Best Interest of the Region, and therefore, of the State. ARC staff would like to discuss their concerns with the developer and Cobb County.

Submitting Local Government: Cobb County

Date Opened: 12/19/2005

Deadline for Comments: 1/3/2006

Earliest the Regional Review can be Completed: 1/17/2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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 MAREITTA
CITY OF DALLAS
BARTOW COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-01-03 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction of the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **The Goodman Project, Whisper of the River** See the *Preliminary Report* .

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

malexander@atlantaregional.com

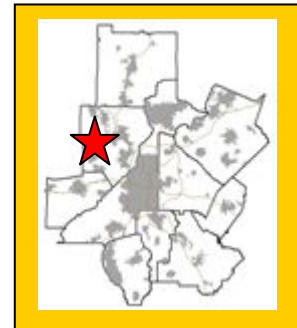
Return Date: 1/3/2006

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

PRELIMINARY REPORT SUMMARY

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 R-30, LRO (low-rise office), NRC (neighborhood retail commercial), RSL (residential senior living facilities), UVC (urban village commercial), and O&I (office and institutional). 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.

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

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

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

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

Will the proposed project generate population and/or employment increases in the Region?

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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.
 - 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.

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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 ARC preliminary staff finding is that the proposed development is not in the best interest of the region; and therefore of the state. ARC staff will work with Cobb County and the developer through the review process to address several concerns of the proposed development. The proposed development is located in western Cobb County that is characterized by low density, rural residential, park and recreation, and neighborhood commercial and service oriented retail. The proposed commercial space of 360,000 square feet 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.

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. 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.

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.

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 allowable zoning under this land use category is RR, R-80, R-40, R-30, and R-20. The proposed development is proposing a rezoning that is inconsistent with this land use category, except for proposing to rezone 11.23 acres as R-30. Immediately surrounding the development is R-30, R-20, LRO, GC (general commercial), OI, RR (rural residential), NS (neighborhood shopping), and HI (heavy industrial). It should be noted that these residential zonings are the most restrictive in Cobb County. These particular residential zoning

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districts establish large minimum lot sizes. The rural residential district was created to provide locations for large useable areas for limited residential, agricultural, and park and open space needs. This zoning district also correlates growth with utility and transportation needs until urbanization is warranted. Information submitted with the review states that Cobb County does not intend to amend the future land use map for this development.

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PRELIMINARY REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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

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

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

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

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

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

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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.

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$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.

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

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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 Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity

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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?

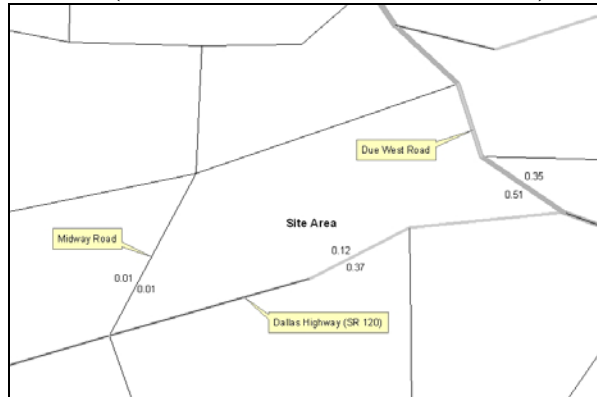
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

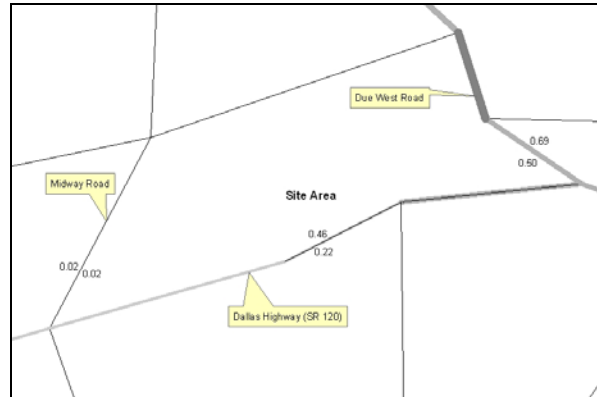
The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to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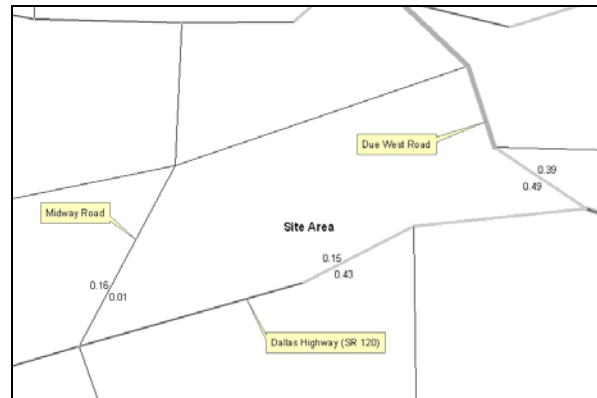
V/C Ratios (Old Hamilton Road not shown)



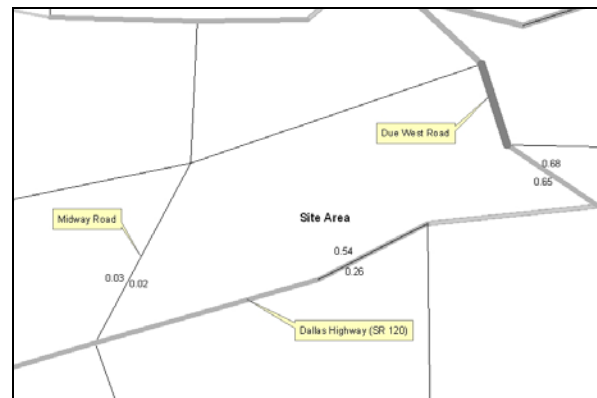
2005 AM Peak



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.
- 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.



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

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

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

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

How much water will the proposed project demand?

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

Preliminary Report:	December 19, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Goodman Project #944
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To be determined during the review.

AGING

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 500 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.

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

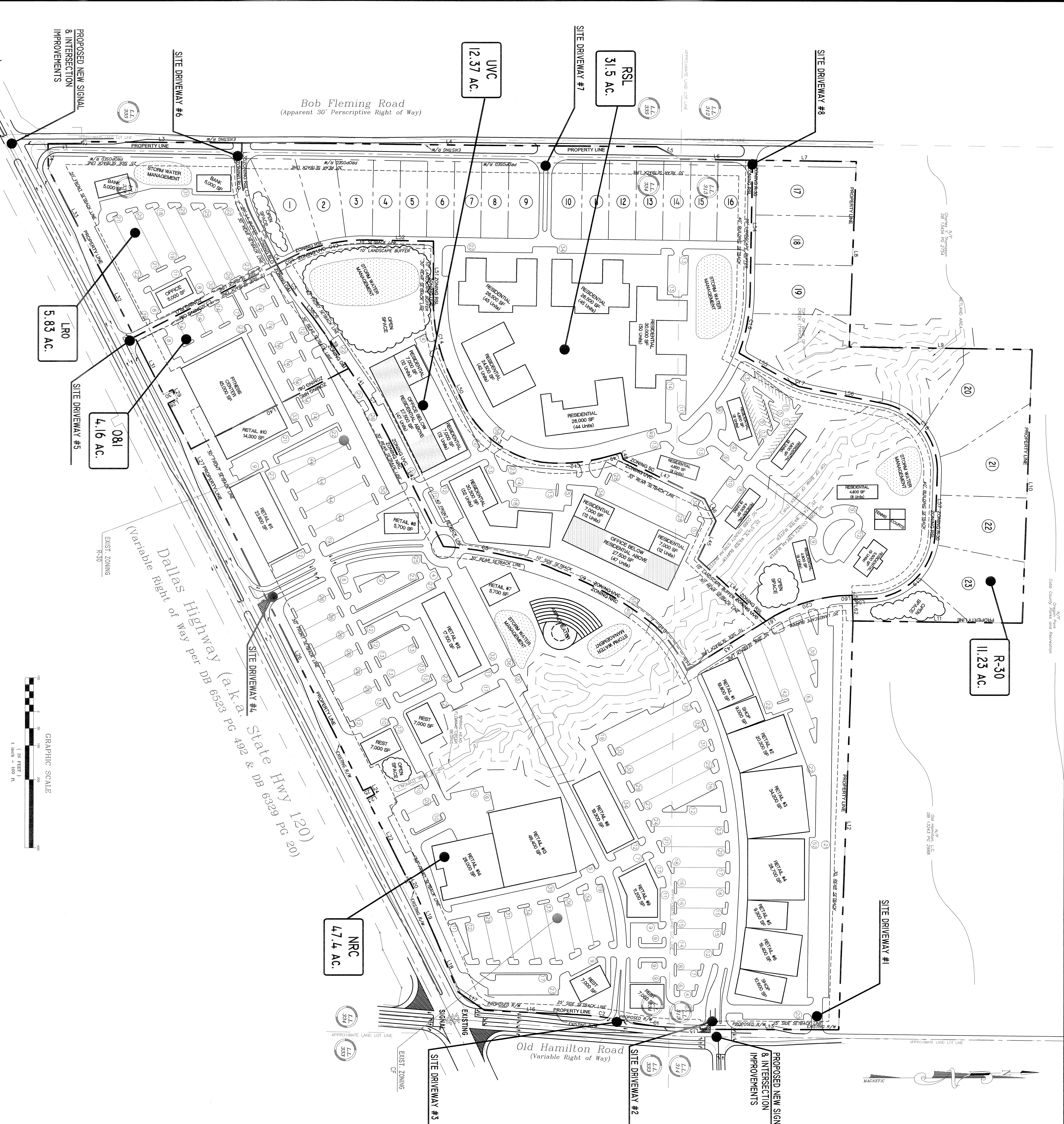
2. Historic resources?

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:



CURVE TABLE			
CURVE	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	177.25	N 89° 52' 42" E	177.25
C2	148.80	N 89° 52' 42" E	148.80
C3	148.80	N 89° 52' 42" E	148.80
C4	148.80	N 89° 52' 42" E	148.80
C5	148.80	N 89° 52' 42" E	148.80
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C7	148.80	N 89° 52' 42" E	148.80
C8	148.80	N 89° 52' 42" E	148.80
C9	148.80	N 89° 52' 42" E	148.80
C10	148.80	N 89° 52' 42" E	148.80
C11	148.80	N 89° 52' 42" E	148.80
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C89	148.80	N 89° 52' 42" E	148.80
C90	148.80	N 89° 52' 42" E	148.80
C91	148.80	N 89° 52' 42" E	148.80
C92	148.80	N 89° 52' 42" E	148.80
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C95	148.80	N 89° 52' 42" E	148.80
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C98	148.80	N 89° 52' 42" E	148.80
C99	148.80	N 89° 52' 42" E	148.80
C100	148.80	N 89° 52' 42" E	148.80

LINE TABLE			
LINE	LENGTH	BEARING	
L1	99.25	S 00° 00' 00" E	
L2	472.88	S 00° 00' 00" E	
L3	1224.56	S 00° 00' 00" E	
L4	80.00	S 00° 00' 00" E	
L5	525.52	S 00° 00' 00" E	
L6	525.52	S 00° 00' 00" E	
L7	525.52	S 00° 00' 00" E	
L8	525.52	S 00° 00' 00" E	
L9	525.52	S 00° 00' 00" E	
L10	525.52	S 00° 00' 00" E	
L11	525.52	S 00° 00' 00" E	
L12	525.52	S 00° 00' 00" E	
L13	525.52	S 00° 00' 00" E	
L14	525.52	S 00° 00' 00" E	
L15	525.52	S 00° 00' 00" E	
L16	525.52	S 00° 00' 00" E	
L17	525.52	S 00° 00' 00" E	
L18	525.52	S 00° 00' 00" E	
L19	525.52	S 00° 00' 00" E	
L20	525.52	S 00° 00' 00" E	
L21	525.52	S 00° 00' 00" E	
L22	525.52	S 00° 00' 00" E	
L23	525.52	S 00° 00' 00" E	
L24	525.52	S 00° 00' 00" E	
L25	525.52	S 00° 00' 00" E	
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L60	525.52	S 00° 00' 00" E	
L61	525.52	S 00° 00' 00" E	
L62	525.52	S 00° 00' 00" E	

GENERAL NOTES

APPLICANT: THE GOODMAN COMPANY
1801 NORTH FLAGLER DRIVE
SUITE #408
DAVIE, FL 33407
PHONE: (954) 833-3777
FAX: (954) 832-4433

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
3188 HOLCOMB BRIDGE ROAD, SUITE 800
CONCORD, GA 30047
PHONE: 770-825-0714
FAX: 770-825-0714

SURVEYOR: TERMARK LAND SURVEYING, INC.
1888 C COBB INTERNATIONAL BOULEVARD
SUITE 200
ALPHARETTA, GA 30009
PHONE: 770-421-1922
FAX: 770-421-0552

THIS TRACT OF LAND DOES NOT LIE WITHIN THE 100-YEAR INTERMEDIATE REGIONAL FLOOD ZONE AS PER THE COMMUNITY PANEL # 1346720M6 F DATED AUGUST 18, 1982.

THERE ARE NO LAKES LOCATED ON THIS TRACT OF LAND.

THERE IS A STREAM LOCATED ON THE EAST SIDE OF THE STATE WATER BUFFER AND 80 FEET COBB COUNTY STREAM BUFFER ARE SHOWN ON THIS PLAN. A STREAM BUFFER TRACT OF LAND AS PER CULTURAL RESOURCES FIELD #4-355-001 DATED JUNE 25/80 2004.

WETLANDS LOCATED ON THIS TRACT OF LAND HAVE BEEN INDICATED ON THIS PLAN.

THERE ARE NO ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS.

SURVEY BY NS WEBB AND ASSOCIATES REPORT #4-355-001 DATED JUNE 25/80 2004.

STORMWATER QUALITY AND QUANTITY REQUIREMENTS FOR DEVELOPMENT - WATER QUALITY WILL BE PROVIDED WATER FACILITIES THAT SERVES THE ENTIRE STORM AND WATER QUALITY SWALES.

THERE IS AN EXISTING RANCH WATER LINE ALONG THE WEST SIDE OF THE TRACT OF LAND.

SERVICE IS AVAILABLE TO THIS PROJECT THROUGH THE EXISTING MAINS LOCATED ON THE SOUTH SIDE OF DALLAS HIGHWAY (A.K.A. STATE HWY 120) ON ROAD AND THE WEST SIDE OF 5300 LAMAR ROAD.

LAND USE			
	TOTAL(AC.)	#UNITS or SF	DENSITY
R-30	11.23	7 Units	0.63 Units/Ac
OBI	4.16	45,000 SF	10,714 SF/Ac
LRO	5.83	15,000 SF	2,568 SF/Ac
PARKING RATIO = 5 Parking Spaces/ 1000 SF			
RSL	31.50	16 Units	0.51 Units/Ac
Senior Cottages Senior Living			
226 Units			
630 Units/Ac			
PARKING RATIO = 1.5 Parking Spaces/ Unit			
NRC	47.38		
Restaurants			
320,000 SF			
6,390 SF/Ac			
Retail			
19,600 SF			
444 SF/Ac			
Shops			
350,000 SF			
Total =			
4 @ 7,000 SF			
PARKING RATIO OFFICE = 5 Parking Spaces/ 1000 SF			
UVC	12.37		
Office			
55,000 SF			
4,435 SF/Ac			
Residential (Above Office)			
194 Units			
15.64 Units/Ac			
PARKING RATIO = 1.5 Parking Spaces/ Unit			
PARKING RATIO OFFICE = 5 Parking Spaces/ 1000 SF			