



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: May 2 2006

ARC REVIEW CODE: R605021

TO: CHAIRMAN MICHAEL BYRD
ATTN TO: Vicki Taylor, Planning Director
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: Hwy 92@ West Wylie Bridge Road

Review Type: Development of Regional Impact

Description: The proposed Highway 92 @ West Wylie Bridge Road development is a 41.2 acre commercial development located in Cherokee County. The proposed development will include 400,900 square feet of commercial space. This square footage includes a 110,000 square foot lifestyle center. The proposed development is located at the intersection of State Route 92 and West Wylie Bridge Road. Access to the site is proposed at four site driveways along Highway 92 and West Wylie Bridge Road.

Submitting Local Government: Cherokee County

Date Opened: May 2 2006

Deadline for Comments: May 16 2006

Earliest the Regional Review can be Completed: Jun 1 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
CITY OF MOUNTAIN PARK

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
COBB COUNTY
CITY OF WOODSTOCK

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ROSWELL

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 2006-05-16 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 in which 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: **Hwy 92@ West Wylie Bridge Road** *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

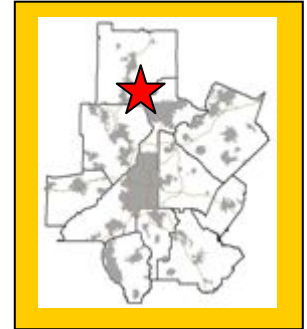
Return Date: May 16 2006

Preliminary Report:	May 2, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hwy 92 @ W Wylie Bridge Road #994
Final Report Due:	June 1, 2006		Comments Due By:	May 16, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Highway 92 @ West Wylie Bridge Road development is a 41.2 acre commercial development located in Cherokee County. The proposed development will include 400,900 square feet of commercial space. This square footage includes a 110,000 square foot lifestyle center. The proposed development is located at the intersection of State Route 92 and West Wylie Bridge Road. Access to the site is proposed at four site driveways along Highway 92 and West Wylie Bridge Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 a combination of NC (neighborhood commercial) and GC (general commercial), R-40 (single family residential), and O-I (office industrial). The site will not be rezoned since it is within the 'Highway 92 Village Ordinance' overlay district. Information submitted for the review states that the proposed zoning is consistent with Cherokee County's Future Land Use Map which designates the area as a commercial district, a residential high density district (2.2-4.0 units/acre), and a village missed use district.

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

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

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

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

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

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

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

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

YEAR	NAME
2002	The Park at Sweat Mountain
2000	Pulte Hendrix Tract Development

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

Based on information submitted for the review, the site is currently undeveloped except for a few houses that are currently occupied.

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

No.

Is the proposed development consistent with regional plans and policies?

Based on staff review and pending comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies. The proposed development also received a score of 4 out of a required 15 points on ARC's Air Quality Benchmark Test. Based on the low score on ARC's Air Quality Benchmark Test and inconsistencies with the majority of ARC's Regional Development Policies, 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 Cherokee County.

The proposed commercial development is located with the Highway 92 Village Ordinance overlay district. The purpose of the overlay ordinance is to encourage quality development along the Highway 92 thoroughfare while promoting economic, cultural, open space, and safety features to promote the public welfare and provide a uniform landscape and design theme along Highway 92.

The proposed development is an auto-oriented single use development. Although it appears that the purpose of the overlay district is to promote quality development throughout the corridor, ARC staff would like to discuss incorporation of additional uses on the site to further meet the RDP Policies and increase the Air Quality Benchmark score.

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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 proposed project is located in Cherokee County north of State Route 92 and east of West Wylie Bridge 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.

It is entirely within the Cherokee County boundaries; however, it is less than a mile from Cobb County to the south and 2 miles from Fulton County, City of Roswell, and City of Mountain Park to the east.

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 \$63,000,000 million with an expected \$1,000,000 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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To be determined during the review.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

The property is located in the Allatoona Lake watershed. Although this is a water supply watershed, current EPD/DCA Part 5 criteria exempt Corps of Engineers lakes (such as Allatoona) from the water supply watershed minimum criteria. The USGS regional coverage shows no blue-line streams on the property. The site plan shows a stream entering and exiting the existing lake in the northeastern portion of the property with 50-foot buffers on either side of the stream. Cherokee County has adopted a stream buffer protection ordinance consistent with the Metropolitan North Georgia Water Planning District's model buffer ordinance, which requires a 50-foot buffer and additional impervious surface setback on designated streams. If the stream on the property requires buffers under the County ordinance, both the buffer and the setback should be shown. No construction or impervious surfaces are shown near the stream on the submitted site plan. All other state waters on the property, including the existing lake, are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

Stormwater/Water Quality

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

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	41.2	70.45	716.88	4449.60	40499.60	50.68	9.06
TOTAL	41.2	70.45	716.88	4449.60	40499.60	50.68	9.06

Total impervious: 85%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the site is proposed at five locations. Three driveways are proposed along SR 92 and two driveways are proposed along West Wylie Bridge Road.

- Driveway #1, located along West Wylie Road, is a full-movement driveway located approximately 330 ft north of the signalized intersection of SR 92 and West Wylie Bridge Road.
- Driveway #2, located along SR 92, is a right-in/right-out driveway located approximately 440 feet east of the signalized intersection of SR 92 and West Wylie Bridge Road.
- Driveway #3, located along SR 92, is a full-movement driveway located approximately 1,120 ft east of the signalized intersection of SR 92 and West Wylie Bridge Road. This location is approximately 1,110 ft from the closest un-signalized median opening to the east.
- Driveway #4, located along SR 92, is a right-in/right-out driveway located approximately 660 ft east of the proposed Driveway #3. This location is approximately 450 ft from the closest un-signalized median opening to the east.
- Driveway #5, located along West Wylie Bridge Road, is a full-movement driveway located approximately 620 ft north of the signalized intersection of SR 92 and West Wylie Bridge Road.

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

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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	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
110,000 sq ft Fitness Center	56	77	133	227	219	446	3622	227	219
290,900 sq ft Shopping Center	181	116	297	608	659	1267	13595	901	832
Reductions	-	-	-	-162	-162	-324	-4290	-156	-155
TOTAL NEW TRIPS	237	193	430	673	716	1389	12927	972	896

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.

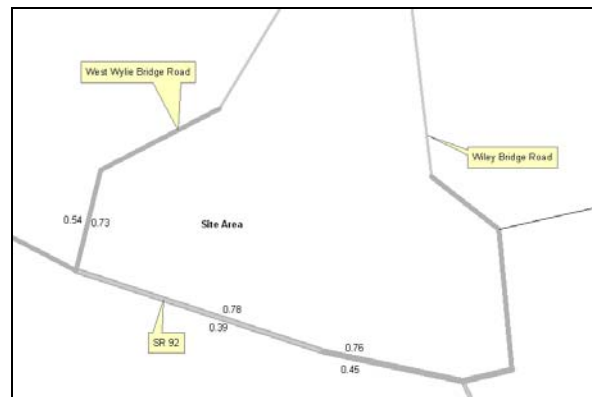
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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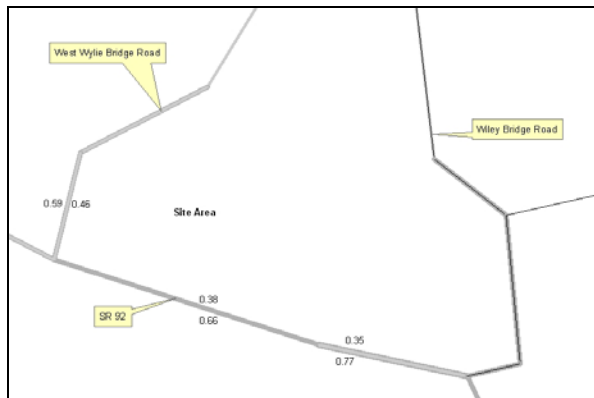
V/C Ratios



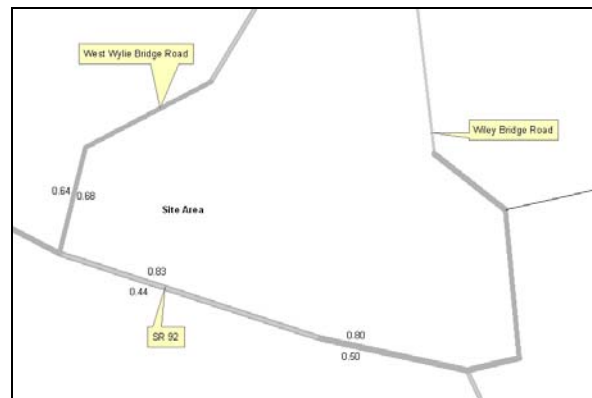
2005 AM Peak



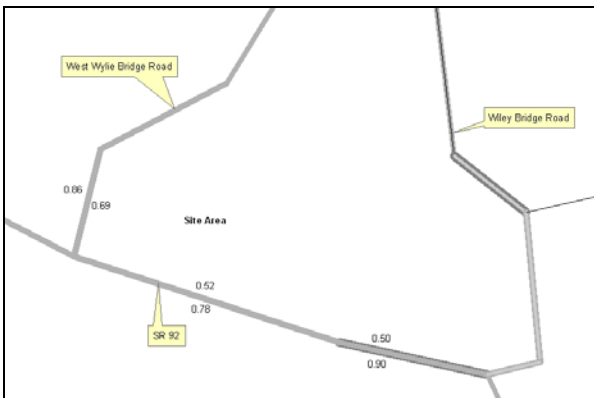
2005 PM Peak



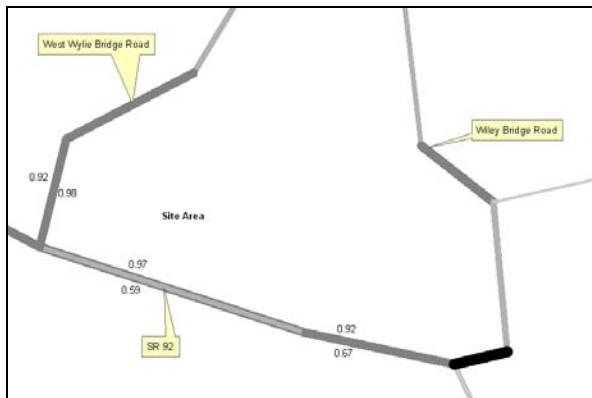
2010 AM Peak



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 2006-2011 TIP, approved in March of 2006. 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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-123K	TRAFFIC SIGNAL UPGRADES ALONG SR 92/140	Roadway Operations	2008

2030 RTP*

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

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Highway 92 at West Wylie Bridge Road.

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 92 at Sandy Plains Road

- Install an additional north bound right-turn lane along Sandy Plains Road, creating dual right-turn lanes.
- Change north bound lanes from the current left, through/right, right-turn lane to left, left/through, and two right-turn lanes.
- Add a north bound right-turn overlap phase.

SR 92 at Old Mountain Park Road

- Install a south west bound right-turn lane along Old Mountain Park Road.

SR 92 at Wiley Bridge Road

- Install a south bound right-turn lane along Wiley Bridge Road.
- Change south bound laneage from the current left, through/right-turn lane to left, left/through, and right-turn lane.

SR 92 at Ragsdale Road

- Add a south bound left-turn lane along Ragsdale Road.
- Change south bound laneage from the current left/through, right-turn lane to dual left-turn lanes and a through/right-turn lane.
- Convert the south bound left-turn protected/permitted signal phase to a protected-only signal phase.

SR 92 at Trickum Road

- Install one additional west bound and one additional east bound through lane along SR 92.



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Trickum Road at Jamerson Road

- Install a south bound right-turn lane along Trickum Road.
- Install a west bound right-turn lane along Jamerson Road.

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

West Wylie Bridge Road at Driveway #1

- Install a north bound right-turn lane along West Wylie Bridge Road.
- Install a south bound left-turn lane along West Wylie Bridge Road.
- Install a separate west bound left-turn lane and right-turn lane exiting the site; stop-controlled.

SR 92 at Driveway #2

- Install a west bound right-turn lane along SR 92.
- Install a south bound right-turn only lane exiting the site; yield-controlled.

SR 92 at Driveway #3

- Install a traffic signal when warranted.
- Install a west bound right-turn lane along SR 92.
- Install three south bound exiting lanes: One right-turn lane and two left-turn lanes.
- Install an east bound left-turn lane along SR 92.
- Install a west bound u-turn lane along SR 92.

SR 92 at Driveway #4

- Install a west bound right-turn lane along SR 92.
- Install a south bound right-turn only lane exiting the site; yield controlled.

West Wylie Bridge Road at Driveway #5

- Install a north bound right-turn lane along West Wylie Bridge Road.
- Install a shared left-turn/right-turn lane exiting the site; stop-controlled.

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

There is no transit service within the vicinity of this proposed development.

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

None proposed.

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



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Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting to land uses within and adjoining the site		4%
Total		4%

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

Traffic impacts by this development are minimal according to the traffic study. However, this section of Cherokee County is quickly developing with a lack of mixed-use developments and no transit service within a reasonable distance. It is suggested that all recommended improvements be implemented prior to completion of this project. Additionally, it is suggested the developer make every attempt to provide pedestrian and bicycle connections to surrounding developments from all possible sides of the proposed project to allow users access to the development without having to take limited, longer routes only provided along major roadways.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.04 MGD.

Which facility will treat wastewater from the project?

The Fitzgerald 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 Fitzgerald Site is listed below:

PERMITTED CAPACITY MMF, MGD¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
.33	.33	0.3	.33	0	Facility will be closed or changed to a point discharge depending on current negotiations.	Current facility utilizes a land application system on 55 acres.

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.



Preliminary Report:	May 2, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hwy 92 @ W Wylie Bridge Road #994
Final Report Due:	June 1, 2006		Comments Due By:	May 16, 2006

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.036 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?

Preliminary Report:	May 2, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hwy 92 @ W Wylie Bridge Road #994
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- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

The site proposed for the development is located in Census Tract 909.02. This tract had a 56.9 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 86 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: **994**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/19/2006 3:49:29 PM

DEVELOPMENT OF REGIONAL IMPACT

Cherokee 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:	Cherokee County
*Individual completing form and Mailing Address:	Vicki S. Taylor, AICP 130 East Main Street Suite 108 Canton, Georgia 30114
Telephone:	678-493-6105
Fax:	678-493-6111
E-mail (only one):	vtaylor@cherokeega.com

*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:	Highway 92 at West Wylie Bridge Road	
Development Type	Description of Project	Thresholds
Commercial	343000 square feet retail space and 54055 square feet of movie theater	View Thresholds
Developer / Applicant and Mailing Address:	Bryan Flint The Columns Group, Inc. 1500 Mansell Exchange West Building 200, Suite 220 Alpharetta, Georgia 30008	
Telephone:	770-993-9908	
Fax:	770-993-9968	
Email:	B_flint@mindspring.com	
Name of property owner(s) if different from developer/applicant:	Circle H Development, Inc.; 13202, LLC.; Oolie, LLC.; Alvin Coker; Tequestra, LLC.; Gracie, LLC.	
Provide Land-Lot-District Number:	LL 1195, 1196, 1253, 1254, 15th District	
What are the principal streets or roads providing vehicular access to the site?	State Route 92 and West Wylie Bridge Road	
Provide name of nearest street(s) or intersection:	State Route 92 and West Wylie Bridge Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	E 2211261.9647 / N1484899.2407	
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?	Fulton County 1.4 miles	

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:	Permit
What is the name of the water supplier for this site?	Cherokee County Water and Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Cherokee Water and Sewer Authority
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: 2009 Overall project: 2009

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 4/24/2006 6:05:19 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cherokee County
Individual completing form:	Vicki S. Taylor
Telephone:	678-493-6105
Fax:	678-493-6111
Email (only one):	vtaylor@cherokeega.com

Proposed Project Information

Name of Proposed Project:	Highway 92 at West Wylie Bridge Road
DRI ID Number:	994
Developer/Applicant:	The Columns Group, Inc.
Telephone:	770-993-9908
Fax:	770-993-9968
Email(s):	B_fillint@mindspring.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$63,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Three residential homes with a total of 5,400 square feet.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cherokee County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0036 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cherokee County Water and Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	835 Entering and 878 existing at PM peak hours
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: Please see Transportation Analysis for improvements	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,000 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	0.72
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Water quality and detention will be provided per Cherokee County Standards.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
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:
A small portion of wetlands will be disturbed. The proper steps will be taken to coordinate with the Corps of Engineers and Cherokee County Engineering Department.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?

N

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:

