



REGIONAL REVIEW FINDING

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

DATE: Aug 6 2006

ARC REVIEW CODE: R607071

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

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Cobb County
Name of Proposal: Tramore Pointe

Review Type: Development of Regional Impact

Date Opened: Jul 7 2006

Date Closed: Aug 6 2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: Tramore Pointe is currently under development. The proposed development consists of several parcels that have been combined into a larger mixed use development that will include retail, office, restaurants, hotel, and church. It is strongly recommended that shared access points between the various parcels be maximized where possible. Access along the East-West Connector should be limited to right-in/right-out, as currently shown on the site plan, except where Tramore Pointe Parkway intersects with the East-West Connector. Shared parking should be applied, where possible.

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

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

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
CITY OF POWDER SPRINGS

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

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

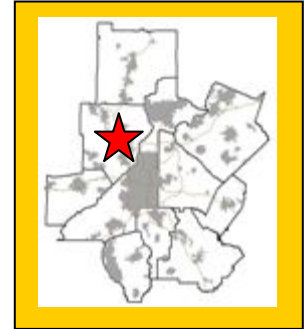
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	July 7, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Tramore Pointe #1112
Final Report Due:	August 6, 2006		Comments Due By:	July 21, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Tramore Pointe is a 67 acres mixed use development in Cobb County. The proposed development will include 34,500 square feet of medical office space, 162,400 square feet of retail/commercial space, a 78 room hotel, 98,700 square feet of self storage space, 14,000 square feet of general office, and a 70,000 square foot church. A 2,900 square foot fast food restaurant and 5,950 square foot car wash are already developed on the site and in operation. Access to the development is proposed at five access points along East West Connector.



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 CRC. The proposed zoning for the site is LI (light industrial) for a small portion of the site to accommodate the mini warehouse and SUP. Information submitted for the review states that the proposed development is consistent with Cobb County's Future Land Use Plan, which designates the area as CAC (Community Activity Center).

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

No comments were received identifying inconsistencies with comprehensive plans from potentially affected local governments.

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

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

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

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

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

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

2005	Colonial Pipeline
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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, is restaurant and car wash on the site. Both will remain in operation.

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

No.

Is the proposed development consistent with regional plans and policies?

Tramore Pointe is currently under development. The proposed development consists of several parcels that have been combined into a larger mixed use development that will include retail, office, restaurants, hotel, and church.

It is strongly recommended that shared access points between the various parcels be maximized where possible. Access along the East-West Connector should be limited to right-in/right-out, as currently shown on the site plan, except where Tramore Pointe Parkway intersects with the East-West Connector. Shared parking should be applied, where possible.

Comments received from GDOT and attached at the end of this report state that roadway capacity improvements need to be defined that can be implemented to either support or mitigate the transportation demands of the proposed development. The project build out should be coordinated with plan improvements and transportation demand management strategies defined the Atlanta Regional Transportation Improvement Program and Regional Transportation Plan.

Stream crossings should be minimized as much as possible. Adequate buffers and stream preservation measures should be implemented.

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FINAL REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth, in undeveloped areas.
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies.
18. Encourage the development of state and regional growth management policy.

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.

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

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

BEST HOUSING PRACTICES

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

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

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in Cobb County. The project site approximately 67 acres located central Cobb County on the south side of the East-West Connector between Powder Springs Road and Austell Road, across from Asquith Avenue.

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

The proposed development is entirely within the Cobb County. However, the proposed development is two miles from the City of Powder Springs and the City of Austell.

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

The site is surrounded by commercial, residential, and industrial uses. No negative impacts were identified 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 \$39,787,500.00 with an expected \$475,381 in annual local tax revenues.



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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?

None were 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.

Watershed Protection and Stream Buffers

The project property is within the Sweetwater Creek watershed, the watershed for the water supply of the City of East Point. Development in public water supply watersheds is subject to the Georgia EPD's Part 5 Environmental Planning Criteria. The Sweetwater Creek watershed is a large (more than 100 square miles in area upstream of an intake) water supply watershed. The project property is located more than seven miles upstream of the East Point river intake and no Part 5 water supply watershed criteria apply to the property.

No streams are shown on property on the USGS regional coverage, but the project plan includes a stream crossing the property and shows both the Cobb County 50-foot buffer and the State 25-foot erosion and sedimentation control buffer. Any other waters of the state on the property are also subject to the State 25-foot buffer.

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 produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual impervious surface may vary depending on the overall density of the development. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

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Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	<u>BOD</u>	TSS	Zinc	Lead
Commercial	33.91	57.99	590.03	3662.28	33333.53	41.71	7.46
Office/Light Industrial	29.93	38.61	512.70	3412.02	21190.44	44.30	5.69
Roads (Tramore Pointe Pkwy)	3.13	5.63	57.31	356.82	3236.42	4.04	0.72
TOTAL	66.97	102.23	1160.05	7431.12	57760.39	90.04	13.87

Total Percent Impervious: 79%

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

The site is proposed to have one full access driveway, two right-in/right-out driveways and two right-in only driveways along the East-West Connector.

- Site Driveway 1 is the northern most access point to the site and is right-in/right-out.
- The spine road, Tramore Point Parkway, is located immediately to the south of Driveway 1 and is the only full access driveway into the site.
- Site Driveway 2 is a right-in only access point and is located immediately south of the spine road, Tramore Point Parkway, and immediately north of site Driveway 3.
- Site Driveway 3 is a right-in/right-out driveway and is located immediately south of site Driveway 2 and immediately north of site Driveway 4.
- Site Driveway 4 is a right-in only access point and is the southern most access point into the site located immediately to the south of Driveway 3.

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

A & R Engineering 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	P.M. Peak Hour			SAT Peak Hour			SUN Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
34,500 sq ft Medical Building	32	85	117	71	54	125	7	7	14	1196
14,000 sq ft Office Space	16	78	94	4	4	8	2	2	4	294
162,400 sq ft Retail Space	414	448	862	617	569	1186	248	259	507	9307
98,700 sq ft Warehouse	12	12	24	20	19	39	15	15	30	235
78 Room Hotel	24	22	46	32	26	58	12	13	25	325
70,000 sq ft Church	24	22	46	176	72	248	373	372	745	638
Reductions	-147	-162	-309	-237	-218	-455	0	0	0	-551
TOTAL NEW TRIPS	375	505	880	683	526	1209	657	668	1325	11444

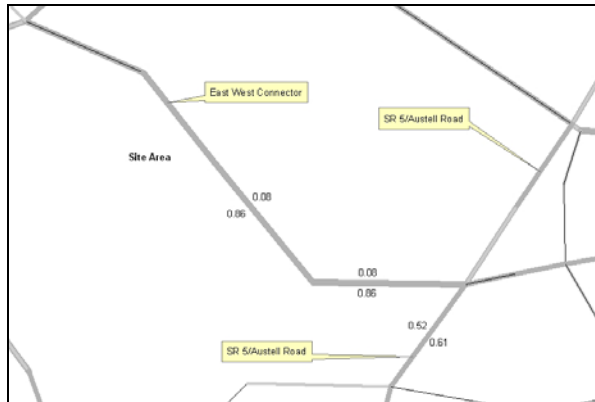
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

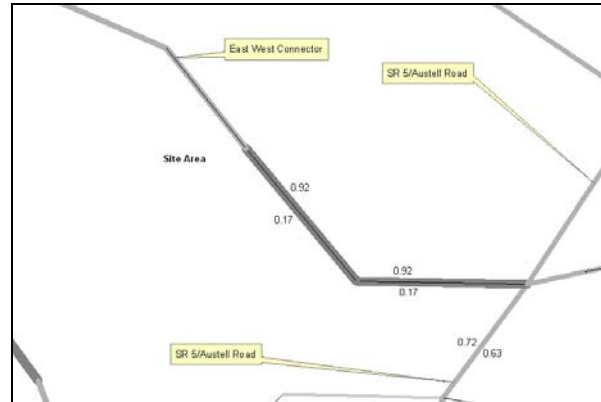
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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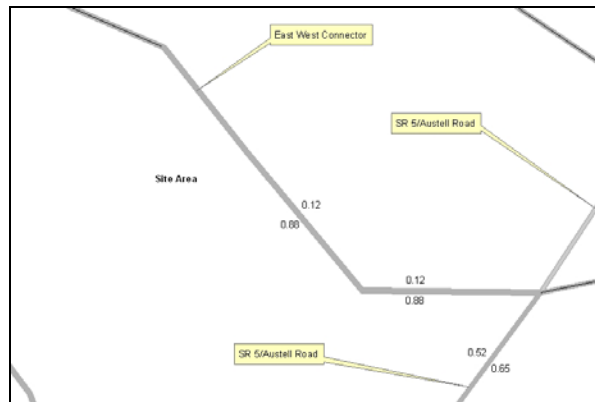
V/C Ratios



2005 AM Peak



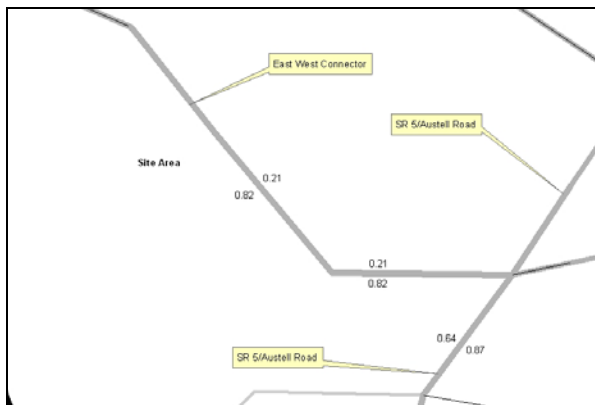
2005 PM Peak



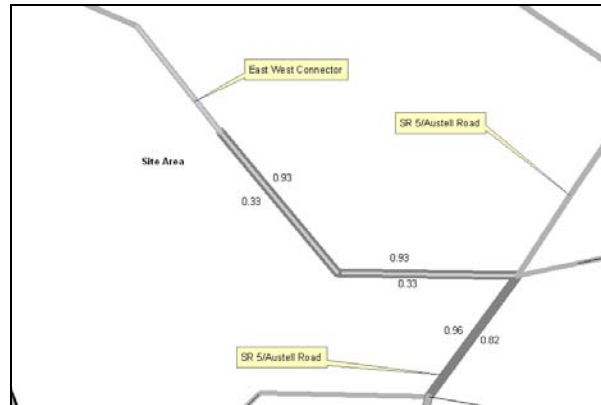
2010 AM Peak



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
CO-326	SR 5 (AUSTELL ROAD) INTERSECTION IMPROVEMENTS FROM CLAY ROAD TO SANDTOWN ROAD	Roadway Operations	2008
CO-356	SR 5 (AUSTELL ROAD)	Roadway Operations	2009
CO-358	CLAY ROAD	Roadway Operations	2011
CO-364	POWDER SPRINGS ROAD	Roadway Operations	2011

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 Tramore Pointe Mixed-Use Development.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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.

East-West Connector at Austell Road

- Add an additional eastbound left turn lane on East-West Connector, creating dual left turn lanes on the East-West Connector eastbound.

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?

The nearest transit service to the proposed site, provided by CCT, is located at the intersection of the East-West Connector and Austell Road, approximately 1.5 miles from entrance to the site. Due to the distance from the site and layout of the proposed development, transit is not a feasible option to access this project.

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

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None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		9%

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 congestion. According to the traffic study, several access points to this development will operate at a LOS of D during peak hours. It is suggested the recommended improvement be implemented prior to construction completion of this project. Additionally, it is recommended the layout of the site be re-arranged into a more compact orientation, improving the pedestrian environment and making transit service to the site a feasible option in the future. The developer should work with CCT to establish transit service within a comfortable and safe walking distance of the site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.054MGD

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.L Sutton plant will provide wastewater treatment for the proposed development.

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

The capacity of R.L.Sutton is listed below

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

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¹ Source: Metropolitan North Georgia Water Planning District *SHORT-TERM WASTEWATER CAPACITY PLAN*, August 2002.

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.063 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 1063 tons of solid waste per year.

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?

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- **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.)?**

None were 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 314.05. This tract had a 4.7 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 87 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.

Haley Fleming

From: Graham, Harry [Harry.Graham@dot.state.ga.us]
Sent: Monday, July 17, 2006 3:58 PM
To: Haley Fleming
Cc: Laffey, Alex; Robin Bechtel
Subject: FW: DRI Review Notification- Tramore Pointe #1112

Haley:

Please see Shanay's recommendations below.

Harry Graham
District Traffic Operations Manager
Georgia Department of Transportation
Office of Traffic Operations, District 7
404-463-4961 Office
770-986-1016 Fax
harry.graham@dot.state.ga.us

From: Davis, Shanay
Sent: Monday, July 17, 2006 3:52 PM
To: Graham, Harry
Subject: RE: DRI Review Notification- Tramore Pointe #1112

The following DRI has been reviewed. Please find the following recommendations below.

1) Site Driveway 2 should be removed due to several other driveway entrances and exits which provide adequate and safe access. (Site Driveways 1,3,4, and signalized intersection East/West Connector @ Tramore Point Pkwy). The proposed building adjacent to the existing Zaxby's has a right in only entrance. This proposed building can be accessed from the signalized intersection through an entrance across from Road A (see site plan).

2) The proposed location for Site Driveway 4 is unclear. It's uncertain whether Driveway 4 is the signalized driveway to BJ and other retail stores or a proposed driveway. Please clarify and provide details as to its proposed location as referenced to the existing median break.

Shanay M. Davis
Civil Engineering Technologist
Georgia Department of Transportation
District 7 Area 3 Construction
940 Virginia Avenue
Hapeville, Georgia 30354
Office: (404) 559-6699
Work Cell: (404) 326-5347
Email: shanay.davis@dot.state.ga.us

From: Graham, Harry
Sent: Thu 7/13/2006 8:06 AM
To: Davis, Shanay
Subject: FW: DRI Review Notification- Tramore Pointe #1112

7/18/2006

Haley Fleming

From: Ene, Roxana [Roxana.Ene@dot.state.ga.us]
Sent: Thursday, July 20, 2006 4:11 PM
To: Haley Fleming
Subject: FW: DRI Review Notification- Tramore Pointe #1112

Ms. Fleming,

Pls see below my comments. Let me know if any questions. Thanks.

Roxana Ene
Urban Planning Engineer - GDOT
phone - 404.463.4377
fax - 404.463.4379
#2 Capitol Square, Atlanta 30334

From: Palladi, Joseph
Sent: Thursday, July 20, 2006 4:09 PM
To: Ene, Roxana
Subject: RE: DRI Review Notification- Tramore Pointe #1112

ok

Joseph P. Palladi
State Transportation Planning Administrator
2 Capitol Square, Room 372
Atlanta, GA 30334
404-656-5411

From: Ene, Roxana
Sent: Thursday, July 20, 2006 4:08 PM
To: Palladi, Joseph
Subject: RE: DRI Review Notification- Tramore Pointe #1112

The traffic study done by consultants has recommendations for improvements to be carried out to improve the LOS and turn lanes are one thing to be done. I added "the sidewalks" and the "additional r/w" (see below in olive color). Thanks.

Roxana Ene
Urban Planning Engineer - GDOT
phone - 404.463.4377
fax - 404.463.4379
#2 Capitol Square, Atlanta 30334

From: Palladi, Joseph
Sent: Thursday, July 20, 2006 3:43 PM
To: Ene, Roxana
Subject: RE: DRI Review Notification- Tramore Pointe #1112

Looks good. Any planning "design" issues such as access management, need for turn lanes, additional r/w for widening due to the improvements needed, sidewalks, interconnectivity?

Joseph P. Palladi
State Transportation Planning Administrator
2 Capitol Square, Room 372
Atlanta, GA 30334
404-656-5411

From: Ene, Roxana
Sent: Thursday, July 20, 2006 3:10 PM
To: Palladi, Joseph
Subject: RE: DRI Review Notification- Tramore Pointe #1112

Joe, I reviewed this proposed development and I have the below comments. Please let me know if ok to email out to ARC.

The proposed development would have a negative impact on the existing transportation system along the East-West Connector. The local transportation system connecting the development it was evaluated to determine if it could handle the additional 11,444 trips per day identified in the review and the result is not satisfactory. Presently, the traffic volumes along East-West Connector, an Urban Principal Arterial, varies between 27,790 AADT and 38,770 AADT indicating congestion. The V/C ratio varies between 0.60 and 0.86. This ratio indicates the road operates at a LOS C and a LOS D, respectively. LOS D is unacceptable. With no road capacity improvements in 2030 the V/C ratio would be between 0.82 and 0.93 and the road would operate at a LOS D and a LOS E, respectively. There are no projects identified in the Transportation Improvement Program (TIP) and/or the Regional Transportation Plan (RTP) to improve the East-West Connector to accommodate the additional traffic generated by the proposed development. The applicant needs to address what roadway capacity improvements can be implemented to either support or mitigate the transportation demands of the proposed development initially and at build out. A total build out of the project should be coordinated with plan improvements and transportation demand management strategies defined in the Atlanta Regional Transportation Improvement Program and the Regional Transportation Plan. The transportation needs of the East-West Connector will have to be addressed before build out occurs because the existing system will not operate efficiently with the additional traffic volumes. A traffic study was done and it is highly recommended to implement the improvements in the study before the total build out of the development. **Sidewalks should be considered for better pedestrian mobility/interconnectivity in the area. Additional ROW acquisition would help for future improvements to accommodate the extra traffic.** Additionally, there is no transit service in this area. It is recommended, the developer contact Cobb County and coordinate with CCT to extend the existing transit route that presently ends at Austell Road approximately 1.5 miles south, to the proposed development, to facilitate the transit use in this area.

Roxana Ene
Urban Planning Engineer - GDOT
phone - 404.463.4377
fax - 404.463.4379

Your DRI ID NUMBER for this submission is: **1112**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/5/2006 2:13:23 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:		Tramore Pointe
Development Type	Description of Project	Thresholds
Mixed Use	A mixed use development consisting of 450000 square-feet which includes office retail a hotel resturants a church and industrial uses.	View Thresholds
Developer / Applicant and Mailing Address:		Ackerman East West, LLC Attention: Mike Martin 10 Glenlake Parkway South Tower; suite 1000 Atlanta GA 30328
Telephone:		770-913-3934
Fax:		770-913-3965
Email:		mmartin@ackermanco.net
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		Land Lots 841, 842; District 19
What are the principal streets or roads providing vehicular access to the site?		Tramore Pointe Parkway
Provide name of nearest street(s) or intersection:		Tramore Pointe Parkway and the East West Connector
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?	+/- 2 miles to the Cities of Austell and Powder Springs
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?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 7/3/2006 3:57:51 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:	Tramore Pointe
DRI ID Number:	1112
Developer/Applicant:	Ackerman, c/o Mike Martin
Telephone:	770-913-3934
Fax:	770-913-3965
Email(s):	mmartin@ackermanco.net

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	39787500.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	475,381
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): N/A	

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

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.054 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.)	880 pm peak; 1208 Sat peak, 1325 Sunday peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: All recommended transportation improvements are included in the supplemental traffic study.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1063 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?	80%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: The property eventually drains into the Chattahoochee River.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers and detention ponds will be used to mitigate impacts on stormwater management.	

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?	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:
Streams and wetlands have been identified and impacts will be advioded or mitigated through stream buffers and detention ponds.

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:

