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: 3/25/2005 **ARC REVIEW CODE**: R502241

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: **Vinings West**

Review Type: Development of Regional Impact	**Date Opened:** 2/24/2005	**Date Closed:** 3/25/2005

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

Additional Comments: The proposed additional retail and commercial uses add to the potential of the development to become a thriving mixed use community where residents can live, work, and shop all within close proximity to one another and all without the use of an automobile. The additional proposed development is characteristic of an automobile oriented shopping center; however, the three village retail buildings do screen the parking lot and provide continuous street frontage on both sides of Pine Street. It is encouraged that the site plan should be refined so that the proposed addition is cohesive in development style with the rest of the project to the greatest extent possible. In order to minimize the impact of the parking lots, it is recommended that ample vegetation and tree planters be provided through out the parking lot. A reduction is parking spaces should be considered to discourage automobile use by residents of the development. Bicycle racks should be provided at several convenient locations throughout the proposed commercial addition.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SMYRNA
CITY OF ATLANTA
CITY OF AUSTELL
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF MARIETTA
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COBB COUNTY SCHOOLS
DOUGLAS COUNTY

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

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

Preliminary Report:	February 24, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Vinings West #734
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

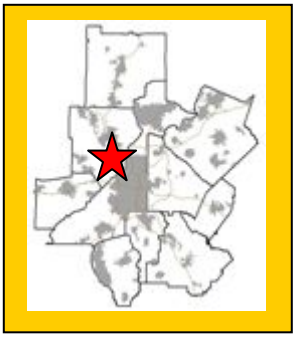
FINAL REPORT SUMMARY

PROPOSED ADDITION:

The proposed Vinings West Development is a mixed use community that was previously approved by Cobb County for 85,400 square feet of retail and office and 999 residential units. The proposed addition is 85,000 square feet of office and retail and 20 residential units on 7.4 acres in the northwest corner of the property. The residential units are proposed above retail and commercial uses. The total development now being proposed is expected to consist of 23 single family homes, 912 condominiums, 135 townhouses, 164,000 square feet of retail and commercial space, a 6,100 square foot bank, and two quality restaurants at 24,3000 square feet together. The total development will be 54.02 acres.

PROPOSED DEVELOPMENT:

The proposed South Atlanta Road Development, also known as Vinings West, located in southeast Cobb County, is at 43.74 acre mixed use development that will include 18 single family homes, 841 condominiums, 140 townhomes, 55,000 square feet of retail/commercial space, 6,100 square foot bank, and two restaurants totaling 24,300 square feet. Four of the retail buildings will include condominiums of the second and third floors. Access to the site is proposed at four locations along Atlanta Road, West Atlanta Road, Oakdale 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 of combination residential, light industrial and commercial uses. The proposed zoning for the site is UVC (urban village commercial), NRC (neighborhood retail commercial), and RM-12 (single family residential). Information submitted for the review states that the proposed zoning is not consistent with Cobb County's Future Land Use Map which designates this area as Medium Density Residential, Neighborhood Activity Center, and Community Activity Center. According to information submitted with the review, Cobb County intends to amend the map to account for this development.

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

None were determined during the review.

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

None were determined during the review.

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

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

What other major development projects are planned near the proposed project?
The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2004	SOUTH ATLANTA ROAD DEVELOPMENT (VININGS WEST)
1994	CHAMBERS BOLTON ROAD LANDFILL
1990	NICKAJACK DEVELOPMENT
1989	GRAHAM MIXED USE DEVELOPMENT
1984	RADICE OFFICE PARK

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, some rental housing and small businesses would be displaced.

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

No.

Is the proposed development consistent with regional plans and policies?

The South Atlanta Road Development (Vinings West) is a proposed mix use development that incorporates retail, residential condominiums, townhomes, and single family residential on 54.02 acres. The proposed development meets many of ARC's Regional Development Goals and Policies.

The development proposes to create a pedestrian oriented environment through a vertical integration of retail and residential uses, satisfying Regional Development Policy 2 and 3. The main boulevard or avenue pulls buildings to the street, placing parking behind, and offers ground floor retail and multi

story residential above. The same pedestrian emphasis is carried throughout the development: parking behind the buildings, rear entry garages for the townhomes, and a continuous network of sidewalks, crosswalks, and traffic calming measures. The site plan also reflects a pedestrian and bicycle connection to a possible future location for the Silver Comet Trail, which reflects Regional Development Policy 9: create a regional network of greenspace that connects across jurisdictional boundaries.

The proposed development also meets Regional Development Policy 5: provide a variety of housing choices to ensure housing for individuals and families of diverse income and age groups. The development proposes a residential mix of condominiums, townhomes, and single family homes that vary in price range.

It is recommended that the development provide adequate buffering from the I-285 Interstate and CSX Railroad. It is also recommended that the development provide adequate vegetative buffering along the stream buffers and takes preventive measures during construction to preserve the quality for the stream.

Development of future outparcels noted on the site plan along Atlanta Road and I-285 should be developed with the same design and relationship to the street and pedestrian as the other buildings are throughout the development. This includes bringing the buildings to the street and parking in the rear. This will help to create a cohesive development. Revising the condominium buildings in the southeast corner of the property along I-285 to place the parking in the rear and bring the building to the street, should also be considered.

The proposed additional retail and commercial uses add to the potential of the development to become a thriving mixed use community where residents can live, work, and shop all within close proximity to one another and all without the use of an automobile. The additional proposed development is characteristic of an automobile oriented shopping center; however, the three village retail buildings do screen the parking lot and provide continuous street frontage on both sides of Pine Street. It is encouraged that the site plan should be refined so that the proposed addition is cohesive in development style with the rest of the project to the extent possible.

In order to minimize the impact of the parking lots, it is recommended that ample vegetation and tree planters be provided through out the parking lot. A reduction is parking spaces should be considered to discourage automobile use by residents of the development. Bicycle racks should be provided at several convenient locations throughout the proposed commercial addition.

Due to the topography of the site, the front entrance of the village retail will be into the parking lot. Residences on the second story will have garage entry from Pine Street. It is strongly recommended that less than 50% of the front of the townhome be dedicated to the automobile. The garage entry should be de-emphasized in the facade of the townhomes along Pine Street. This will help promote pedestrian activity and use of the streets along this section of Pine Street.

It is also recommended that adequate screening be provided behind the commercial buildings C and D where townhomes overlook.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed project is located in southeast Cobb County along Atlanta 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 Cobb County boundaries; however, it is a mile and half from the City of Atlanta and Fulton County and less than a mile from the City of Smyrna.

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

None were 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 and an expected amount in annual local tax revenues was not submitted with the review.

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?

It is estimated that the proposed development will house approximately 2,525 people and that of those people, 1,316 will be workers.

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

An unnamed blue line stream is shown as running for about 500 feet just inside the southern portion of the project property, as is shown on the Northwest Atlanta USGS 1:24,000 quad sheet. A tributary to this stream, which is not shown on the quad sheet, runs generally north-south through the western portion of the property. Both streams show the 50-foot buffers required by the Cobb Stream Buffer Zone Ordinance. The blue line stream is a tributary to the Chattahoochee River within the Atlanta Region. As such, it is subject to the requirements of the Metropolitan River Protection Act, which includes a requirement that all local governments in the watershed that drains into the Chattahoochee between Buford Dam and Peachtree Creek adopt tributary buffer zone ordinances to protect these streams. The Cobb ordinance serves as the required tributary ordinance. If developed as shown on the plans, the proposed project appears to meet the terms of the Cobb ordinance. In addition to the buffer ordinance, all state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

The property drains into the Chattahoochee downstream of Peachtree Creek. It is not in any water supply watershed for the Atlanta Region.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Since no estimates exist for single-family housing with lots smaller than 0.25-acres, all residential areas of the proposal have been classified as townhouse/apartment. Mixed residential commercial have been classified as commercial, because the site plan shows impervious coverage closer to commercial levels than residential. Actual loading factors will depend on the amount of impervious surface in the specific project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	37.65	64.38	655.11	4066.20	37009.95	46.31	8.28

Townhouse/Apartment	17.02	17.87	182.28	1140.34	10297.10	12.94	2.38
TOTAL	54.67	82.25	837.39	5206.54	47307.05	59.24	10.67
Total % impervious	73%						

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

Georgia Regional Transportation Authority Review Findings

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

Access to the development is proposed at four locations: one full-movement and one right-in/right-out driveway along Atlanta Road, one full movement driveway at West Atlanta Road, and one full movement driveway along Oakdale Road.

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

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

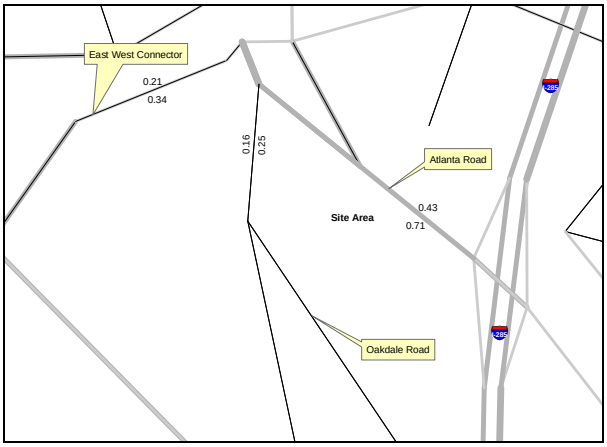
Vinings West DRI
Gross Trip Generation

Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
23 Single-Family Homes	210	135	135	7	19	18	11
1,047 Condos/Townhomes	230	2,363	2,363	57	281	276	136
164,600 SF retail/commercial	820	4,695	4,695	129	82	418	452
6,100 SF Drive-In Bank	912	685	685	42	33	140	139
24,300 SF Quality Restaurant	931	1,093	1,093	-	-	122	60
Total Net Trips		**6,120**	**6,120**	**235**	**415**	**820**	**504**

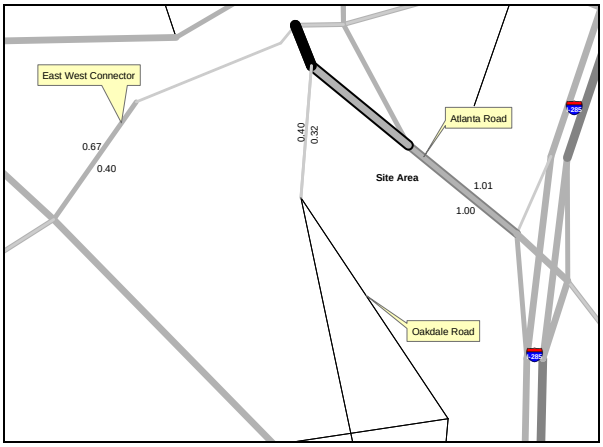
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

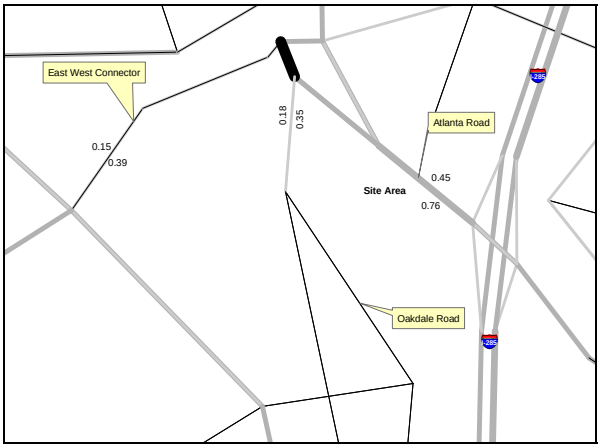
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



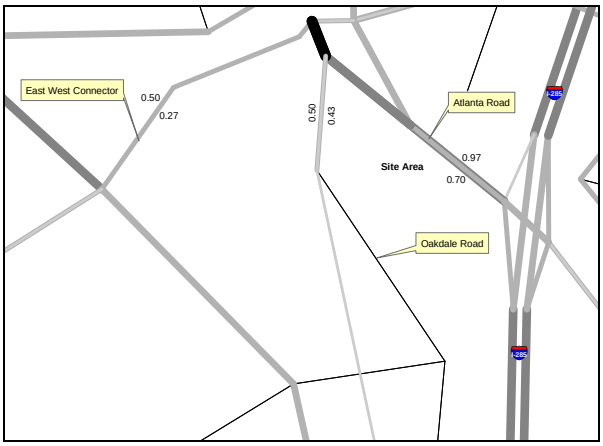
2005 AM Peak



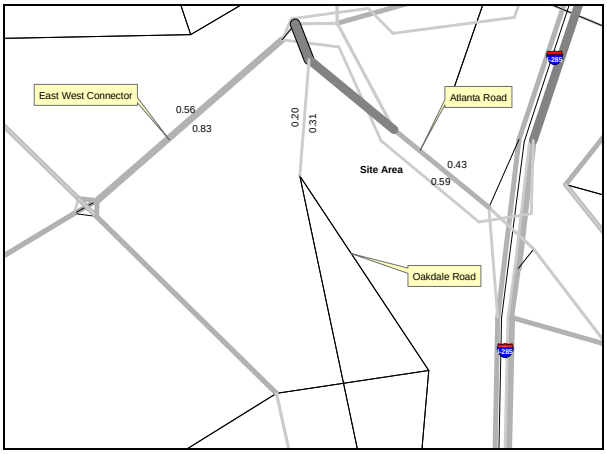
2005 PM Peak



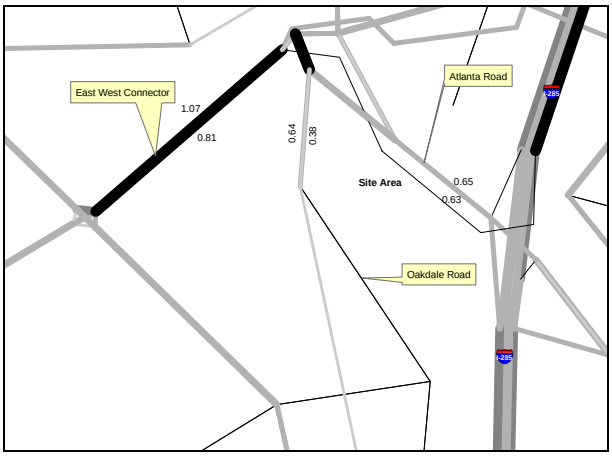
2010 AM Peak



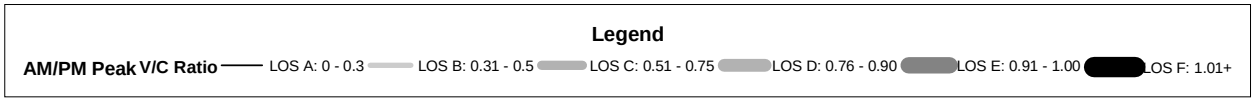
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-442A,B	I-285 WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
CO-AR-070B	I-285 WEST AT EAST-WEST CONNECTOR: PHASE VI - INCLUDES ATLANTA ROAD BRIDGE [SEE ALSO CO-AR-070A AND CO-AR-070C]	Interchange Capacity	2015
CO-AR-BP202A	SILVER COMET TRAIL EXTENSION: SEGMENT 1	Multi-Use Bike/Ped Facility	2007
AR-279	I-285 WEST ITS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2006
AR-H-302	I-285 WEST HOV LANES	HOV Lanes	2026
AR-442A,B	I-285 WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
AR-909B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) - PHASE II	Transit Facility	2016

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-175A	SR 280 (SOUTH COBB DRIVE)	Roadway Capacity	2030
CO-AR-070A	I-285 WEST	Interchange Capacity	2015
CO-AR-070C	I-285 WEST AT EAST-WEST CONNECTOR: PHASE VII - INCLUDES RAMPS AND COLLECTOR/DISTRIBUTOR LANES [SEE ALSO CO-AR-070A AND CO-AR-070B]	Interchange Capacity	2015

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Vinings West.

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.

Atlanta Road at the I-285 North ramp

- Provide dual southbound left-turn lanes along Atlanta Road.
- Provide an exclusive northbound right-turn lane along Atlanta Road.
- Optimize signal timing

Atlanta Road at the I-285 South ramp

- Provide an exclusive northbound left-turn lane along Atlanta Road.

Atlanta Road at Cumberland Parkway/East-West Connector

- Convert the eastbound right-turn lane along the East-West Connector to a free-flow right-turn lane

East-West Connector at South Cobb Drive
- Widen the East-West Connector to a six-lane divided facility

Oakdale Road/Church Road at South Cobb Drive
- Optimize signal timing

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.

Atlanta Road at I-285 South Ramp
- Provide dual westbound right-turn lanes along the I-285 exit ramp.

Atlanta Road and West Atlanta Road
- Provide an exclusive right-turn lane along West Atlanta Road

Oakdale Road/Church Road at South Cobb Drive
- Optimize signal timing

Atlanta Road at Right-in/Right-out Access
- Provide a southbound right-turn lane along Atlanta Road.

Atlanta Road at Waffle House Access
- Signalization would improve the intersection LOS. With a new traffic signal at this location, the existing traffic signal at West Atlanta Road would need to be removed.

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?

Cobb Community Transit (CCT) Route 20 operates along South Cobb Drive to the west of the proposed development. However, stops are not located within an immediate distance of the proposed site, hindering easy access to public transportation services.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or	4%	4%

10% Office		
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**15%**

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

According to the traffic analysis conducted by the consultant, there were six intersections at LOS E or F in the no-build condition. Five intersections also performed at LOS E or F in the build condition indicating that despite improvements from the no-build condition, it is likely that the roadway networks will experience capacity deficiencies. Recommendations outlined by the consultant to enhance levels of service for each of the intersections in question must be carried out in order to mitigate such issues. Roadway networks such as Atlanta Road should be of concern due to its accessibility onto I-285.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.45 MGD.

Which facility will treat wastewater from the project?

R.L Sutton 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 Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	40	35	47	-7	Expansion of facilities to 60mgd under construction; permit at 50mgd must be secured.	

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.51 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 5,200 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

- **Other government facilities?**

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,019 housing units that will include single family homes, townhomes, and condominiums.

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

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

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

The site proposed for the development is located in Census Tract 312.02. This tract had a 22.7 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 41 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 734
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/3/2005 9:21:24 AM

DEVELOPMENT OF REGIONAL IMPACT
Cobb County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson 191 Lawrence Street Marietta, GA 30090
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:	Vinings West (FKA South Atlanta Road Development)

Development Type	Description of Project	Thresholds
Mixed Use	The developer is adding 85000 square-feet of office/ retail and 20 residentail units to a DRI previously approved for 85400 square-feet of retail/office and 999 residential units.	View Thresholds

Developer / Applicant and Mailing Address:	The Pacific Group, Inc C/O Woody Snell 5755 Dupree Drive suite 130 Atlanta , GA 30327
Telephone:	770-984-8170
Fax:	770-984-8171
Email:	wsnell@pacificgroupinc.com
Name of property owner(s) if different from developer/applicant:	LB Smith and Floyd Powell
Provide Land-Lot-District Number:	Land Lots 692,748,749,750,763,764; District 17
What are the principal streets or roads providing vehicular access to the site?	Atlanta Road, Oakdale Road
Provide name of nearest street(s) or intersection:	Atlanta Road @ I-285
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?	1/4 mile to Smryna
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	Y
If yes, provide the following information (where applicable):	Name: South Atlanta Road Development
	Project ID: DRI #577
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	15%
Estimated Completion Dates:	This project/phase: Overall project: 2012

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	January 2006

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 2/17/2005 8:58:42 AM

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:	Vinings West
DRI ID Number:	734
Developer/Applicant:	The Pacific Group (Woody Snell)
Telephone:	770-984-8170
Fax:	770-984-8171
Email(s):	wsnell@pacificgroupinc.com

DRI Review Process

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

Economic Impacts

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

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.51 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)?	0.45 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.)	12,240 trips per day
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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	5,200 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?	70%
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: Detention pond with water quality above ground, grass swales, and stream buffers to remain.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

VINGS WEST

A MULTI-USE DEVELOPMENT LOCATED ON ATLANTA ROAD

FOR

THE HIGHLANDS COMPANIES
4555 MANSELL ROAD, SUITE 200
ALPHARETTA, GEORGIA 30022
PHONE: 678-252-1500

BRANCH PROPERTIES, LLC
400 COLONY SQUARE, SUITE 1630
ATLANTA, GEORGIA 30361
PHONE: 404-832-8900

LAND LOTS 692, 748, 749, 750, 763, 764
LAND DISTRICT 2, 2ND SECTION

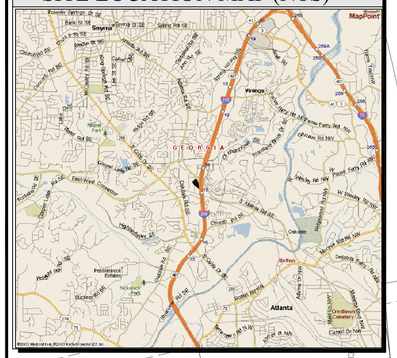
COBB COUNTY
GEORGIA

"WE PROVIDE SOLUTIONS"

PLANNERS AND ENGINEERS COLLABORATIVE

SITE PLANNING ≡ LANDSCAPE ARCHITECTURE ≡ CIVIL ENGINEERING ≡ LAND SURVEYING
4100 PERIMETER PARK SOUTH ≡ ATLANTA, GEORGIA 30341 ≡ (770)451-2741 ≡ FAX (770)451-3915 ≡ WWW.PECATL.COM

SITE LOCATION MAP (NTS)



SITE NOTE:

1. ALL STRIPING AND PAINTED ARROWS TO MEET GEORGIA DEPARTMENT OF TRANSPORATION STANDARDS

2. ALL PAVEMENT SHOWN IS NORMAL DUTY, NOT HEAVY DUTY PAVEMENT IS SHOWN.

3. SOLID WASTE TO BE DISPOSED BY OF BY OUTSIDE CARRIER. DUMPSTER NOT REQUIRED ON SITE.

4. TRASH PICKUP IS TO BE CURB SIDE FOR EACH UNIT, NO DUMPSTER IS ON THE SITE.

5. ALL ROADWAY STRIPING IS TO BE THERMOPLASTIC

6. ALL UTILITIES/POLES ARE TO BE 8' MINIMUM FROM BACK OF CURB OR WITHIN 2' OF THE RIGHT OF WAY, WHICHEVER IS GREATER, PER STANDARD DETAIL NUMBER 80. PAGE D9

GRTA NOTES:

1. ALL INTERNAL STREETS ARE PRIVATE.

2. THERE ARE NOT INTERNAL STREET SETBACK REQUIREMENTS OR RIGHT OF WAY REQUIREMENTS BECAUSE THE STREETS ARE PRIVATE.

3. THERE IS APPROXIMATELY 105,650 SF OF COMMERCIAL SPACE ON THE SITE.

4. THERE IS APPROXIMATELY 968,000 SF OF RESIDENTIAL SPACE ON THE SITE.

5. EFFORTS HAVE BEEN MADE BY COBB COUNTY DOT TO PURSUE MOVING THE EXISTING TRAFFIC LIGHT TO THE NEW LOCATION AT MAIN ENTRANCE OF DEVELOPMENT.

6. EFFORTS HAVE BEEN MADE BY COBB COUNTY TO RELOCATE WEST ATLANTA ROAD

7. SILVER COMET TRAIL EXTENSION IS SHOWN THROUGH THE PROPERTY ALONG FRONTAGE AND TIEING INTO THE RAILROAD IN THE REAR OF THE PROPERTY 10' WIDE TRAIL.

SITE DATA:

TOTAL SITE AREA	54.02 ACRES
ZONING	
PROPOSED ZONING	PVC (COBB COUNTY) PLANNED VILLAGE COMMUNITY
ZONING JURISDICTION	COBB COUNTY
DENSITY CALCULATIONS & SITE SUMMARY	
CONDOS	912 UNITS
TOWNHOMES	135 UNITS
DETACHED CLUSTER	23 UNITS
TOTAL LOTS	1070 LOTS
TOTAL DENSITY	19.81 LOTS/ACRE
VILLAGE COMMERCIAL, LIVE/WORK, OFFICE, COMMUNITY	195,000 SF

SINGLE FAMILY SETBACK REQUIREMENTS	LENGTH
ATLANTA ROAD	60 FEET
OAKDALE ROAD	25 FEET
PROPERTY SIDE YARD	20 FEET
STREAM BUFFER	50' EACH SIDE
CLUSTER SINGLE FAMILY SETBACKS	
FRONT YARD	20 FEET FROM BOC
SIDE YARD	5 FEET
REAR YARD	10 FEET
COMMERCIAL CENTER	
WEST ATLANTA EXTENSION	20 FEET
PINE STREET	5 FEET
SIDE YARD SETBACK	20 FEET
STREAM BUFFER	50' EACH SIDE
TYPICAL LOT SIZE	
CLUSTER SINGLE FAMILY	40' x 100' LOT
OPEN SPACE / PARK SPACE	
TOTAL OPEN SPACE / PARK SPACE (SHADED REGION)	7.45 ACRES
TOTAL PERCENTAGE OF PROPERTY	13.80 %

REVISIONS:

NO.	DATE	BY	DESCRIPTION
*1	2/18/2005	KJW	GRTA COMMENTS

SHEET TITLE

MASTER SITE PLAN (GRTA)

0 40 80 160 320

SCALE: 1" = 80'
DATE: FEB. 2, 2005
PROJECT: 04190.00

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 18509 PROFESSIONAL ENGINEER MICHAEL S. TWINER

1 SHEET

COBB COUNTY STATEMENT

THE COBB COUNTY CEMETARY PRESERVATION COMMISSION RESERVES THE RIGHT TO EXAMINE THIS PROPERTY FOR ETHNIC, CULTURAL, AND RELIGIOUS EVIDENCE LOCATED THEREIN. IF ANY ETHNIC, CULTURAL, OR RELIGIOUS EVIDENCE IS FOUND DURING DEVELOPMENT, THEN THE COBB COUNTY CEMETARY PRESERVATION COMMISSION MUST BE NOTIFIED AT ONCE AT (770) 528-2035. FAILURE TO DO SO WILL RESULT IN A STOP-WORK ORDER.

BEFORE YOU DIG
UTILITIES PROTECTION CENTER
CALL FREE IN METRO ATLANTA
(770) 623-4344
THROUGHOUT GEORGIA
1-800-282-7411
THREE WORKING DAYS BEFORE YOU DIG

PERSONS USING THIS DRAWING SHALL MAKE THEIR OWN DETERMINATION OF THE LOCATION, DEPTH, AND DESCRIPTION OF UNDERGROUND AND OVERHEAD UTILITIES. THE UTILITY INFORMATION SHOWN HEREON WAS OBTAINED FROM READILY AVAILABLE SOURCES BELIEVED TO BE ACCURATE OR COMPLETE. EXCAVATION OR ELECTRIC DETECTION METHODS WERE NOT USED TO VERIFY THE INFORMATION.

24 HOUR CONTACT: MR. WOODY SNELL @ 770-984-8170

PHASE I

PHASE II