



# 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: Jun 22 2007

ARC REVIEW CODE: R705231

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:** Aspen Hills

**Review Type:** Development of Regional Impact

**Date Opened:** May 23 2007

**Date Closed:** Jun 22 2007

**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:** According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban neighborhoods are defined as distinct areas that are located in an urban area and may have a commercial component that serves the local area. According to the Development Matrix, mixed use town centers are strongly recommended while general commercial uses are conditionally recommended. The proposed development meets the minimum requirements for ARC's review. Given the location, it is strongly encouraged that the development integrated additional residential uses onto the site for a dense mixed use development.

The proposed development is removing approximately 246 apartments. Surrounding the site are residential, industrial, and commercial uses. Although the project is a redevelopment that will increase the intensity on the site, it is important to consider a mix of uses in areas where more intense development is appropriate. Revisions to the proposed development include 38 townhomes. Due to the proposed development's location at South Cobb Drive and Interstate 285, ARC staff recommended that the proposed development include a residential component. Regional policies promote development along principal transportation corridors and activity centers, as well as increase opportunities for mixed use development, infill, and redevelopment. Furthermore, regional policies encourage a variety of home styles, densities, and price ranges that are accessible to jobs and services. ARC staff and the developer worked together to determine the inclusion of a residential component. Attached at the end of this report is the process in which the site selection and type of residential type provided were determined.

Comments received from the City of Smyrna are attached at the end of this report and encourage a mixed use development on this site, rather than a single use commercial development. Regional policies encourage coordination among jurisdictions. It is encouraged that the developer and Cobb County work with the City of Smyrna to address their concerns of the development identified during the review.

## 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  
NATIONAL PARK SERVICE

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
GEORGIA CONSERVANCY

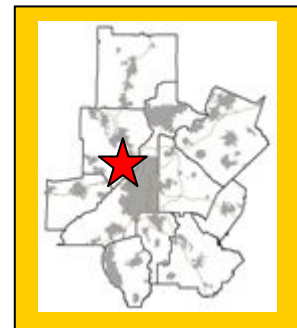
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website. The ARC review website is located at:  
<http://www.atlantaregional.com/landuse>

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Aspen Hills is a redevelopment on 24.23 acres in Cobb County. The proposed development will consist of 416,408 square feet of commercial space. Revisions to the site plan during the review include 38 townhome units. Proposed access to the site is along South Cobb Drive and Church Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date 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 RM-12 (residential multi-family), GC (general commercial), and TS (tourist services). The proposed zoning for the site is GC (general commercial). The proposed development not is consistent with the future land use plan for Cobb County, which designates the area as community activity center and medium density residential.

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

No comments were received that identified inconsistencies with any potentially affected local government's comprehensive plan. Comments received from the City of Smyrna state the project should include a mix of residential and office uses with a minimum retail square footage as there is an existing imbalance between the excess amount of commercial space and the lack of residential units and household income to support the existing commercial surplus.

**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?**

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

No, the proposed development would not increase the need for services in the area. The proposed development will generate 863 new employment opportunities. The proposed development is adding 38 residential units to the development.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

**YEAR NAME**

2005 Vinings West  
2004 South Atlanta Road Development  
1994 Chambers Bolton Road Landfill  
1989 Graham Mixed Use Development

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

Based on information submitted for the review, the site is currently occupied by various uses: Aspen Hill apartment complex that includes 264 units, a gasoline service station, and two other one story brick buildings, one of which is believed to be used as a community church.

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

No.

**Is the proposed development consistent with regional plans and policies?**

According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban neighborhoods are defined as distinct areas that are located in an urban area and may have a commercial component that serves the local area. According to the Development Matrix, mixed use town centers are strongly recommended while general commercial uses are conditionally recommended.

The proposed development meets the minimum requirements for ARC's review. Given the location, it is strongly encouraged that the development integrated additional residential uses onto the site for a dense mixed use development.

The proposed development is removing approximately 246 apartments. Surrounding the site are residential, industrial, and commercial uses. Although the project is a redevelopment that will increase the intensity on the site, it is important to consider a mix of uses in areas where more intense development is appropriate. Information submitted for the review and attached at the end of this report states that the several deficiencies in the property have been identified and occupancy has been steadily decreasing over the last several years. The developer, as stated in attached information, will work with the current residents throughout the relocation process, without accelerating the expiration of existing leases.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

Revisions to the proposed development include 38 townhomes. Due to the proposed development's location at South Cobb Drive and Interstate 285, ARC staff recommended that the proposed development include a residential component. Regional policies promote development along principal transportation corridors and activity centers, as well as increase opportunities for mixed use development, infill, and redevelopment. Furthermore, regional policies encourage a variety of home styles, densities, and price ranges that are accessible to jobs and services. ARC staff and the developer worked together to determine the inclusion of a residential component. Attached at the end of this report is the process in which the site selection and type of residential type provided were determined. Comments received from the City of Smyrna are attached at the end of this report and encourage a mixed use development on this site, rather than a single use commercial development. Regional policies encourage coordination among jurisdictions. It is encouraged that the developer and Cobb County work with the City of Smyrna to address their concerns of the development identified during the review.

Comments are also received during the review and attached at the end of this report address the impacts on the existing transportation system, particularly South Cobb Drive. Transportation needs identified by this proposed development, should be addressed before project build-out. Also it is strongly encouraged that additional ROW is preserved along the access road for proposed road improvements, including widening. ARC's Regional Transportation Plan (RTP) includes improvements to South Cobb Drive to widen from Bolton Road to Atlanta Road. However, this project is long-term.

As a redevelopment project, pre-construction activity will include an environmental assessment and remediation study for the closure of the gas station on site. The appropriate permits to remove the underground storage tanks and associated environmental hazard cleanup will need to be obtained.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on 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 retail 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 to grow.
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, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
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.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

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.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

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 development is located in southeast Cobb, just east of the City of Smyrna between South Cobb Drive and Interstate 285.

### **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’s jurisdiction. The proposed development is adjacent to the City of Smyrna and less than a mile from the City of Atlanta.

### **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 City of Smyrna strives to encourage high quality mixed use development in areas adjacent to the City in order to create a ‘destination place.’ Comments received from the City strongly encourage the inclusion of residential and offices uses into the development. Including such uses, the City of Smyrna believes that the project would have less impact on the city and its economic development efforts.

## 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?**

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

Estimated value of the development is \$95,000,000 with an expected \$1,130,500 in annual local tax revenues.

**How many short-term jobs will the development generate in the Region?**

Short-term jobs will depend upon construction schedule.

**Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

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

According to comments submitted for the review, the South Cobb Drive corridor suffers from underutilized commercial space.

**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 property is in the Chattahoochee River watershed, but is not within the Chattahoochee River Corridor. The site plan and the USGS coverage for the area show a stream crossing the property south of the apartment complex which is currently on the northern portion of the property. The State 25-foot Erosion and Sedimentation buffer is shown on both banks of the stream, but the Cobb 50-foot buffer (confirmed by Cobb County) is not shown, only a 75-foot buffer on the south side of the stream. Despite the buffers, a portion of the project crosses the stream, which shown as being piped under the new development. Any intrusion into the County buffers will require a variance from Cobb County. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD. Any piping of the stream will require approval from the US Army Corps of Engineers and from Georgia EPD. Any other state waters that may be on the property will also be subject to the 25-foot Erosion and Sedimentation buffer requirement.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. 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



|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

#### **Estimated Pounds of Pollutants Per Year**

| Land Use     | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD            | TSS             | Zinc         | Lead        |
|--------------|----------------|------------------|----------------|----------------|-----------------|--------------|-------------|
| Commercial   | 24.24          | 41.45            | 421.78         | 2617.92        | 23827.92        | 29.82        | 5.33        |
| <b>TOTAL</b> | <b>24.24</b>   | <b>41.45</b>     | <b>421.78</b>  | <b>2617.92</b> | <b>23827.92</b> | <b>29.82</b> | <b>5.33</b> |

**Total Impervious = 85%**

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual and as required by Cobb County. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

### **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

### **INFRASTRUCTURE**

#### **Transportation**

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

Five site access driveways are associated with this proposed development.

- Driveway 1 will be a full-access driveway, located along South Cobb Drive.
- Driveway 2 will be a right-in/right-out driveway, located along South Cobb Drive.
- Driveways 3, 4 and 5 will be full-access driveways, located along Church Road.

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

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

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 7<sup>th</sup> 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 |            |             | 24-Hour     |
|----------------------------|----------------|------------|------------|---------------|------------|-------------|-------------|
|                            | Enter          | Exit       | 2-Way      | Enter         | Exit       | 2-Way       | 2-Way       |
| 431,720 sq ft Retail Space | 789            | 855        | 1644       | 1165          | 1075       | 2240        | 17572       |
| Reductions                 | -390           | -449       | -839       | -507          | -489       | -996        | -8987       |
| <b>TOTAL NEW TRIPS</b>     | <b>399</b>     | <b>406</b> | <b>805</b> | <b>658</b>    | <b>586</b> | <b>1244</b> | <b>8585</b> |

**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.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

## 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.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

**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-328     | CUMBERLAND PARKWAY | Roadway Capacity    | 2008                      |

**2030 RTP\***

| ARC Number | Route   | Type of Improvement  | Scheduled Completion Year |
|------------|---|----------------------|---------------------------|
| CO-175A    | SR 280 (SOUTH COBB DRIVE)   | Roadway Capacity     | 2030                      |
| CO-AR-070B | I-285 WEST AT EAST-WEST CONNECTOR: PHASE VI<br>- INCLUDES ATLANTA ROAD BRIDGE<br>[SEE ALSO CO-AR-070A AND CO-AR-070C] | Interchange Capacity | 2015                      |

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

**Summarize the transportation improvements as recommended by consultant in the traffic study for Aspen Hills Redevelopment.**

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.

**South Cobb Drive at Cumberland Parkway**

- Optimize the intersection signal timing.

**South Cobb Drive at I-285 Southbound Ramps**

- Optimize the intersection signal timing.

**South Cobb Drive at I-285 Northbound Ramps**

- Add a dedicated right-turn lane on South Cobb Drive.
- Optimize the intersection 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.

**South Cobb Drive at Highland Parkway**

- Optimize intersection signal timing.
- Add a dedicated northbound right-turn lane on South Cobb Drive.
- Provide westbound dual left-turn lanes, a dedicated through lane and a dedicated westbound right-turn lane along Driveway 1.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

- Change the existing southbound right-turn phase on South Cobb Drive from permissive to permissive plus overlap.

#### South Cobb Drive at I-285 Northbound Ramps

- Add a dedicated right-turn lane on South Cobb Drive.
- Optimize the intersection signal timing.

#### Church Road at North Church Lane

- Add a dedicated southbound right-turn lane on North Church Lane.

**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 bus route #70 provides service to the proposed site, Monday through Friday, from 5:45 a.m. till 7:50 p.m. with headways between 45 minutes and 1 hour. Service is provided on Saturdays from 6:30 a.m. till 7:50 p.m. with headways of 2 hours and 40 minutes.

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

None proposed.

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

| <b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>                 | <b>Credits</b> | <b>Total</b> |
|---|----------------|--------------|
| Where Retail is dominant, 10% Residential or 10% Office                         | 4%             | 4%           |
| w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)                                   | 3%             | 3%           |
| PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles | 3%             | 3%           |
| Bike/ped networks connecting to land uses within and adjoining the site         | 4%             | 4%           |
| <b>Total</b>  |                | <b>14%</b>   |

ARC requires a minimum 15% in mitigation reductions to be pass the Benchmark test. Revisions to the development included 38 townhomes, increasing opportunities the housing opportunities with convenient access to commercial services by alternative mode.

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

According to the impact analysis in the traffic study, three intersections will operate below the acceptable level of service in the future year background traffic condition prior to implementing the

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

recommended improvements. Implementing the recommended improvements will allow two of the identified intersections to return to operation at the acceptable level of service. For the future year total traffic condition, four intersections will operate below the acceptable level of service prior to implementing the recommended improvements. Implementing the recommended improvements will allow three of the identified intersections to return to operation at the acceptable level of service. It is suggested that all recommended improvements be implemented prior to completion of construction.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.043 MGD.

#### **Which facility will treat wastewater from the project?**

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

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

The capacity of the South Cobb site is listed below:

| <b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b> | <b>DESIGN CAPACITY MMF, MGD</b> | <b>2001 MMF, MGD</b> | <b>2008 MMF, MGD</b> | <b>2008 CAPACITY AVAILABLE +/-, MGD</b> | <b>PLANNED EXPANSION</b>  | <b>REMARKS</b> |
|---|---------------------------------|----------------------|----------------------|---|---|----------------|
| 40  | 40                              | 26                   | 33                   | 7                                       | No expansion planned, but treatment process upgrades currently in design. |                |

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

<sup>1</sup> 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?**

Not applicable.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.050 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?**

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

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 1,970 tons of solid waste per year and the waste will be disposed of in Cobb County.

**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 proposed development is adding 38 residential units.

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

No.

|                     |               |   |                  |                   |
|---------------------|---------------|---|------------------|-------------------|
| Preliminary Report: | May 23, 2007  | <b>DEVELOPMENT OF REGIONAL IMPACT<br/> <u>REVIEW REPORT</u></b> | Project:         | Aspen Hills #1353 |
| Final Report Due:   | June 22, 2007 |   | Comments Due By: | June 6, 2007      |

**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 42.2 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 88 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, considering there are additional housing opportunities within the six mile area of influence.

\* 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.



**BRANCH PROPERTIES LLC**

SUITE 1630  
400 COLONY SQUARE  
1201 PEACHTREE STREET  
ATLANTA, GEORGIA 30361

404/892-8900

TELECOPIER 404/892-8898

June 20, 2007

Ms. Haley Fleming  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303

RE: Aspen Hills DRI 1353

Dear Ms. Fleming:

We have been asked to further explain our rationale for the site layout of our residential and retail buildings on the above referenced property. As you know, we have prepared and analyzed numerous site plans before arriving at a final plan for ARC approval. The final plan proposes a two level shopping center that focuses large format retailers onto a compact site and 38 units of residential.

The driving force behind our site plan is the national retailer that will be located on the lower-level of the project. This retailer has a 177,000 square foot prototypical foot print that dictates the placement of their store along certain fixed dimensions. This foot print conflicts with certain site constraints that we face, namely, a creek that bisects the lower half of the site. As a consequence of the creek and attendant buffers and the dimensions of the lower-level national retailer, we were forced to locate the shopping center as close to Church Street as possible.

If we had been able to push the lower-level national retailer across or over the creek, we would have had the ability to insert residential along Church Street. Unfortunately, the dimensions of their foot print did not allow this configuration. Thus, we lost the ability to transition the lower intensity residential uses from Church Street to higher intensity commercial uses at the intersection of Interstate 285 and South Cobb Drive.

Notwithstanding our configuration along Church Street, we examined placing additional residential above the Church Street retail buildings. We concluded that we could not adequately provide parking for both uses when these upper-level retailers were already "on top" of the parking structure that was designed to accommodate the lower-level anchor tenant. In essence, there was no place to build additional parking unless it

Ms. Haley Fleming  
June 20, 2007  
Page Two

was constructed on a podium platform above the retailers. This would have elevated the residential buildings to a minimum of 80 feet above Church Street, a height that was unacceptable to the neighborhoods.

We also examined "flipping" the residential from Church Street to the area that is located on the south side of the creek (the L-shaped building on our plan). This change was not only inconsistent with sound land use planning as this is the area that supports high commercial uses and density; it also conflicted with the need of the lower-level national retailer to capture the area in front of the L-shaped building as parking and to allow for truck/service circulation through the site. Incidentally, the lower-level anchor retailer has agreed to reduce their parking requirements from their desired levels.

Thus, we concluded that the site could support 38 residential units along Church Street in an area that while connected to the main project was somewhat protected from the high intensity use of the lower-level national retailer. We feel that our design represents a very efficient plan to accommodate large format national retailers in a vertically integrated project while also accommodating a residential use in a thoughtful manner. A traditional shopping center of our size would require 40 to 50 acres of land with massive parking fields and would not support any interconnected residential development.

We have designed a project that does support multiple uses and that can actually be constructed. The plan does not propose retail or residential densities that cannot be supported in this market. We believe that our design focuses the higher density retail development onto a compact site at a logical intersection with Interstate 285 thus minimizing, if not eliminating, the need for competing centers at adjacent corners.

Please do not hesitate to contact us should you have any additional questions.

Sincerely,

A handwritten signature in dark ink, reading "Nicholas B. Telesca". The signature is fluid and cursive, with the first name being the most prominent.

Nicholas B. Telesca  
President

**BRANCH PROPERTIES LLC**

SUITE 1630  
400 COLONY SQUARE  
1201 PEACHTREE STREET  
ATLANTA, GEORGIA 30361

404/892-8900

TELECOPIER 404/892-8898

June 21, 2007

Ms. Haley Fleming  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303

RE: Aspen Hills DRI 1353

Dear Ms. Fleming:

The Aspen Hills apartment complex that occupies the site contains 246 class D apartments. Prior to filing our DRI, we completed a physical inspection of the property by an independent engineering firm. The physical inspection report brought to our attention numerous deficiencies in the property and concluded that the property was functionally obsolete. The project was constructed over 30 years ago and does not provide an acceptable living environment nor does it comply with current life safety and building codes (for example, the buildings are not sprinkled). The physical inspection report also concluded that over \$2.5 million of capital expenditures were needed just to maintain the property in its existing (poor) condition.

The report concluded that the apartment units are all functionally obsolete. They have 8 foot ceilings and inadequate bathrooms and kitchens. We determined that this basic "box" would require upgrades in excess of \$40,000 per unit just to comply with current building codes (electrical, plumbing and life safety) prior to any investment in renovating and upgrading the property. As the basic "box" had physical limitations that could not be changed and numerous building code and life safety issues, we determined that any additional investment in the property was not warranted.

As a consequence of its deteriorating condition, the property has been losing occupancy steadily over the past several years. We currently have the property under contract and it is our intention to purchase the property at the end of this year. We believe that it will take approximately 12 months to finalize our architectural and engineering plans once we close.

Ms. Haley Fleming  
June 21, 2007  
Page Two

Thus, we have time to work with residents in their relocation process. We intend to let existing leases expire naturally and we will make no effort to accelerate this process. We are also prepared to accommodate those residents, on a case-by-case basis, that may require additional time to relocate.

Please do not hesitate to contact us should you have any additional questions.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas B. Telesca". The signature is written in dark ink and is positioned below the word "Sincerely,".

Nicholas B. Telesca  
President

## Haley Fleming

---

**From:** Alan Durham [adurham@ci.smyrna.ga.us]  
**Sent:** Thursday, June 07, 2007 4:36 PM  
**To:** Haley Fleming  
**Cc:** Wayne Wright; Ken Suddreth; Max Bacon  
**Subject:** Aspen Hills DRI, ARC Review Code: R705231

Dear Mr. Krautler:

The City of Smyrna appreciates the opportunity to comment on Cobb County's proposed DRI project, Aspen Hills (R705231) at the intersection of Church Road and South Cobb Drive. We have had a limited amount of time to review this proposal but would like to share some preliminary concerns about the proposed addition of 416,000 SF of single-use commercial space at this location.

The South Cobb Drive corridor north of Interstate 285 suffers from a glut of underperforming and vacant commercial retail space. The City of Smyrna has been working diligently to correct this imbalance between the excess amount of commercial space on the ground and the lack of sufficient residential units and average household incomes to support this surplus. Smyrna is concerned that this proposed project, right outside of our City limits, will introduce too much additional commercial space to an already flooded market, further exacerbating the deterioration of our existing retail properties. We feel that this proposal would have less impact on our city and our economic development efforts if the project were revised to include a combination of residential units and office space with a minimum of retail square footage instead of the single-use commercial boxes currently proposed.

We are also concerned about the amount of traffic this project will create along an already gridlocked portion of South Cobb Drive. Due to the heavy traffic along this state route caused by Smyrna and Marietta residents accessing the I-285 interchange, we believe that additional travel trips likely to be generated by this proposed retail facility will have a negative impact on traffic flow in this area.

Several very successful mixed-use activity centers have been constructed in the immediate area including Village West at Atlanta Road and I-285, Wieland's Old Ivy at Atlanta Road and I-285, Ivy Walk at the East-West Connector and Atlanta Road, and Smyrna's Market Village on Atlanta Road in downtown Smyrna. Two additional quality mixed-use projects are currently being planned in downtown Smyrna. We would like to encourage high quality mixed-use development in areas adjacent to our City in order help us create a desirable 'destination' known for implementing smart growth principles. We do not feel that the project as it is currently proposed is in the best interest of the City of Smyrna or its residents.

If you have any questions or concerns please do not hesitate to contact me.

**Alan R. Durham**

Economic Development  
City of Smyrna  
3180 Atlanta Road  
Smyrna Georgia 30080  
Office: 678.631.5352  
Fax: 770.431.2808  
[www.knowsmyrna.com](http://www.knowsmyrna.com)

**Haley Fleming**

---

**From:** Ene, Roxana [Roxana.Ene@dot.state.ga.us]  
**Sent:** Monday, June 04, 2007 4:41 PM  
**To:** Haley Fleming  
**Cc:** Kassa Jr., Tamrat; VanDyke, Cindy  
**Subject:** FW: DRI Review Notification- Aspen Hill #1353

Ms. Fleming,

We have reviewed the subject proposal (Aspen Hills, DRI#1353) and have the following comments:

The proposed development, scheduled for construction in 2009, will consist of 416,408 square feet of commercial space and will create approximately 8,585 additional trips per day. The proposed development would have a negative impact on the existing transportation system along the main access road, SR 280/South Cobb Drive. Presently, the traffic volumes along SR 280/South Cobb Drive (an Urban Principal Arterial), varies between 31,240 AADT and 48,520 AADT. The V/C ratio varies between 0.55 and 0.64. This ratio indicates the road operates at a LOS C. With no road capacity improvements, in 2030 the V/C ratio would be between 0.75 and 0.85 and the road would operate at a LOS D. There is one project identified in ARC's Regional Transportation Plan (RTP) to improve SR 280/South Cobb Drive in this area: project CO-175A, PI 752760, proposes to widen SR 280/South Cobb Drive from Bolton Road to Atlanta Road. The project is scheduled for construction in long range. The applicant needs to address what roadway capacity improvements can be implemented, to support the transportation demands of the proposed development, initially and at build out. A total build out of the development should be coordinated with plan improvements and transportation demand management strategies defined in the ARC's RTP. The transportation needs of SR 280/South Cobb Drive 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 proposed development. Any additional road improvements by the developer, such as sidewalks, should be done before the build out of the development in order to facilitate multi-modal transportation possibilities, especially transit (CCT available in the area). The applicant/developer is also encouraged to preserve additional ROW along the access road(s) for proposed road(s) improvements including widening with a median.

Please contact Roxana Ene if any questions. Thanks.

*phone - 404.651.5326  
fax - 404.463.4379  
#2 Capitol Square, Atlanta GA 30334.*

---

**From:** VanDyke, Cindy  
**Sent:** Wednesday, May 23, 2007 4:31 PM  
**To:** Ene, Roxana  
**Cc:** Kassa Jr., Tamrat  
**Subject:** FW: DRI Review Notification- Aspen Hill #1353

---

**From:** Haley Fleming [mailto:Haley@atlantaregional.com]

6/5/2007

**Sent:** Wednesday, May 23, 2007 4:21 PM

**To:** carol\_couch@mail.dnr.state.ga.us; VanDyke, Cindy; Linnenkohl, Harold (Commissioner); Alexander, Angela; sdorfman@dca.state.ga.us; ibrahim.maslamani@co.fulton.ga.us; RCailloux@grta.org; lbeall@grta.org; Shelley Peart; Heather Alhadeff; sbethea@ucriverkeeper.org; Preeya Philipp; cmiller@ci.smyrna.ga.us; charlotte\_gillis@nps.gov; aadams@ucriverkeeper.org; James Stokes  
**Cc:** Dan Reuter; Rob LeBeau; Kris Morley-Nikfar; Jim Santo; Jim Skinner; Beth Stalvey; Pederson, John; dbreaden@cobbcounty.org; tim.mckay@cobbcounty.org; jmoore@mijs.com; jshannon@eastlancapital.com; krhino@eastlancapital.com; jmorey@cobbcounty.org; sinner@cobbcounty.org; davidhoug@earthlink.net; Brannon Sabbarese; aamer@areng.com

**Subject:** DRI Review Notification- Aspen Hill #1353

## **Development of Regional Impact Request for Comments**

**This E-Mail serves as notice that the ARC staff has begun the review for DRI #1353, Aspen Hills.**

**We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by Wednesday, June 6th.**

**ARC Staff would like to discuss issues raised during the preliminary review. Please review the attached preliminary report. A meeting has been scheduled:**

**Date:** Wednesday, May 30, 2007

**Time:** 3:00pm

**Location:** Executive Conference Room, ARC Offices. 40 Courtland Street Atlanta, Georgia 30303

***Aspen Hills, Cobb County:*** The proposed Aspen Hills is a redevelopment on 24.23 acres in Cobb County. The proposed development will consist of 416,408 square feet of commercial space. Proposed access to the site is along South Cobb Drive and Church Road.

**Preliminary Report:** May 23, 2007

**Comments Due:** June 6 2007

**Final Report:** June 22, 2007

<<Preliminary Report.pdf>>

For more information regarding other DRI's reviewed by ARC, please see our website at

<http://www.atlantaregional.com/qualitygrowth/drireviews.html>

For more information regarding the DRI processes, and the information needed for the review,

please see our Website at

[<http://www.atlantaregional.com/qualitygrowth/reviews/dri.html>](http://www.atlantaregional.com/qualitygrowth/reviews/dri.html)

Please call me at (404-463-3311) if you have any questions about the review.

**M. Haley Fleming, AICP**

Principal Planner

Atlanta Regional Commission

40 Courtland Street, NE

Atlanta, GA 30303

Phone: 404.463.3311 | Fax: 404.463.3254

E-mail: [hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com)

Visit ARC's New Web site at: [www.atlantaregional.com](http://www.atlantaregional.com)



# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1353

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government: Cobb

Individual completing form: John P. Pederson 191 Lawrence Street Marietta, G

Telephone: 770-528-2024

E-mail: 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: Aspen Hills Redevelopment

Location (Street Address, GPS Coordinates, or  
Legal Land Lot Description):

Brief Description of Project: 416180 square-feet of retail.

**Development Type:**

|                                      |                                       |                                 |
|--------------------------------------|---------------------------------------|---------------------------------|
| (not selected)                       | Hotels                                | Wastewater Treatment Facilities |
| Office                               | Mixed Use                             | Petroleum Storage Facilities    |
| Commercial                           | Airports                              | Water Supply Intakes/Reservoirs |
| Wholesale & Distribution             | Attractions & Recreational Facilities | Intermodal Terminals            |
| Hospitals and Health Care Facilities | Post-Secondary Schools                | Truck Stops                     |
| Housing                              | Waste Handling Facilities             | Any other development types     |
| Industrial                           | Quarries, Asphalt & Cement Plants     |                                 |

If other development type, describe:

|   |  |
|---|--|
| Project Size (# of units, floor area, etc.):  |  |
| Developer:  | Aspen Hills Redevelopment, LLC c/o John H. Moore, Esq. Moore Ingram Johnson & Steele, LLP 192 And    |
| Mailing Address:  |  |
| Address 2:  |  |
|   | City: State: Zip:  |
| Telephone:  | 770-429-1499   |
| Email:  | jmoore@mijs.com  |
| Is property owner different from developer/applicant?                                 | (not selected) Yes No  |
| If yes, property owner:   | Aspen Hills Apartments, LLC; Petroleum Realty V, LLC; Sirinivas Machani; Utilities Workers Associati |
| Is the proposed project entirely located within your local government's jurisdiction? | (not selected) Yes No  |
| If no, in what additional jurisdictions is the project located?                       |  |
| Is the current proposal a continuation or expansion of a previous DRI?                | (not selected) Yes No  |
| If yes, provide the following information:  | Project Name:  |
|   | Project ID:  |
| The initial action being requested of the local government for this project:          | Rezoning<br>Variance<br>Sewer<br>Water<br>Permit<br>Other  |
| Is this project a phase or part of a larger overall project?                          | (not selected) Yes No  |
| If yes, what percent of the overall project does this project/phase represent?        |  |

Estimated Project Completion Dates:

This project/phase:  
Overall project: 2009

[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2007 The Georgia Department of Community Affairs. All Rights Reserved.

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1353

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

|                              |  |
|------------------------------|--|
| Submitting Local Government: | Cobb   |
| Individual completing form:  | John P. Pederson 191 Lawrence Street, Marietta, Ge |
| Telephone:                   | 770-528-2024                                       |
| Email:                       | john.pederson@cobbcounty.org                       |

### Project Information

|                           |   |
|---------------------------|---|
| Name of Proposed Project: | Aspen Hills Redevelopment                               |
| DRI ID Number:            | 1353  |
| Developer/Applicant:      | Aspen Hills Redevelopment, LLC c/o John H. Moore, Esq., |
| Telephone:                | 770-429-1499  |
| Email(s):                 | jmoore@mijs.com   |

### Additional Information Requested

|   |                |     |    |
|---|----------------|-----|----|
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) | (not selected) | Yes | No |
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA?   | (not selected) | Yes | No |

If no, the official review process can not start until this additional information is provided.

### Economic Development

|   |              |
|---|--------------|
| Estimated Value at Build-Out:   | \$95,000,000 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | \$1,130,500  |

|  |  |
|--|--|
| Is the regional work force sufficient to fill the demand created by the proposed project?  | (not selected)    Yes    No                      |
| Will this development displace any existing uses?  | (not selected)    Yes    No                      |
| If yes, please describe (including number of units, square feet, etc): Existing u  |  |
|  |  |
|  |  |
| <b>Water Supply</b>  |  |
| Name of water supply provider for this site:   | Cobb-Marietta Water Authority                    |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?   | 0.050 MGD  |
| Is sufficient water supply capacity available to serve the proposed project?   | (not selected)    Yes    No                      |
| If no, describe any plans to expand the existing water supply capacity:  |  |
|  |  |
| Is a water line extension required to serve this project?  | (not selected)    Yes    No                      |
| If yes, how much additional line (in miles) will be required?<br>Not applicable. Water is available at the site. See Supplemental Information for details.   |  |
|  |  |
|  |  |
| <b>Wastewater Disposal</b>   |  |
| Name of wastewater treatment provider for this site:   | Cobb County                                      |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?   | 0.043 MGD  |
| Is sufficient wastewater treatment capacity available to serve this proposed project?  | (not selected)    Yes    No                      |
| If no, describe any plans to expand existing wastewater treatment capacity:  |  |
|  |  |
| Is a sewer line extension required to serve this project?  | (not selected)    Yes    No                      |
| If yes, how much additional line (in miles) will be required?Not Applicable. Sewer is available at the site. In addition, applicant will provide an upgraded lift station. See Supplemental Information for details. |  |
|  |  |
|  |  |
| <b>Land Transportation</b>   |  |
| 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.)                        | 1,165 p.m. peak trips, 1,522 Saturday peak trips |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?   | (not selected)    Yes    No                      |
| Are transportation improvements needed to serve this project?  | (not selected)    Yes    No                      |
| If yes, please describe below:All recommended transportation improvements are identified in a Traffic Study by A&R Engineering, Inc., provided as a supplement to this form.   |  |
|  |  |
|  |  |

**Solid Waste Disposal**

|  |                             |
|--|-----------------------------|
| How much solid waste is the project expected to generate annually (in tons)? | 1,970 tons/year             |
| Is sufficient landfill capacity available to serve this proposed project?    | (not selected)    Yes    No |
| If no, describe any plans to expand existing landfill capacity:              |                             |
| Will any hazardous waste be generated by the development?                    | (not selected)    Yes    No |
| If yes, please explain:  |                             |
|  |                             |

**Stormwater Management**

|   |     |
|---|-----|
| What percentage of the site is projected to be impervious surface once the proposed development has been constructed?   | 73% |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site plan includes required buffers and maintains internal open space. The development will also consider provision of an underground storage system if required. See Supplemental Information for details. |     |
|   |     |

**Environmental Quality**

Is the development located within, or likely to affect any of the following:

|   |                             |
|---|-----------------------------|
| 1. Water supply watersheds?                   | (not selected)    Yes    No |
| 2. Significant groundwater recharge areas?    | (not selected)    Yes    No |
| 3. Wetlands?                                  | (not selected)    Yes    No |
| 4. Protected mountains?                       | (not selected)    Yes    No |
| 5. Protected river corridors?                 | (not selected)    Yes    No |
| 6. Floodplains?                               | (not selected)    Yes    No |
| 7. Historic resources?                        | (not selected)    Yes    No |
| 8. Other environmentally sensitive resources? | (not selected)    Yes    No |

If you answered yes to any question above, describe how the identified resource(s) may be affected:  
Site is located within the Chattahoochee River Basin and there is a stream, wetlands and areas of 100 yr. floodplain on site that may be disturbed. However, appropriate permits, mitigation and restoration, as required, will be provided. See Supplemental Information for details.

[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2007 The Georgia Department of Community Affairs. All Rights Reserved.



