REGIONAL REVIEW NOTIFICATION

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

DATE: May 23 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Aspen Hills
Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: Cobb County
Date Opened: May 23 2007
Deadline for Comments: *Jun 6 2007*
Earliest the Regional Review can be Completed: Jun 22 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-06-06 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Aspen Hills** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

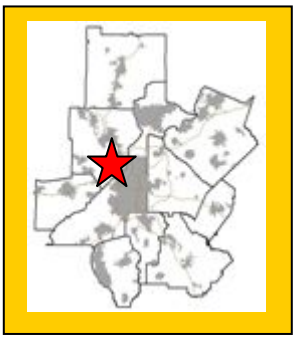
Return Date: *Jun 6 2007*

Preliminary Report:	May 23, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Aspen Hills #1353
Final Report Due:	June 22, 2007		Comments Due By:	June 6, 2007

PRELIMINARY 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. 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.

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

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

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

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

No, the proposed development would not increase the need for services in the area The proposed development will generate 863 new employment opportunities.

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 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 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. ARC recommends that a residential component be added to the proposed development and would like to meet with the developer and Cobb County to discuss the addition of a residential component.

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

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.

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 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.

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

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $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?

To be determined during the review.

NATURAL RESOURCES

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

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 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

TOTAL	**24.24**	**41.45**	**421.78**	**2617.92**	**23827.92**	**29.82**	**5.33**

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) 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?

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

Land Use	P.M. Peak Hour			SAT Peak Hour			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
TOTAL NEW TRIPS	**399**	**406**	**805**	**658**	**586**	**1244**	**8585**

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

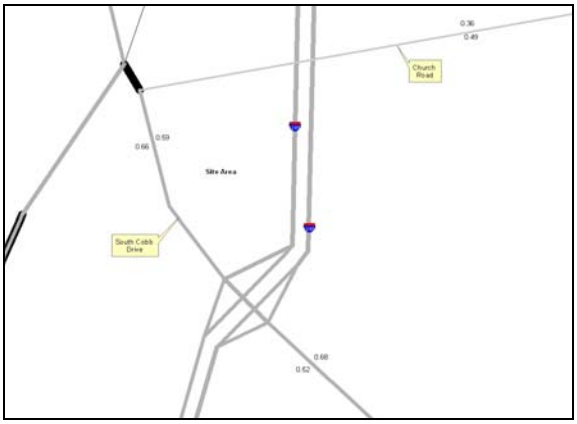
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

V/C Ratios

2005 AM Peak

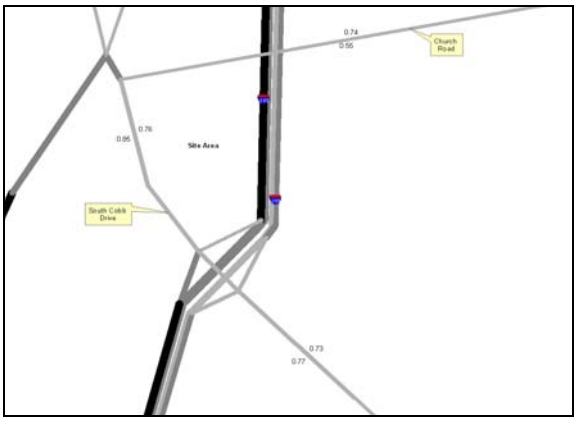
2005 PM Peak



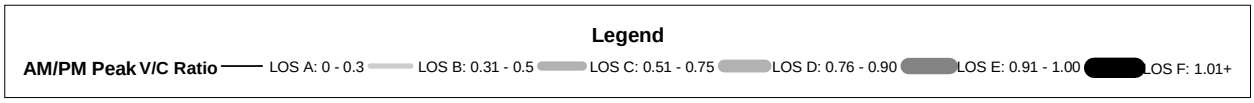
2010 AM Peak

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 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.

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 - INCLUDES ATLANTA ROAD BRIDGE [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 30th, 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.
- 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 **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
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%
Total		**10%**

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 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:

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

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

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

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?

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

The site proposed for the development is located in Census Tract 312.02. This tract had an 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.

Developments of Regional Impact

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 ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ 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

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Developments of Regional Impact

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	

Water Supply

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? Not applicable. Water is available at the site. See Supplemental Information for details.	

Wastewater Disposal

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.	

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.)	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.	

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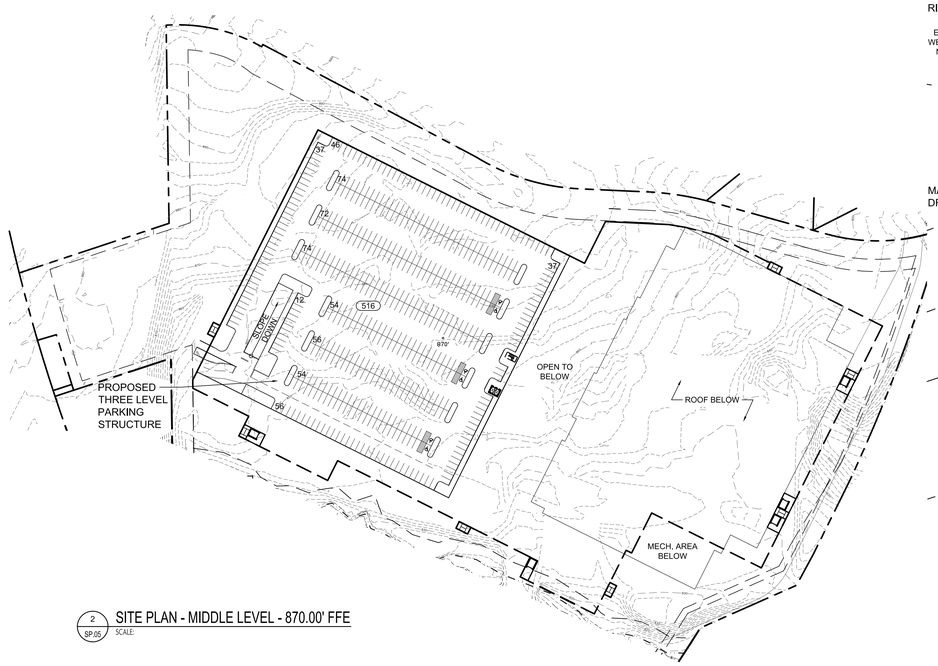
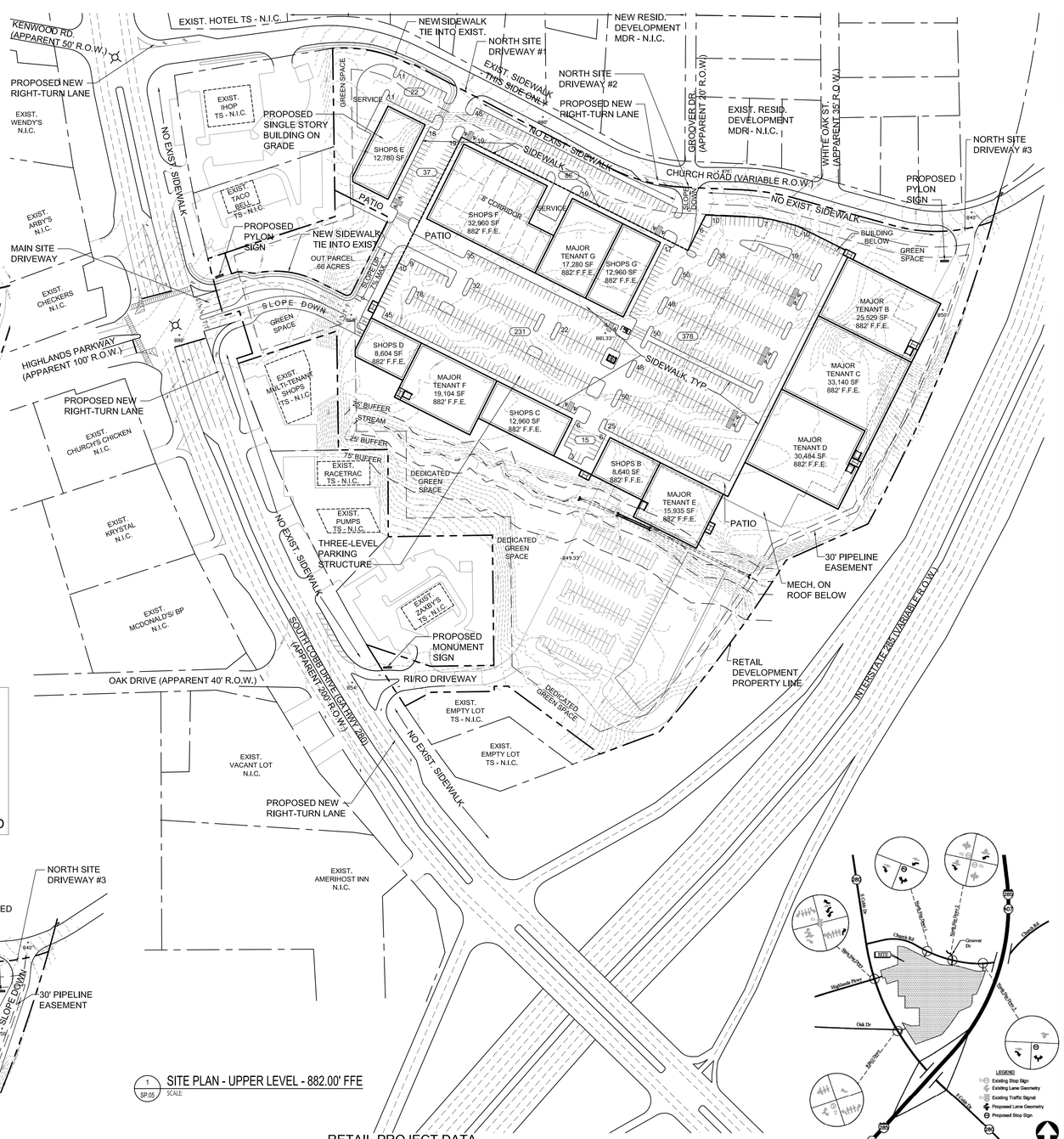


2 SP.05 SITE PLAN - MIDDLE LEVEL - 870.00' FFE
SCALE:

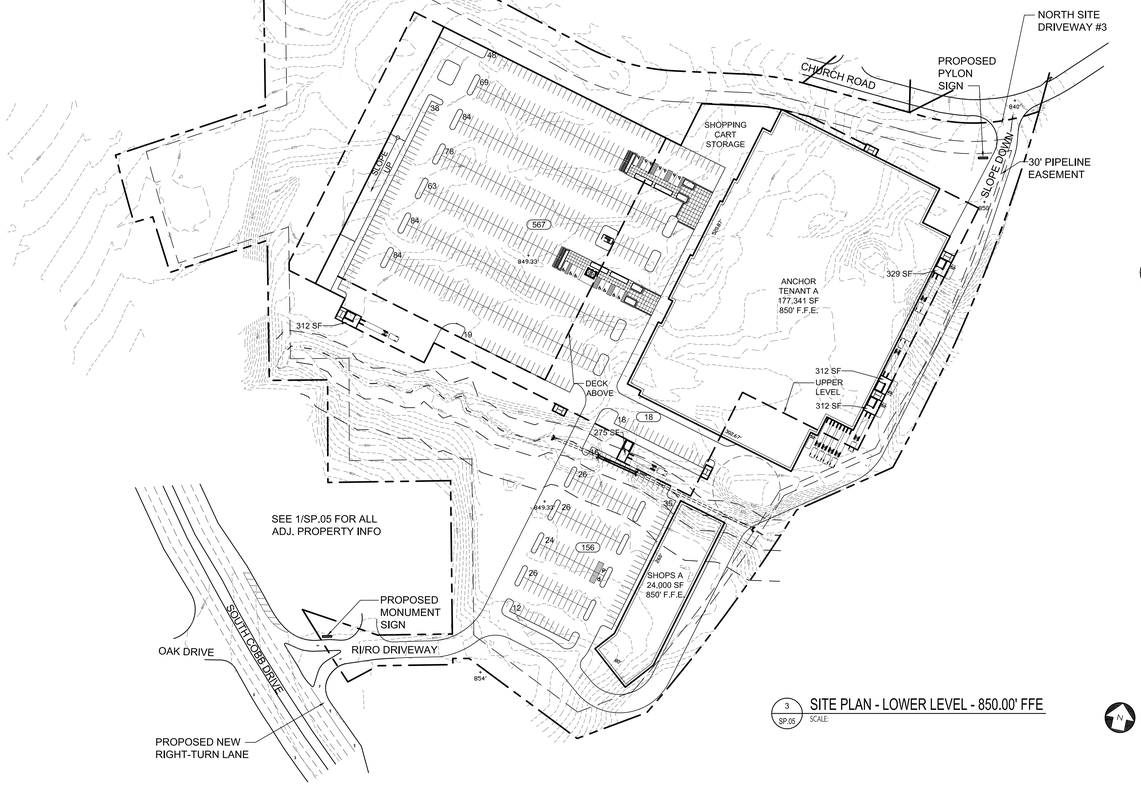
NOTE
RETAIL (24.24 ACRES)

FLOOR AREA RATIO (RETAIL)
431,720 SF/ (24.24 AC (43,560 SF/AC) = .409

- ALL BUILDINGS SINGLE STORY U.O.N.
- NO PUBLIC PARK SPACE
- NO TRAILS & BIKE LANES EXIST. OR PROVIDED



1 SP.05 SITE PLAN - UPPER LEVEL - 882.00' FFE
SCALE:



3 SP.05 SITE PLAN - LOWER LEVEL - 850.00' FFE
SCALE:

0' 50' 100' 200'

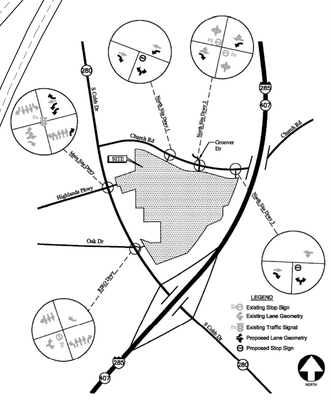
RETAIL PROJECT DATA

LOWER LEVEL TENANT	GROSS LEASABLE AREA
ANCHOR TENANT 'A'	177,341 LSF
SHOPS A	24,000 LSF
LOWER LEVEL TOTAL	201,341 LSF
UPPER LEVEL TENANTS	
MAJOR TENANT 'B'	25,529 LSF
MAJOR TENANT 'C'	33,140 LSF
MAJOR TENANT 'D'	30,484 LSF
MAJOR TENANT 'E'	15,935 LSF
MAJOR TENANT 'F'	19,104 LSF
MAJOR TENANT 'G'	17,280 LSF
SHOPS B	8,640 LSF
SHOPS C	10,800 LSF
SHOPS D	10,764 LSF
SHOPS E	12,780 LSF
SHOPS F	32,960 LSF
SHOPS G	12,960 LSF
UPPER LEVEL TOTAL	230,379 LSF
TENANT SUBTOTAL	431,720 LSF

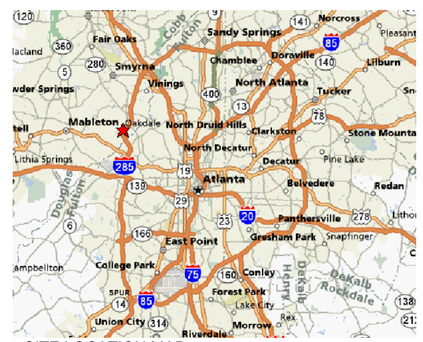
PARKING

LEVEL	LOWER	MIDDLE	UPPER
OVERALL SPACES	741	516	780

	TOTAL SPACES / RATIO
LOWER LEVEL (INCLUDE 1/2 MID.)	999 / 4.96
UPPER LEVEL (INCLUDE 1/2 MID.)	1,038 / 4.50
PROJECT TOTAL	2,037 / 4.72
REQUIRED (GC ZONING) 1 SPACE/ 200 SF	2,159 / 5.00



FUTURE 2009 SITE ACCESS TRAFFIC CONTROL AND LANE GEOMETRY — FIGURE
A&R Engineering Inc.



SITE LOCATION MAP

NOTE
TOPOGRAPHICAL INFO IS EXISTING
NEW TOPOGRAPHICAL TO BE DETERMINED

PHILLIPS PARTNERSHIP
Architecture • Interior Design • Planning
Phone 770.394.1616 Fax 770.394.1314

CONSULTANT

SEAL

REVISIONS

#	DATE	DESCRIPTION

TENANT

PROJECT

ASPEN HILLS

SOUTH COBB DRIVE
SMYRNA, GEORGIA

CLIENT

ASPEN HILLS REDEVELOPMENT LLC
3328 PEACHTREE ROAD, SUITE 300
ATLANTA, GEORGIA 30326
PHONE: 404-442-7888
FAX: 404-442-7999

PHILLIPS JOB NUMBER 0717701
ISSUE DATE 05/23/07
DRAWN BY/CHECKED BY CO/MLH/DEB
DRAWING TITLE

PRELIMINARY SITE PLAN

SHEET NUMBER

SP.05

9000 CENTRAL PARK WEST
SUITE 400
ATLANTA, GEORGIA 30328