REGIONAL REVIEW FINDING

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

DATE: Aug 20 2007 **ARC REVIEW CODE**: R707192

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: **The Village at Vinings**

Review Type: Development of Regional Impact	**Date Opened:** Jul 19 2007	**Date Closed:** Aug 20 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 a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate. The proposed development includes a variety of different housing options, and a mixture of uses that support the Regional Development Plan Policies.

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

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

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.

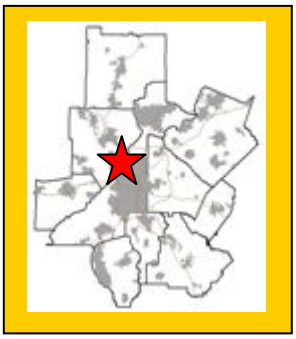
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	July 19, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Village at Vinings #1439
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed The Village at Vinings is located in southeast Cobb County, along Cumberland Parkway to the intersection of Paces Walk. The development proposed, consists of 135,800 square feet of retail space, 10,563 square feet of office space, 28 residential condominium units, 80 senior adult housing units, 291 high-rise residential units, and a 120-room hotel. The site proposes two full access driveways along Cumberland Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2010.

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned CRC (Community Retail Commercial). The proposed zoning for the site is UC (Urban Condominium) and RSL (Residential Senior Living). The proposed development is consistent with the future land use plan for Cobb County, which designates the area as regional activity center.

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

No comments were received identifying inconsistencies with any potentially affected local government’s comprehensive plan.

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?

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR	NAME
2007	Galleria Parkway
2005	Cumberland Blvd
2005	Paces Ferry Commons
2005	Cobb Performing Arts Center
2005	Regent Riverwood
2004	South Atlanta Rd Development
2002	One Galleria Walk
2001	Crescent Galleria Parkway
1997	Overton Park
1984	Radice Office Park

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

Based on information submitted for the review, the site is currently undeveloped.

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 a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate. The proposed development includes a variety of different housing options, and a mixture of uses that support the Regional Development Plan Policies.

The proposed development is located within a greater area that currently is dominated by office uses, resulting in an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

The proposed The Village at Vinings includes 80 senior housing units. ARC encourages developments to that include senior components to allow for persons to age in place within their

neighborhood. By 2030 1 in 5 residents in metro Atlanta will be over the age of 60. This proposed project will provide opportunities for individuals in the Vinings area to remain in the area in the future.

The proposed development is surrounded by single family residential neighborhoods. The Regional Development Policies strive to protect the character and integrity of existing neighborhoods while also meeting the needs of the community. It is important that the developer work with the neighborhood to achieve the balance that meets the needs of the neighborhood while accommodating expected growth through mixed use and infill development along principal transportation corridors and activity centers.

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.
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 along Cumberland Parkway at the intersection of Paces Walk.

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 less than two miles from the City of Atlanta, and the City of Smyrna.

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

None were determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $130,325,275 with an expected $1,550,871 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?

None were determined during the review.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. The USGS regional coverage shows no streams on or near the project property. Any unmapped streams on the property will be subject to the requirements of the Cobb Stream Buffer ordinance.

Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements. Any proposed work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

The Chattahoochee in this area is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were

used. Actual impervious surface may vary depending on the overall density of the development. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	18.84	32.22	327.82	2034.72	18519.72	23.17	4.14
TOTAL	18.84	32.22	327.82	2034.72	18519.72	23.17	4.14

Total Percent 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. 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?

The two access points proposed are full access driveways along Cumberland Parkway:

- The north access point is proposed as signal controlled/left-turn protected
- The south access point is stop sign controlled

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	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
820 – Shopping Center (135,800 s.f.)	115	73	188	368	398	766	8,286
710 – General Office (10,563 s.f.)	27	4	31	15	76	91	236
230 – Residential Condominium/Townhouse (28 units)	3	16	19	14	7	21	218
252 – Senior Adult Housing (80 units)	3	3	6	5	4	9	278
232 – High Rise Residential Condominium/Townhouse (291 units)	21	92	113	71	43	114	1,321
310 – Hotel (120 rooms)	31	20	51	38	33	71	701
TOTAL TRIPS	**200**	**208**	**408**	**511**	**561**	**1,072**	**11,040**

*Gross trip generation numbers are provided above.

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Retail	**115**	**73**	**188**	**368**	**398**	**766**	**8,286**
- *Mixed-Use Reduction*	-2	-5	-7	-36	-33	-69	-689
- *Pass-by Reduction*	0	0	0	-120	-131	-251	-2,505
Office	**27**	**4**	**31**	**15**	**76**	**91**	**236**
- Mixed-Use Reduction	-1	-1	-2	-5	-9	-14	-46
Residential	**27**	**111**	**138**	**90**	**54**	**144**	**1,817**
- Mixed-Use Reduction	-4	-2	-6	-29	-29	-58	-647
Hotel	**31**	**20**	**51**	**38**	**33**	**71**	**701**
Total without Reductions	**200**	**208**	**408**	**511**	**561**	**1,072**	**11,040**
Total with Reductions	**193**	**200**	**393**	**321**	**359**	**680**	**7,153**

*Net trip generation numbers are provided above.

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

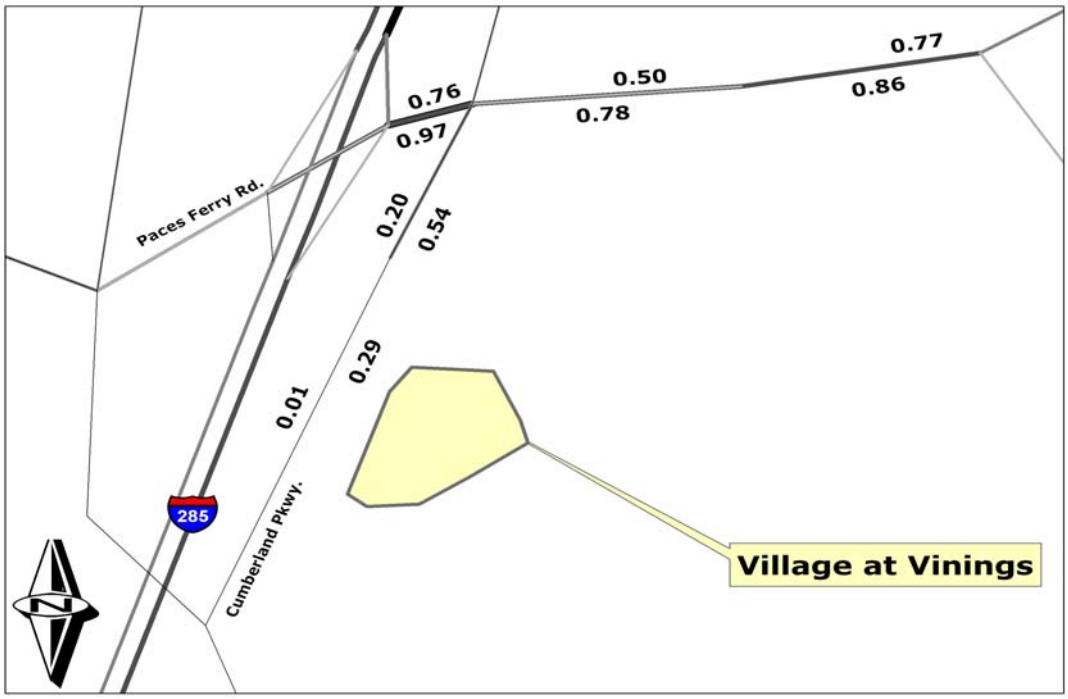
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The study network must be approved by ARC and GRTA, prior to analysis. If analysis of an intersection or roadway results in a substandard LOS "D", then the applicant must recommend improvements to restore the projected LOS to "D" or better.

Projected traffic volumes from the ARC 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. The following table lists the correlation between level of service and volume-to-capacity ratios:

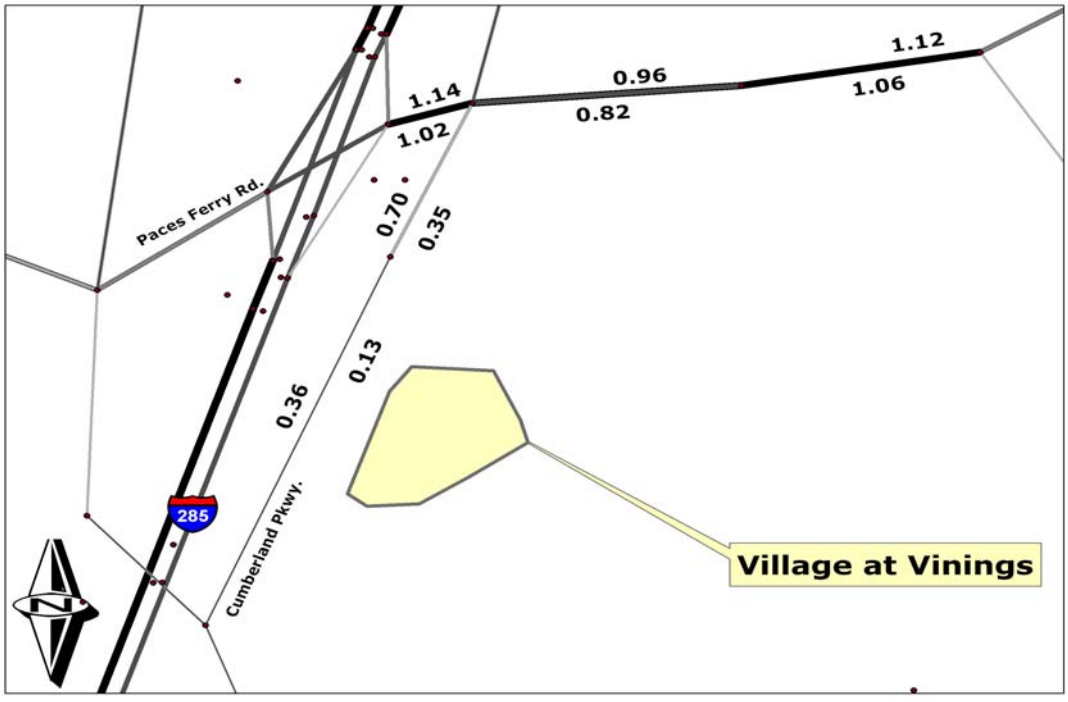
Level of Service	V/C Range
A	**0 – 0.30**
B	**0.31 – 0.50**
C	**0.51 – 0.75**
D	**0.76 – 0.90**
E	**0.91 – 1.00**
F	**1.01 -**

LOS A represents 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 demonstrating a V/C ratio of 0.9 (LOS D) or above are considered congested for the purpose of this particular DRI review report. Current and forecasted peak period travel conditions are presented below in maps for the following scenarios: 2005, 2010, and 2030.

V/C Ratios (2005)



2005 AM Peak

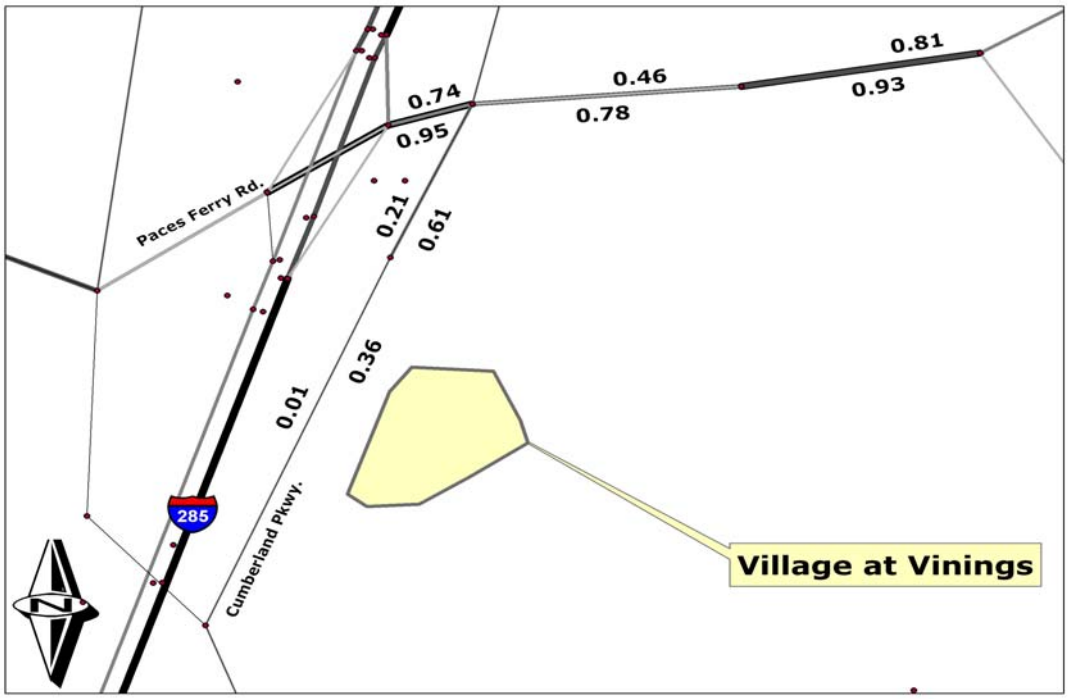


2005 PM Peak

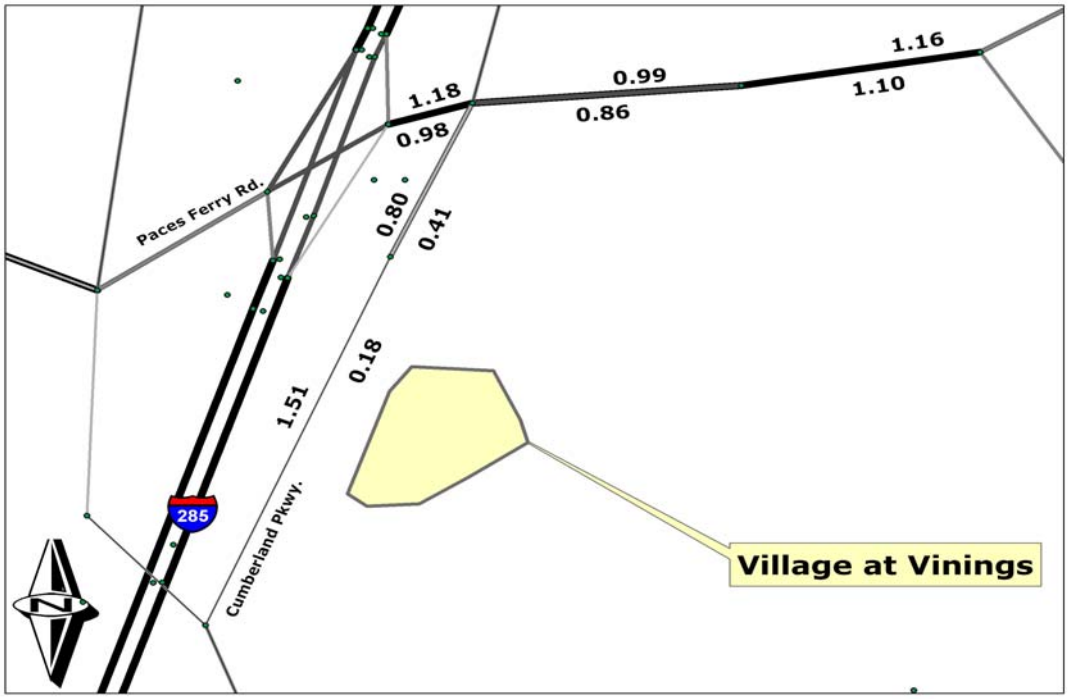
Legend

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+

V/C Ratios (2010)



2010 AM Peak

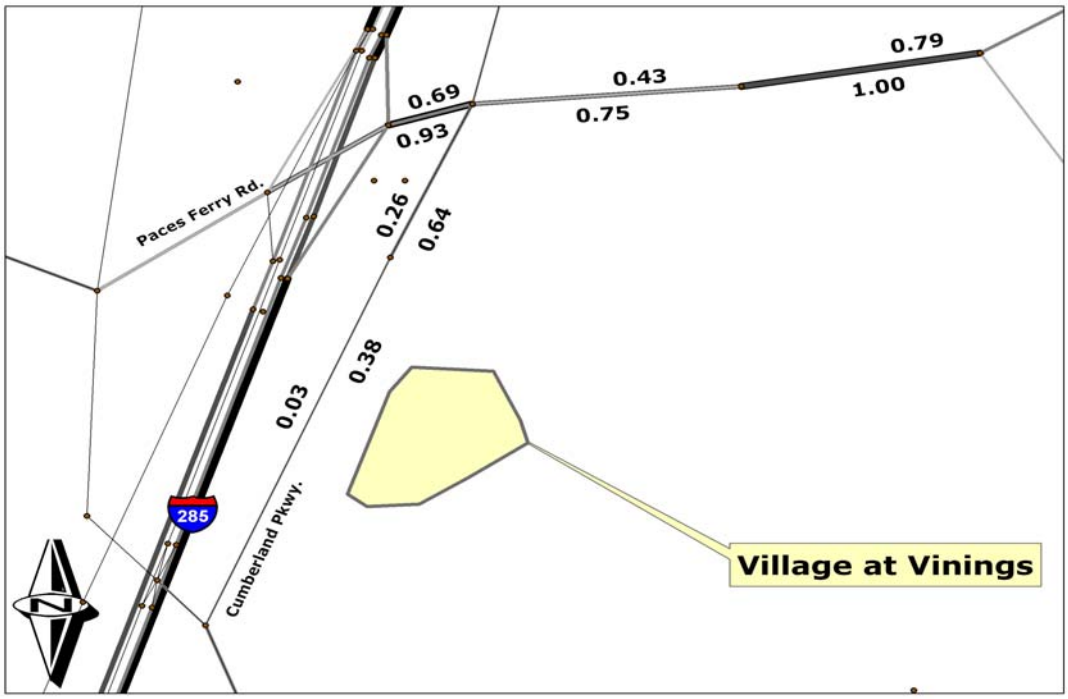


2010 PM Peak

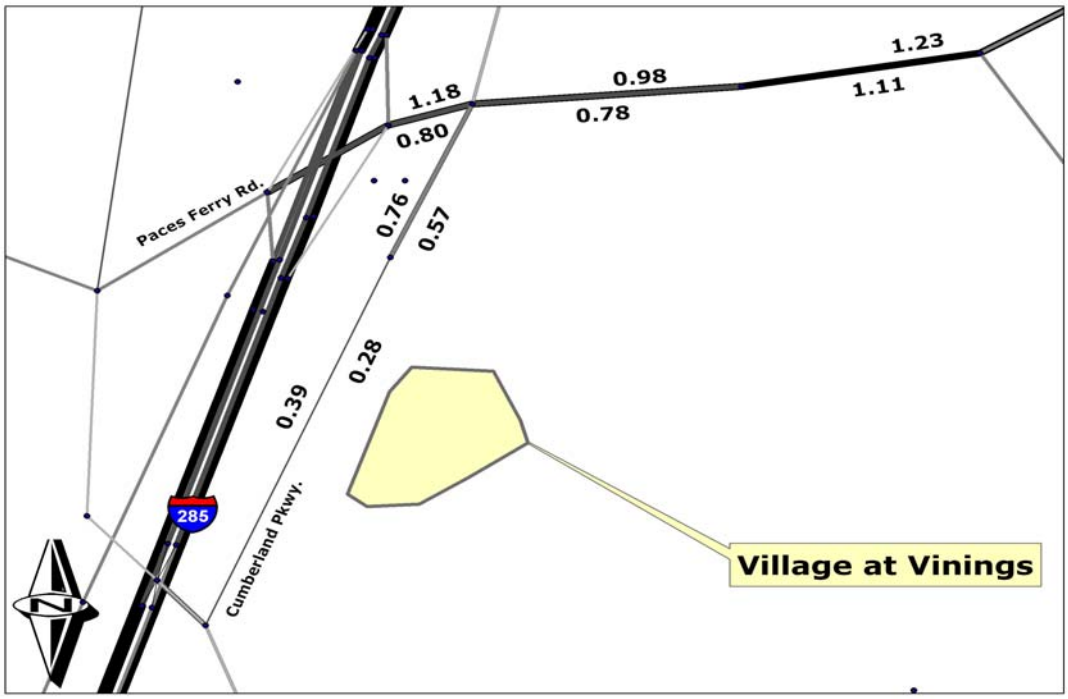
Legend

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+

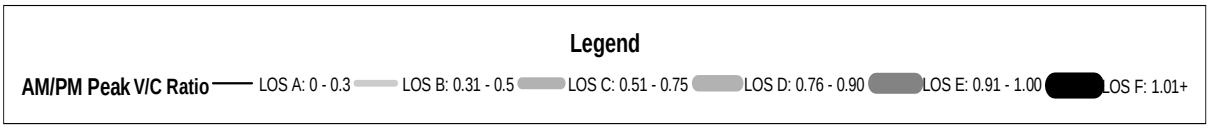
V/C Ratios (2030)



2030 AM Peak



2030 PM Peak



The displayed map data is featured in the revised travel demand model used in the Mobility 2030 RTP Conformity Determination in December 2004. This model domain was confined to the previous 13-county metropolitan transportation planning area. Subsequently, due to the urbanized area expansion, the current model domain now covers 20 counties, thus causing ARC to revise the travel demand model networks accordingly. The revision consists of adding seven additional suburban counties, as well as accounting for any eligible long range projects proposed within those jurisdictions. The project coding for the original 13 counties did not change in this revised version of the model.

As the model incorporates lane addition improvements and updates to the network as appropriate, the 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 FROM SR 280 (SOUTH COBB PARKWAY) TO ATLANTA ROAD	GENERAL PURPOSE ROADWAY CAPACITY	2008
CO-AR-070A	I-285 WEST AT ATLANTA ROAD	INTERCHANGE CAPACITY	2015

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-909B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) – PHASE II FROM CUMBERLAND GALLERIA TRANSFER CENTER TO MARTA ARTS CENTER STATION IN CITY OF ATLANTA	TRANSIT CAPITAL	2016
AR-H-302	I-285 WEST HOV LANES FROM I-20 WEST IN CITY OF ATLANTA TO I-75 NORTH IN COBB COUNTY	HOV LANES	2026
CO-AR-070B	I-285 WEST AT ATLANTA ROAD BRIDGE	INTERCHANGE CAPACITY	2015
CO-AR-070C	I-285 WEST AT EAST-WEST CONNECTOR – PHASE VII - INCLUDES RAMPS AND COLLECTOR/DISTRIBUTOR LANES	INTERCHANGE CAPACITY	2015

**The ARC Board amended the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Aviation Park.

According to the findings, three of the seven analyzed intersections in the study network currently operate at an unacceptable level of service:

- Cumberland Parkway/Paces Ferry Road
- Cumberland Parkway/Atlanta Road

- Cumberland Parkway/Orchard Road

Based on an assumed 4.2% growth factor (recommended by the Cobb County Department of Transportation), these intersections will continue to perform at an unacceptable level of service.

Based on the future base conditions as well as the future projected traffic generated by the development, the consultant made the following improvement recommendations:

- Cumberland Parkway/Paces Ferry Road
  - Add an additional westbound left-turn lane on Paces Ferry Road creating dual left-turn lanes
  - Change the eastbound right-turn phasing on Paces Ferry Road to permissive with overlap phasing
- Cumberland Parkway/Atlanta Road
  - An improvement project is currently underway by Cobb County DOT
  - Restripe the existing dedicated westbound right-turn lane on Cumberland Parkway to be a shared through/right-turn lane
- Cumberland Parkway/Orchard Road
  - Installation of a traffic signal is recommended, however anticipated to be unwarranted due to the low volumes
- Site Access (Cumberland Parkway/ Northern Access Driveway (Main Site Driveway)
  - Traffic signal recommended and anticipated to meet warrants
  - Provide dedicated northbound right and southbound left-turn lanes on Cumberland Parkway
  - Provide separate left and right-turn lanes on the Main Site Driveway
- Site Access (Cumberland Parkway/South Site Driveway)
  - Provide stop-controlled intersection at the South Site Driveway
  - Add dedicated northbound right and southbound left-turn lanes on Cumberland Parkway
  - Provide separate left and right-turn lanes on the south site driveway
  - Traffic signal recommended, but not anticipated to meet warrants

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?

Local Cobb County Transit (CCT) serves this proposed site via route 70. There are also plans in *Mobility 2030* to provide premium transit service to the City of Atlanta (MARTA Arts Center Station) in the form of expressway bus rapid transit on I-285 West by 2016.

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

The area around the proposed development is designated as a transportation management area (TMA) and is managed by the Cumberland Community Improvement District (CID). The CID offers various transportation demand management strategies including vanpools, carpools, and transit subsidies.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	3%	3%
Total		**17%**

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

The transportation infrastructure is adequate for a re-development of this nature. The developer estimates an approximate 7,000 trip reduction due to the mixed use nature of the development, as compared to a more traditional single-use office, retail, or residential development. Its location inside a TMA opens additional opportunities for trip reduction through available transportation demand management strategies mentioned previously. Accordingly, the existing and planned transportation network is adequate for a development of this type and scale.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.116 MGD.

Which facility will treat wastewater from the project?

The RL Sutton 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 RL Sutton site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.134 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 142,693 tons of solid waste per year.

Will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **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, the project will provide an additional 399 housing units.

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

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

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

The site proposed for the development is located in Census Tract 312.4. This tract had an 11.1 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 47 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

Likely, 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.

Haley Fleming

From: Rsifen@aol.com

Sent: Monday, June 18, 2007 3:40 AM

To: Mike Alexander; Haley Fleming; roxana.ene@dot.state.ga.us; vinings-hoa@hotmail.com

Subject: DRI # 1439 on Cumberland Parkway in Cobb County

DRI # 1439 on Cumberland Parkway at Paces Walk in Cobb County
(We think DRI # 1439 is the right number. Please verify.)

Hi. The Vinings Homeowners Association has several concerns about the DRI for a very high-density, mixed use project on 18+ acres at the intersection of Cumberland Parkway and Paces Walk.

The proposed land use is much too intense in this location. Please consider the following.

* This development is near the intersection of Cumberland Parkway and Paces Ferry Road. When GDOT did its evaluation for the Paces Ferry Commons DRI in 2005, it concluded that that development would result in sections of Paces Ferry Road operating at LOS F by 2010. Traffic generated by this development will further exacerbate traffic congestion on Paces Ferry Road.

* Since GDOT did the analysis for the Paces Commons DRI, Cobb County has approved several new zonings that did not require a DRI, but, when construction is completed, these additional developments will add considerable additional traffic to the most congested portions of Paces Ferry Road. These Zoning Decisions include
  * Z-159 (2005) on Paces Ferry Road
  * Z-150 (2004) but not decided until April 2006 on Paces Ferry Road
  * Z-153 (2005) on Paces Ferry Road
  * One Vinings Mountain Condos nearing completion now
  * A new 6 – 9 story office building on Mt. Wilkinson Parkway
  * When evaluating the traffic impact of this new DRI on Cumberland Parkway, please consider the impact of all of these approved-but-not-yet-completed developments, along with GDOT's previous Paces Common DRI traffic analysis.
  * Please also consider the amount of new traffic that this development will generate onto Paces Ferry Road, as well as Cumberland Parkway.

* Paces Ferry Road runs right through the middle of the Vinings neighborhood. The most congested portion of Paces Ferry Road is inside the Vinings neighborhood.

* The proposed Cumberland Parkway development will add a lot more car trips per day, into the most congested portions of Paces Ferry Road.

* The intersection of Paces Ferry Road and Cumberland Parkway, is not yet severely congested, but it is a cumbersome intersection. Cumberland Parkway itself will have capacity issues in the not-too-distant future. This development will contribute heavily to capacity and functionality issues along Cumberland Parkway and Paces Ferry Road.

* This development is close enough to Orchard Road to likely cause cut-through traffic through the Vinings Heights residential neighborhood.

* Left-turn out of the subject property is likely to be exceptionally dangerous. Due to both hills and curves, we question whether there is any spot where there would be adequate sight distance in both directions to allow a safe left turn exit without a traffic light. Left turn in on this stretch of Cumberland Parkway could also be very hazardous. Even with a traffic light, considering the amount of traffic that would be generated by this development, Cumberland Parkway would need some modifications to safely allow adequate left turn storage that would not block through traffic.

* Limited sight distance makes this location even more dangerous for a hotel, than for the other excessive uses. Hotels are more likely to be utilized by people who are unfamiliar with the area, and are more likely to make sudden wrong decisions in heavy traffic with very limited sight distance in both directions. Even with a traffic light, this may be an ill-advised location for a hotel.

* And due to the limited sight distance, this may be an unsafe place for a traffic light. When suddenly confronted with a red light, with limited sight distance, some drivers may be unable to stop in time to avoid rear-ending other cars stopped at the light.

* The Vinings Homeowners Association has long expressed a preference for office development in the Cumberland Parkway / Paces Ferry area. While office development generates more total traffic than residential, much of that traffic is concentrated during portions of business hours on weekdays. Paces Ferry Road runs through the middle of our neighborhood. We already have to live with heavy traffic in our neighborhood during rush hour and lunchtime on business days. Currently, at night, and on weekends and holidays, we still have a relatively quiet residential neighborhood. If traffic gets a little worse for a little longer during limited hours on business days, we can live with that. But the uses proposed by the developer are likely to generate traffic from 6:00 a.m. to midnight (see developer's proposal). Our neighborhood does not need increased non-residential traffic traveling through our neighborhood at all hours of the day or night, seven days a week. In a location such as this, where it would severely adversely impact multiple neighborhoods, it is crucially important that development should be limited to an appropriate intensity. This is way too intense for this location.

* We would also point out that when the Cumberland CID did their Blueprint Cumberland Study, they also included "Quadrant" Studies and recommendations. This precise parcel is addressed in the original Blueprint Cumberland Far South Quadrant Strategic Plan. It reads

> "The parcel on Paces Walk at the top of the hill is flat and open, with desirable views. Its immediate context makes it a likely candidate for residential use, and it could be marketable as high-end condominiums especially with an adjacent greenway. It is also a suitable site for a mixed-use development based on office and residential, or an institutional use such as a school. Retail is discouraged at this location, as at any other location outside the three nodes mentioned above; dispersing retail development through Far South will have a weakening effect on the nodes."

(I will separately provide you a copy of the entire Blueprint Cumberland Far South Quadrant

Strategic Plan.)

* So, the Blueprint Cumberland Far South Quadrant Strategic Plan also recommends that there should be no retail in this location. The Vinings Homeowners Association agrees with the Far South Quadrant Strategic Plan, except that we would add the following recommendation. Residential density should be no more than 12 units per acre if it were developed as just residential, and no more than 8 units per acre if it were developed as residential / office mixed-use. This would provide a compatible suitable land use that would have a far more limited adverse impact on the surrounding community, and would not set a precedent for higher intensity development on other nearby properties.

* Unlike West Village, which is at the intersection of Atlanta Road and I-285, this property is not located where it has immediate, or even direct access to any interstate access.

* Unless Cobb County and the Region are ready to effectively route non-neighborhood traffic around Vinings, and make the necessary improvements to Cumberland Parkway and Cumberland Boulevard to make re-routing viable, this DRI should be turned down. Paces Ferry was already projected to function at LOS F by 2010 without counting several additional developments that were approved after the Paces Ferry Commons DRI analysis was completed in 2005. This development would severely adversely impact Vinings, the Vinings Heights neighborhood, and safety and traffic flow on Cumberland Parkway.

Submitted on behalf of the Vinings Homeowners Association Board
Ron Sifen for
Shane Coldren, President
Vinings Homeowners Association

See what's free at AOL.com.

VININGS HOMEOWNERS ASSOCIATION

2451 Cumberland Parkway, Suite 3324
Atlanta, GA 30339
770-988-9744 ~ rsifen@aol.com

Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Hello Haley:

A few weeks ago I sent you an email discussing some of the Vinings Homeowners Association's concerns regarding DRI # 1439 on Cumberland Parkway in Cobb County. In that email, I indicated that I would forward a copy of the Blueprint Cumberland Strategic Plan – Far South Quadrant Study, which included recommendations for this specific property. This was an independent, impartial, professional analysis, which was done as part of the Blueprint Cumberland Study process.

This supplemental Study includes recommendations for this precise property, as well as the surrounding area. I have highlighted those recommendations in yellow. There are 2 places in the Study that address this specific property – one on page 3, and one on the last page. (The paragraph on page 3 that discusses this property describes it as "about 23 acres", whereas it is apparently closer to 19 acres.)

In the email that I sent you, the Vinings Homeowners Association raised additional important issues, that were not addressed in this Study. We still want you to consider the additional issues we raised in the email.

(There are a few places in the report that incorrectly says "Cumberland Boulevard", when it was actually discussing "Cumberland Parkway". There is no intersection of Paces Ferry and Cumberland Boulevard. Cumberland Boulevard is not in the Far South Quadrant Study area, and none of the comments within the Study relate to any property along Cumberland Boulevard. I have hand-written a correction where it should say Cumberland Parkway.)

Thanks

Ron Sifen
Vinings Homeowners Association

BLUEPRINT CUMBERLAND STRATEGIC PLAN:
Far South Quadrant
ISSUES AND OPPORTUNITIES

EXISTING CONDITIONS OVERVIEW:

The Far South Quadrant has many of the same challenges and opportunities that exist in other places within the Blueprint Cumberland boundary, yet there are significant differences. The proximity of the historic core of Vinings both contributes to the character of the area and demands careful attention to the type, scale and location of future development. The vehicular efficiency of Cumberland Parkway is confronted by the need to comfortably accommodate pedestrians that make their homes in the many residential complexes nearby. And the division into two distinct halves north and south of Paces Ferry Road calls for a vision that embraces both, and creates a sense of place. Conscious of the particular personality of the Far South Quadrant, the following existing conditions and related issues were compiled to highlight specific situations that either diminish or contribute to the area's livability.

Transportation:

Existing conditions and planning issues include:

- Cumberland Parkway south has been realigned at the southern portion of the district to cross Interstate 285 on an overpass and proceed west to intersect with Atlanta Road. This has replaced Gilmore road, which has been realigned to intersect Cumberland Parkway at a t-junction west of the overpass.
- Plans exist for a series of overpasses and ramps connecting I-285 and the Young Street extension to Cobb Parkway. This would impact the southern end of Cumberland Parkway and adjacent land uses.
- Traffic speeds are relatively high on Cumberland ~~Boulevard~~ Parkway, giving the impression that it is not safe for pedestrians even though it has sidewalks on both sides. It also does not have bike lanes, and is used frequently by cyclists. Three instances of groups of cyclists in the cartway were observed during a site visit.
- The intersection of Paces Ferry and Cumberland ~~Boulevard~~ Parkway is being improved and construction has seriously impacted traffic. The segment of Paces Ferry between the interstate and Cumberland Parkway is being widened, apparently to eight or so lanes.
- The Cumberland ~~Boulevard~~ Parkway/ Paces Ferry intersection is almost unnavigable to pedestrians.
- Orchard Road, which intersects Cumberland Parkway near Paces Walk, has the potential to become a cut-through to Mount Wilkinson Parkway. This is a quiet area of single-family homes.
- The impact of additional traffic due to new development must be considered.
- The LRT circulator is intended to penetrate the Far South Quadrant and should be planned for.
- Pedestrian traffic exists between the apartment complexes on Paces Walk and the Publix supermarket.

Land Use / Urban Design:

Issues of major concern include:

- There are no sidewalks on Paces Walk, and infrequent sidewalks in the Mount Wilkinson area. Pedestrians were observed walking in the roadway outside the apartment complexes on Paces Walk.
- The existing land uses are discrete and disconnected. They should be integrated into a unified whole to increase connectivity and bolster the image of Far South as a place.
- There is a significant amount of rental housing product within the Quadrant, but very few owner-occupied units. Undeveloped areas within Far South could accommodate new medium to high-density owner-occupied housing.
- New up-market single-family homes are being constructed along the southern boundary of the Quadrant and could provide a strategy for new development on adjacent vacant parcels.
- Development should be controlled along Paces Ferry Road

BLUEPRINT CUMBERLAND STRATEGIC PLAN:
Far South Quadrant
ISSUES AND OPPORTUNITIES

- There are no sidewalks on Paces Walk, and infrequent sidewalks in the Mount Wilkinson area. Pedestrians were observed walking in the roadway outside the apartment complexes on Paces Walk.
- Pedestrian connectivity to Old Town Vinings should be enhanced
- The area noted as a potential park site is similar to the other undeveloped parcels – steep and forested – and should be kept in its natural state
- Mount Wilkinson is a superb location for a park, but it is unknown how much area is proposed for additional office and whether any can be acquired.

Zoning:

Currently, the area encompasses eight zoning categories. Most of the categories dictate regional commercial development, high-rise office space and multifamily residential at densities of twelve and sixteen units per acre. There is a small area at the extreme north, adjacent to the LCI boundary that is zoned Single-family Residential with minimum lot sizes of one to two acres. There are also three areas zoned Office-Institutional which allow office development at a low-rise intensity (four stories or less) as well as "motels, hotels, banking and professional offices that complement and provide step-down nodal zoning away from more intensive commercial uses".[1] The single parcel that is zoned General Commercial – a land-intensive automobile-oriented district – is the Home Depot retail store south of Paces Ferry Road. The undeveloped / underdeveloped areas are predominantly Community Retail Commercial and Single-family Residential.

[1] Cobb County Zoning Ordinance, www.municode.com

BLUEPRINT CUMBERLAND STRATEGIC PLAN:
Far South Quadrant
ISSUES AND OPPORTUNITIES

SUMMARY OF TASK FORCE COMMENTS:

The Far South Quadrant task force presented a number of goals and concerns at the Blueprint Cumberland steering committee meeting held on June 13, 2001. Those regarding development issues are as follows:

- Develop a transition between the Retail Village and the single-family residential land use
- Protect the Far South area from traffic
- The primary need for light rail is between the Cumberland and Perimeter area
- Have no light rail penetrate the single-family areas but allow light rail to be available in commercial areas that residents can easily access
- Transition is key; be aware of sensitivity with intensity
- The Vinings Village is unique in character and should be protected

In addition a working session was held on September 12. Comments were recorded on an existing conditions map that reflect the general discussion and give a snapshot of the issues and priorities felt by the task force at the time. These comments concern the following:

- A number of areas were indicated as underdeveloped, and roughly aggregate into north, central and south groupings. Presumably the intent was to discuss possibilities for acceptable future development and land use.
    - The northern parcels consist of approximately 93 acres adjacent to the LCI study area zoned for single-family residential (R-30, R-80), office / industrial (O&I), and high-rise office (OHR). Another 20 acres zoned community retail commercial (CRC) is located at I-285 and the Mt. Wilkinson Parkway underpass. There are no suggestions for alternate land uses or design features at either of these sites, although those adjacent to the LCI study area would conceivably be affected by it.
    - Some of the central parcels have been developed since the base map was made; there are approximately 48 acres zoned CRC along Cumberland Parkway South. One large parcel of about 23 acres lies on a high point southeast of the intersection of Cumberland Parkway and Paces Walk north; the balance is divided in three or so parcels between the Parkway and I-285. The parcels between Cumberland Parkway South and I-285 are suggested as suitable sites for low-density office development. The parcels east of Cumberland Parkway South are proposed as residential, with a bias against apartments and toward condominiums. Retail is noted as being particularly undesirable, especially massive destination-type retail.
    - The southern parcel has also undergone some changes i.e. a continuation of Cumberland Parkway to Atlanta Road and some new development. There is a piece northeast of the Cumberland Parkway / Atlanta Road intersection of about 18 acres zoned CRC; there is also a wooded piece of some 40-50 acres south of the Parkway that is (or was) earmarked for a DOT overpass. The discussion map showed the area prior to the Parkway realignment and residential development, and was an undeveloped peninsula appended to the larger Far South area by a slender connection at Gilmore. The issue at the time of discussion was perceived as one of connectivity, possibly by streetscape.
- There is an assisted living facility noted to the north of the central underdeveloped parcel group.
- A potential site for a park is identified along the southern edge of Paces Ferry, about 1500 feet west of old town Vinings.
- Commercial development is discouraged on Paces Ferry between old town Vinings and Cumberland Parkway South.

BLUEPRINT CUMBERLAND STRATEGIC PLAN:
Far South Quadrant
ISSUES AND OPPORTUNITIES

SITUATION OVERVIEW

The Far South Quadrant is one focus area that is part of a broad strategic plan for the entire Cumberland area known as the "Blueprint Cumberland Strategic Plan." Blueprint Cumberland was created as an ongoing effort designed to engage broad consensus about future development patterns. As such, the Blueprint provides comprehensive recommendations for future land use, market, zoning, development standards, transportation projects and urban design features.

Far South shares a boundary with the Livable Centers Initiative (LCI) core area, which has been the subject of an intensive planning effort over the last nine months. The LCI plan built upon previous efforts to enunciate a proactive vision, analyze existing transportation systems, understand existing market forces, and plan for the location of a Light Rail Transit (LRT) system. Upon this solid foundation the LCI team formulated specific visions and strategies to enhance connectivity and pedestrian safety, increase the diversity of use and density, and improve environmental quality to attract a resident population.

The resulting LCI 'activity center' projects a vision of a dense and engaging urban core that adds value to the adjacent areas including Far South. This proximity contributes to the quality of life in Far South, but may also raise apprehensions about growth impacting the area's fragile neighborhoods and amenities. The recommendations herein address some of these problems facing Far South, and offer directions that build on its unique features as well as its relationship to the Cumberland Activity Center.

BLUEPRINT CUMBERLAND STRATEGIC PLAN:
Far South Quadrant
ISSUES AND OPPORTUNITIES

- The parcel on Paces Walk at the top of the hill is flat and open, with desirable views. Its immediate context makes it a likely candidate for residential land use, and it could be marketable as high-end condominiums especially with an adjacent greenway. It is also a suitable site for a mixed-use development based on office and residential, or an institutional use such as a school. Retail is discouraged at this location, as at any other location outside the three nodes mentioned above; dispersing retail development through Far South will have a weakening effect on the nodes.

- The area west of the interstate is being developed as single-family housing. At issue is the vacant corner parcel at the Cumberland Parkway / Atlanta Road intersection. It is highly visible and accessible, and is a prime location for strip / highway commercial, big-box retail, or a gas station. It is also the entry into the Far South area. Short of keeping it undeveloped, a portion of it might be reserved as a landscaped termination of the Parkway streetscape, or it might be further planned to take advantage of the street network being set up by the adjacent TND residential development.

Developments of Regional Impact

DRI #1439

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 County Government
Individual completing form:	John P. Pederson
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:	The Village at Vinings
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	District 17; Land Lots 816, 817, 839, 840
Brief Description of Project:	Mixed use development consisting of retail, resturants, offices, senior living, and condominums.

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.):	104,375 s.f. of retail; 10,563 s.f. of office; 120 room hotel; and 399 condominium units.
Developer:	Century/AG-Vinings, LLC; c/o John Moore, Esq.
Mailing Address:	192 Anderson Street
Address 2:	
	City:Marietta State: GA Zip:30062
Telephone:	770-429-1499
Email:	jmoore@mijs.com; tch@mijs.com
Is property owner different from developer/applicant?	○ (not selected) ◉ Yes ○ No
If yes, property owner:	Xebo Corporation
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: 2010 Overall project: 2010

Back to Top

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Developments of Regional Impact

DRI #1439

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 County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Email:	john.pederson@cobbcounty.org

Project Information

Name of Proposed Project:	The Village at Vinings
DRI ID Number:	1439
Developer/Applicant:	Century/AG-Vinings, LLC; c/o John Moore, Esq.
Telephone:	770-429-1499
Email(s):	jmoore@mijs.com; tch@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:	$130,325,275
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,550,871
Is the regional work force	(not selected) Yes No

sufficient to fill the demand created by the proposed project?	
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc): N/A	

Water Supply

Name of water supply provider for this site:	Cobb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.134 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?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County - R.L. Sutton Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.116 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?	

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.)	632 p.m. peak hour trips, 6,568 24 hour 2-way trips w/reductions
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 transportation improvements needed are described in a Traffic Study, provided as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	142,693 tons/yr.
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?	69%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:There will be above ground and under ground stormwater detetntion facilities. Additionally, there will be landscape buffers adjacent to the adjacent residentially zoned property.	

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:	

Back to Top

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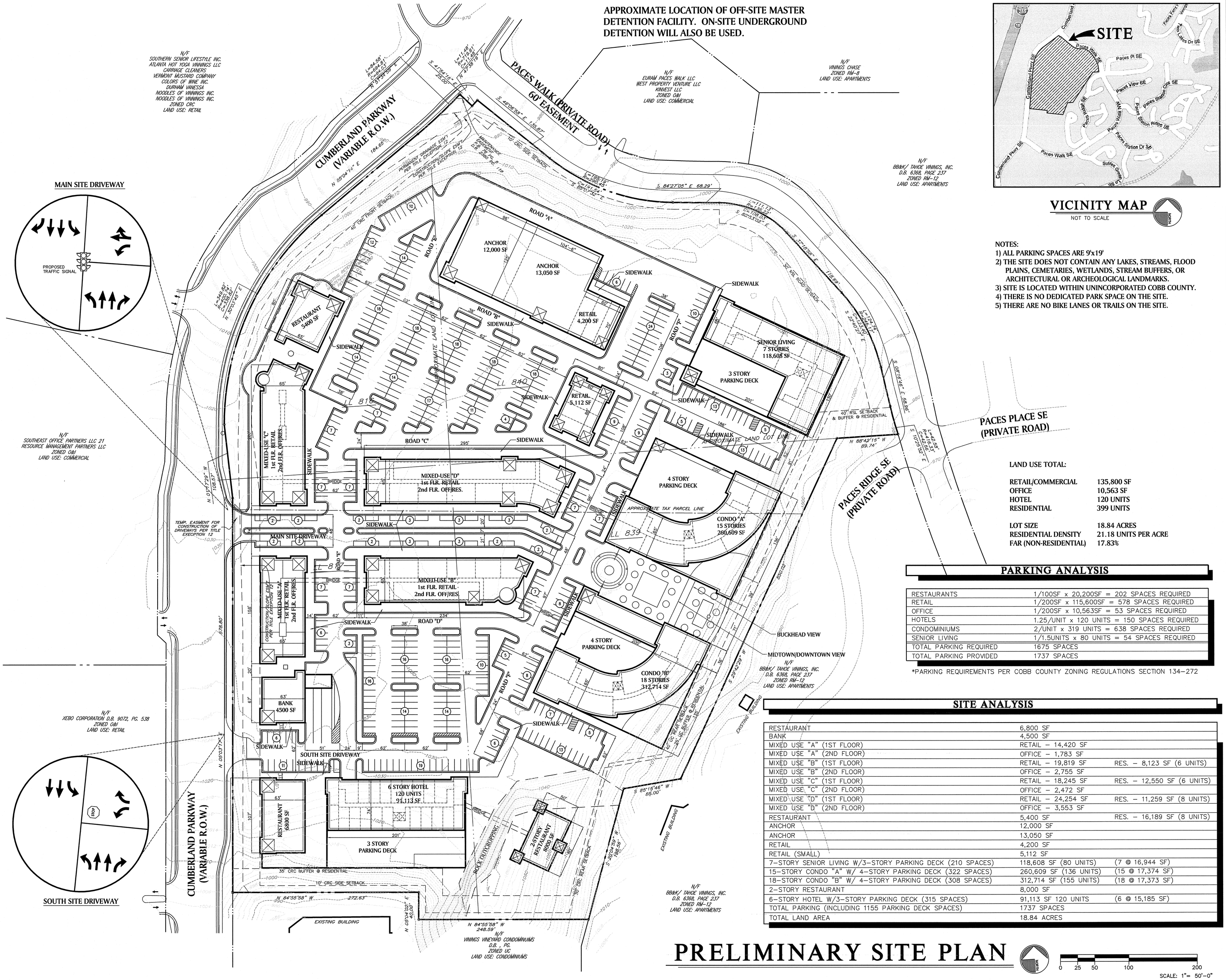
APPROXIMATE LOCATION OF OFF-SITE MASTER DETENTION FACILITY. ON-SITE UNDERGROUND DETENTION WILL ALSO BE USED.



VICINITY MAP

NOT TO SCALE

NOTES:
1) ALL PARKING SPACES ARE 9'x19'
2) THE SITE DOES NOT CONTAIN ANY LAKES, STREAMS, FLOOD PLAINS, CEMETARIES, WETLANDS, STREAM BUFFERS, OR ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS.
3) SITE IS LOCATED WITHIN UNINCORPORATED COBB COUNTY.
4) THERE IS NO DEDICATED PARK SPACE ON THE SITE.
5) THERE ARE NO BIKE LANES OR TRAILS ON THE SITE.

LAND USE TOTAL:

RETAIL/COMMERCIAL	135,800 SF
OFFICE	10,563 SF
HOTEL	120 UNITS
RESIDENTIAL	399 UNITS
LOT SIZE	18.84 ACRES
RESIDENTIAL DENSITY	21.18 UNITS PER ACRE
FAR (NON-RESIDENTIAL)	17.83%

PARKING ANALYSIS

RESTAURANTS	1/100SF x 20,200SF = 202 SPACES REQUIRED
RETAIL	1/200SF x 115,600SF = 578 SPACES REQUIRED
OFFICE	1/200SF x 10,563SF = 53 SPACES REQUIRED
HOTELS	1.25/UNIT x 120 UNITS = 150 SPACES REQUIRED
CONDOMINIUMS	2/UNIT x 319 UNITS = 638 SPACES REQUIRED
SENIOR LIVING	1/1.5UNITS x 80 UNITS = 54 SPACES REQUIRED
TOTAL PARKING REQUIRED	1675 SPACES
TOTAL PARKING PROVIDED	1737 SPACES

*PARKING REQUIREMENTS PER COBB COUNTY ZONING REGULATIONS SECTION 134-272

SITE ANALYSIS

RESTAURANT	6,800 SF	
BANK	4,500 SF	
MIXED USE "A" (1ST FLOOR)	RETAIL – 14,420 SF	
MIXED USE "A" (2ND FLOOR)	OFFICE – 1,783 SF	
MIXED USE "B" (1ST FLOOR)	RETAIL – 19,819 SF	RES. – 8,123 SF (6 UNITS)
MIXED USE "B" (2ND FLOOR)	OFFICE – 2,755 SF	
MIXED USE "C" (1ST FLOOR)	RETAIL – 18,245 SF	RES. – 12,550 SF (6 UNITS)
MIXED USE "C" (2ND FLOOR)	OFFICE – 2,472 SF	
MIXED USE "D" (1ST FLOOR)	RETAIL – 24,254 SF	RES. – 11,259 SF (8 UNITS)
MIXED USE "D" (2ND FLOOR)	OFFICE – 3,553 SF	
RESTAURANT	5,400 SF	RES. – 16,189 SF (8 UNITS)
ANCHOR	12,000 SF	
ANCHOR	13,050 SF	
RETAIL	4,200 SF	
RETAIL (SMALL)	5,112 SF	
7-STORY SENIOR LIVING W/3-STORY PARKING DECK (210 SPACES)	118,608 SF (80 UNITS)	(7 @ 16,944 SF)
15-STORY CONDO "A" W/ 4-STORY PARKING DECK (322 SPACES)	260,609 SF (136 UNITS)	(15 @ 17,374 SF)
18-STORY CONDO "B" W/ 4-STORY PARKING DECK (308 SPACES)	312,714 SF (155 UNITS)	(18 @ 17,373 SF)
2-STORY RESTAURANT	8,000 SF	
6-STORY HOTEL W/3-STORY PARKING DECK (315 SPACES)	91,113 SF 120 UNITS	(6 @ 15,185 SF)
TOTAL PARKING (INCLUDING 1155 PARKING DECK SPACES)	1737 SPACES	
TOTAL LAND AREA	18.84 ACRES	

PRELIMINARY SITE PLAN

0 25 50 100 200

SCALE: 1"= 50'-0"

LAND PLANNERS
ENGINEERS & SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS

85-A MILL STREET
SUITE 200
ROSWELL GEORGIA 30075
VOICE 770.650.7685
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PAULSON MITCHELL INCORPORATED

PROJECT:

THE VILLAGE AT VININGS

LAND LOTS
816, 817, 839 & 840
17th DISTRICT
COBB COUNTY, GEORGIA

FOR:

AG ARMSTRONG DEVELOPMENT

15800 BIRMINGHAM HWY.
SUITE 500
ALPHARETTA, GEORGIA
(678) 353-3275

REVISIONS

2007175PS3.dwg 07.18.07

PRELIMINARY SITE PLAN **PS-3**