



# 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: Sep 2 2007

ARC REVIEW CODE: R708031

TO: Mayor Max Bacon  
ATTN TO: Alan Durham, Economic Development Manager  
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:** City of Smyrna  
**Name of Proposal:** Jonquil Village

**Review Type:** Development of Regional Impact

**Date Opened:** Aug 3 2007

**Date Closed:** Sep 2 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 town center with a mega corridor. Town centers are defined as low intensity centers that serve the local area and have a mixture of residential and commercial land uses. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located with the City of Smyrna's LCI Study area; therefore the proposed development should meet the elements of the LCI Study developed for the area.

This development overlaps with the City's LCI transportation project currently under design. Based on correspondence with the City of Smyrna, it is the developer's intention to construct streetscape improvements, according to the LCI transportation project's construction plans and documents, along the frontage of the property to ensure the streetscape is consistent throughout Atlanta Road.

## 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

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
COBB COUNTY SCHOOLS

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

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.

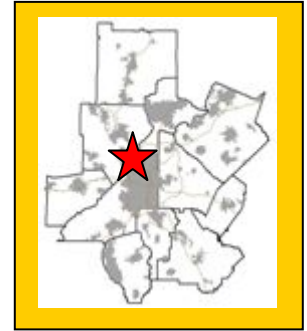
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Jonquil Village #1277
Final Report Due:	September 2, 2007		Comments Due By:	August 17, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Jonquil Village is a mixed use development located on 13 acres in the City of Smyrna. The proposed development will consist of 300 residential units, 112,940 square feet of office space, 141,048 square feet of specialty retail, a 39,203 square foot grocery store, and a 5,500 square foot bank. The development is proposing three driveways onto Atlanta Road and Spring 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 general commercial, neighborhood shopping, and light industrial. The proposed zoning for the site is mixed use. Information submitted for the review states that the proposed development is consistent with the City of Smyrna's future land use plan which identifies the area as mixed use 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.

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

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

YEAR	NAME
1998	Home Depot Corp/Post Apts Expansion
1994	Home Depot Corp/Post Apts.

**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 a gas station, strip mall, and light industrial uses that will all be removed from the site with this new development.

**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 town center with a mega corridor. Town centers are defined as low intensity centers that serve the local area and have a mixture of residential and commercial land uses. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located with the City of Smyrna's LCI Study area; therefore the proposed development should meet the elements of the LCI Study developed for the area.

The LCI Study area calls for the proposed site to be a mixed use activity center that will include commercial, office, and residential uses, open space, and connections to adjacent neighborhoods.

This development overlaps with the City's LCI transportation project currently under design. Based on correspondence with the City of Smyrna, it is the developer's intention to construct streetscape improvements, according to the LCI transportation project's construction plans and documents, along the frontage of the property to ensure the streetscape is consistent throughout Atlanta Road.

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## **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.

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

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

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

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

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

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

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

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

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

## BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

## BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

## BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

## LOCATION

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

The proposed development is located in the northeast quadrant of the intersection of Atlanta Road and Spring Road in the City of Smyrna.

### **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 City’s jurisdiction. The proposed development is less than two miles from Cobb County and the City of Marietta.

### **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 \$181,700,000. New taxes generated by the proposed development were not submitted for the review; however, local taxes to be collected are pledged to TAD bonds for a 25 year period.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The project is the redevelopment of a vacant shopping center.

**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 proposed project is on a ridgeline between two sub basins of the Chattahoochee. One drains into the water supply watershed portion of the Chattahoochee watershed. 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.

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**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	<u>BOD</u>	TSS	Zinc	Lead
Commercial	14.13	24.16	245.86	1526.04	13889.79	17.38	3.11
TOTAL	14.13	24.16	245.86	1526.04	13889.79	17.38	3.11

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](http://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?**

There will be a total of three site access points. One will be a full access driveway located along Spring Road and two access points will be located along Atlanta Road.



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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential Condominium/Townhouse <i>300 units</i>	21	103	124	99	49	148	1,634
General Office Building <i>112,940 square feet</i>	182	25	207	35	170	205	1,465
Specialty Retail Center <i>141,048 square feet</i>	92	58	150	158	202	360	6,072
Grocery Store <i>39,203 square feet</i>	76	48	124	227	218	445	4,016
Drive-In Bank <i>5,500 square feet</i>	38	30	68	126	126	252	1,260
<b>TOTAL NEW TRIPS</b>	<b>327</b>	<b>199</b>	<b>526</b>	<b>438</b>	<b>546</b>	<b>984</b>	<b>9,385</b>

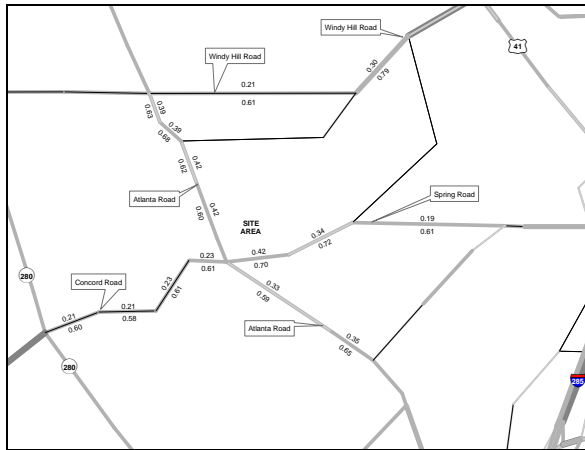
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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

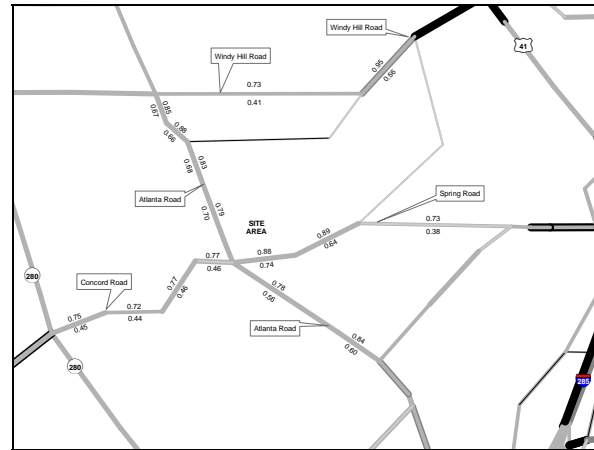
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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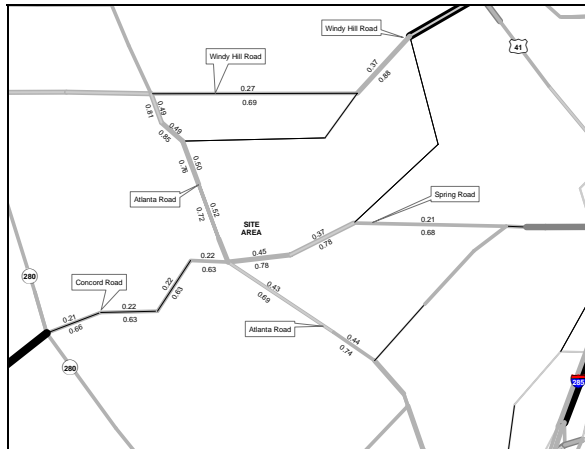
## V/C Ratios



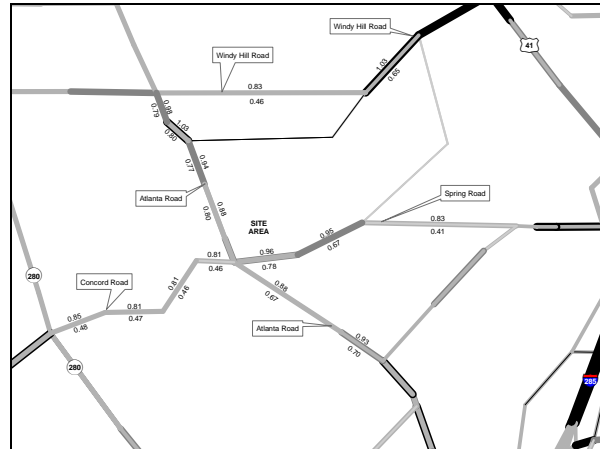
**2005 AM Peak**



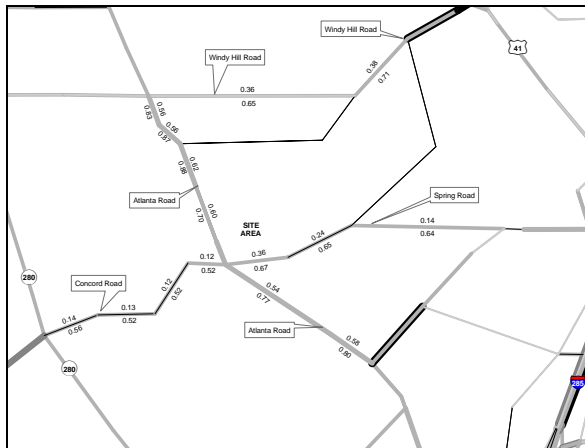
**2005 PM Peak**



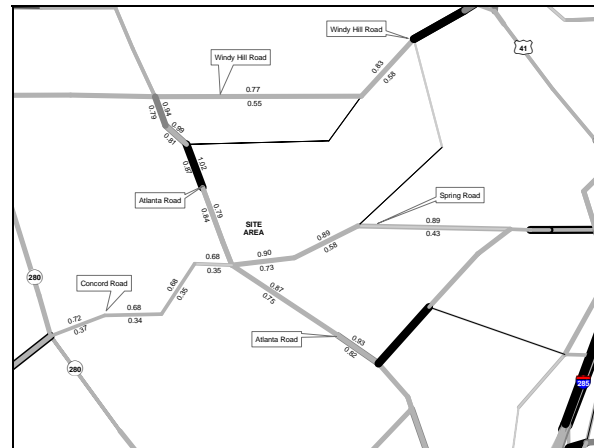
**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3    LOS B: 0.31 - 0.5    LOS C: 0.51 - 0.75    LOS D: 0.76 - 0.90    LOS E: 0.91 - 1.00    LOS F: 1.01+

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For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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-374	Railroad Quiet Zones in Smyrna at Fleming Street/Hawthorne Avenue, Spring Street, and Nickajack Road Crossings	Other	2009
CO-375	Pedestrian Bridge Over R/R in Smyrna Near Spring Street	Pedestrian Facility	2010
CO-AR-299	Atlanta Road Intersections and Multi-Use Path from Concord Road to Fleming Street	Multi-Use Bike/Ped Facility	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-175A	SR 280 (South Cobb Drive) from SR 5 (Atlanta Road) in Cobb County to SR 70 (Bolton Road) in City of Atlanta	General Purpose Roadway Capacity	2030

*\*The ARC Board adopted 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 Jonquil Village Redevelopment.**

According to the findings, there will be some capacity deficiencies as a result of future year **background** and **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

*Atlanta Road at Church Street*

- Signalize the intersection.
- Provide protected/permitted phasing for northbound left-turns.

*Atlanta Road at Concord Road/Spring Road*

- Convert the existing northbound right-turn lane to a shared through/right-turn lane, construct a corresponding receiving lane, and add a second northbound left-turn lane.
- Convert the existing southbound right-turn lane to a shared through/right-turn lane, construct a corresponding receiving lane, and add a second southbound left-turn lane.
- Convert the existing westbound right-turn lane to a shared through/right-turn lane and construct a corresponding receiving lane.

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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.

*Atlanta Road at Church Street*

- Signalize the intersection.
- Provide dual northbound left-turn lanes.

*Atlanta Road at Concord Road/Spring Road*

- Convert the existing northbound right-turn lane to a shared through/right-turn lane, construct a corresponding receiving lane, and add a second northbound left-turn lane.
- Convert the existing southbound right-turn lane to a shared through/right-turn lane, construct a corresponding receiving lane, and add a second southbound left-turn lane.
- Convert the existing westbound right-turn lane to a shared through/right-turn lane and construct a corresponding receiving 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 (CCT) route 20 operates from the Marietta Transfer Center to Cumberland via Concord Road and Spring Road. Service is available Monday through Saturday with headways of thirty minutes during the peak periods and sixty minutes during the off-peak periods.

**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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>20%</b>

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

According to the traffic study, several intersections along Atlanta Road that perform poorly during the PM peak periods. The V/C ratios presented in this review show that Atlanta Road is forecasted to

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experience high levels of congestion during the 2010 network year and the 2030 network year. While the V/C ratios shown do not include the proposed development, the traffic consultant's analysis incorporates recommended improvements and performs at the standard LOS D. However, it is suggested that all recommendations presented by the traffic consultant are adequately coordinated to ensure proper traffic flow efficiency.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.14 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:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
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.*

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

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

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 0.14 MGD based on regional averages.

#### **How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Preliminary Report:	August 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Jonquil Village #1277
Final Report Due:	September 2, 2007		Comments Due By:	August 17, 2007

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

## **INFRASTRUCTURE**

### **Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 1170 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.)?

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 300 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?**

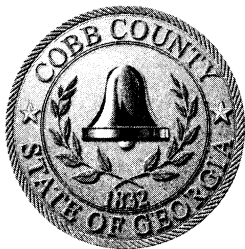
Preliminary Report:	August 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Jonquil Village #1277
Final Report Due:	September 2, 2007		Comments Due By:	August 17, 2007

The site proposed for the development is located in Census Tract 311.11. This tract had a 2.7 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 44 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.



# COBB COUNTY COMMUNITY DEVELOPMENT AGENCY

191 Lawrence Street  
Marietta, Georgia 30060-1689  
(770) 528-2125 • fax: (770) 528-2126  
Email: rhosack@cobbcounty.org

Rob Hosack, AICP  
*Director*

August 14, 2007

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

**VIA E-MAIL**

**RE: Jonquil Village #1277**

Dear Haley:

This correspondence is sent for the purpose of commenting on the above referenced Development of Regional Impact (DRI). Attached to this letter are comments from the Cobb County Department of Transportation (CCDOT). These are observations and recommendations CCDOT has made concerning the project. Mr. John Morey or Mr. Tim McKay may be contacted at 770-528-1600 to address any questions that you, the City of Smyrna or the developer may have concerning the attached comments. I hope the attached information is useful for ARC's final report. If you should have any questions or comments, please do not hesitate to contact me.

Very truly yours,

John P. Pederson, AICP  
Planner III, Cobb County Zoning Division

cc: Mr. John M. Morey, Engineer III, Cobb County Department of Transportation-VIA E-Mail  
Mr. Tim McKay, Transportation Analyst II, Cobb County Department of Transportation -VIA E-Mail



\*\*\*\*\*

**TRANSPORTATION COMMENTS**

The following comments and recommendations are based on field investigation and office review of the subject rezoning case:

ROADWAY	AVERAGE DAILY TRIPS	ROADWAY CLASSIFICATION	SPEED LIMIT	JURISDICTIONAL CONTROL	MIN. R.O.W. REQUIREMENTS
Atlanta Road	21320	Arterial	45 mph	Smyrna	100'
Spring Road	11990	Arterial	45 mph	Smyrna	100'

*Based on 2006 traffic counting data taken by GDOT.*

**COMMENTS AND OBSERVATIONS**

Atlanta Road is classified as an Arterial and according to the available information, the existing right-of-way does not meet the minimum requirements for this classification.

Spring Road is classified as an Arterial and according to the available information, the existing right-of-way does not meet the minimum requirements for this classification.

The driveway access to Spring Road should right-right-out unless the applicant can verify that minimum intersection sight distance is available. The minimum requirement is 630'.

There shall be a maximum of two access points along Atlanta Road, one being right-in/right-out and the other full access. The full access driveway should align with Church Street, and the right-in/right-out driveway should be located centrally along the development's road frontage.

The full access drive along Atlanta Road should consist of an exclusive left turn lane, a shared thru-right lane and one receiving lane into the development.

Developer to provide 100% funding for an interconnected signal at main driveway if and when warranted.

Construct an auxiliary lane the entire frontage of Atlanta Road.

**RECOMMENDATIONS**

Recommend applicant consider entering into a development agreement pursuant of O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the north side of Spring Road, a minimum of 50' from the roadway centerline and b) donation of right-of-way on the east side of Atlanta Road, a minimum of 50' from the roadway centerline.

Recommend applicant verify that minimum intersection sight distance is available and if it is not, implement remedial measures, subject to the Department's approval, to achieve the minimum requirement of 630' along Spring Road.

Recommend a right-in/right-out driveway along Spring Road.

Recommend one full access driveway and one right-in/right-out driveway along Atlanta Road.

Recommend an auxiliary lane along the entire frontage of Atlanta Road.

Recommend developer provide 100% funding for an interconnected signal if and when warranted.

Recommend main driveway access along Atlanta Road include an exclusive left turn lane, and shared thru-right lane and one receiving lane.

# Developments of Regional Impact

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

DRI #1277

## 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: Smyrna

Individual completing form: Alan Durham - Economic Development Coordinator Co

Telephone: 770-863-9732

E-mail: [adurham@ci.smyrna.ga.us](mailto:adurham@ci.smyrna.ga.us)

\*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: Jonquil Village Redevelopment Plan

Location (Street Address, GPS Coordinates, or  
Legal Land Lot Description): 33.88153609

Brief Description of Project: 163151 sf of retail space 20380 sf of office space &amp; 422436 sf of condominium space (approximately 293 condo units)

**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:	Jonquil AS, LLC 2001 Westside Parkway, Suite 190 Alpharetta, GA 30004 Contact Person: Nayef Had
Mailing Address:	
Address 2:	
	City: State: Zip:
Telephone:	678-353-3275
Email:	nhaddad@agoc.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	The City of Smyrna; Red Doe, LLC, JDD, LLLP, ELD, LLLP; Post Properties Landscaping, LLC; Jonquil Se
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 Tax Allocation District Funding
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: July 2009

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

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# Developments of Regional Impact

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DRI #1277

## 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:	Smyrna
Individual completing form:	Alan Durham - Economic Development Manager
Telephone:	678-631-5352
Email:	adurham@ci.smyrna.ga.us

### Project Information

Name of Proposed Project:	Jonquil Village Redevelopment Plan
DRI ID Number:	1277
Developer/Applicant:	Jonquil AS, LLC2001 Westside Parkway, Suite 190Alpharetta, GA 30004Contact Person: Nayef Had
Telephone:	678-353-3275
Email(s):	nhaddad@agarmstrong.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
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If no, the official review process can not start until this additional information is provided.

### Economic Development

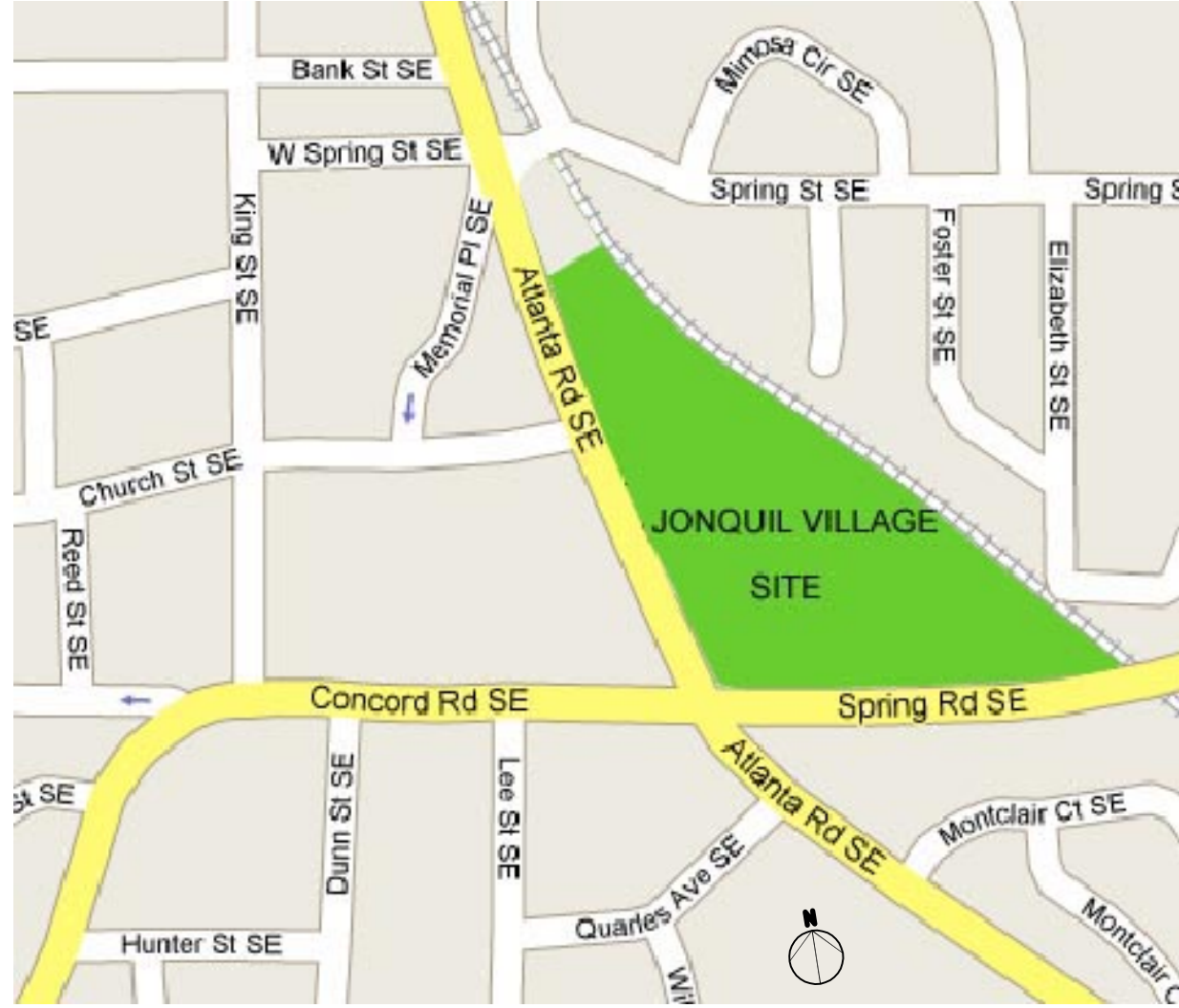
Estimated Value at Build-Out:	\$181,700,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Local taxes to be collected are pledged to TAD bonds for a 25 year period.

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): An existin	
<b>Water Supply</b>	
Name of water supply provider for this site:	City of Smyrna
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	approximately 140,000 GAL/DAY = 0.14 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?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Cobb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14 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?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	963 new external trips will be generated during evening peak hours
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:A traffic control signal will be installed at the Church Street and Atlanta Road intersection as well as implementation of signal timing adjustments at Spring/Concord and Atlanta Road intersection.	
<b>Solid Waste Disposal</b>	

How much solid waste is the project expected to generate annually (in tons)?	Approximately 1170 tons		
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?	85%		
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:A detention pond will be built at the southeast corner of the development. Underground piping will also be necessary to carry the stormwater.			
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:			
<a href="#">Back to Top</a>			

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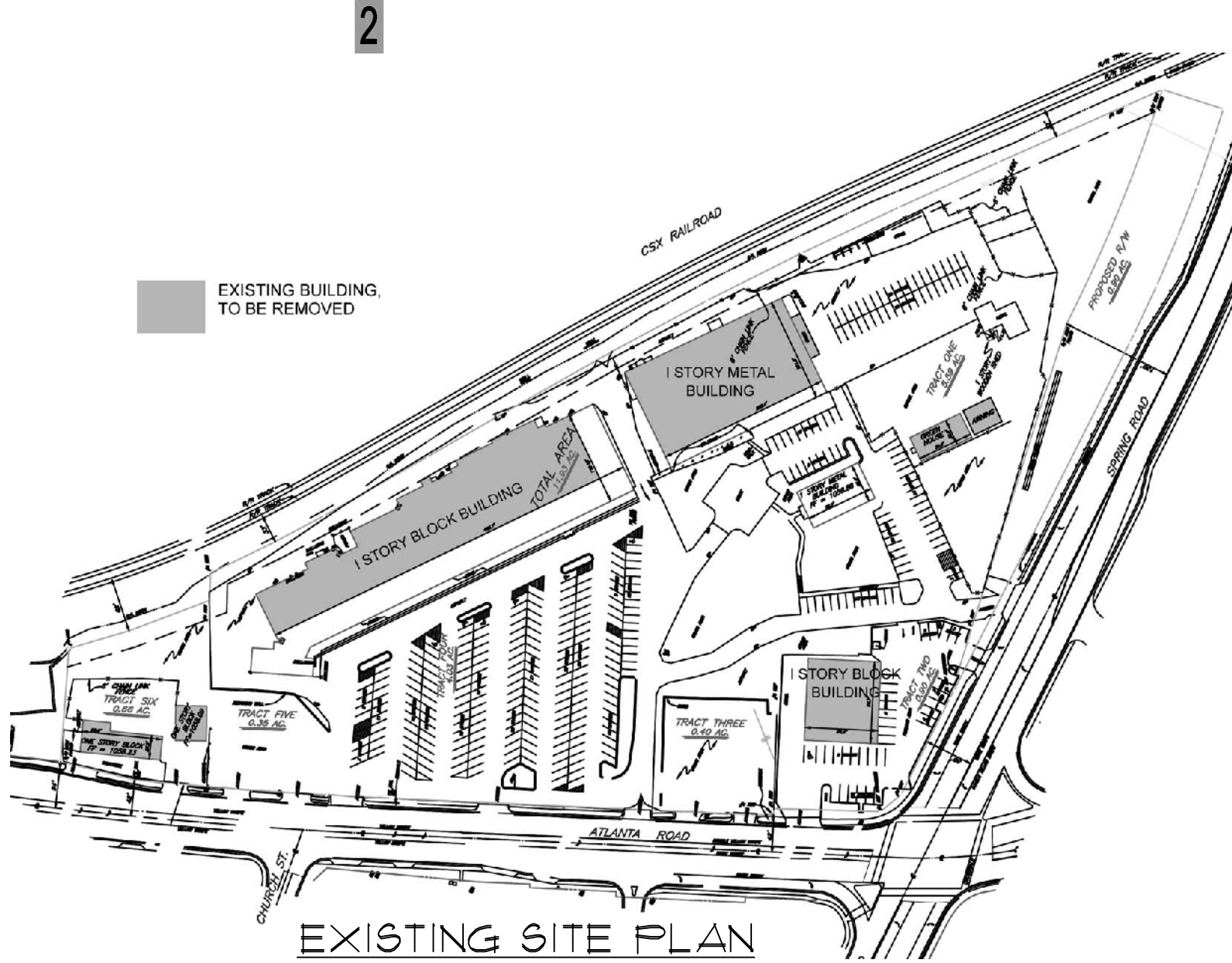
LOCATION MAP  
\*NOTE: DRI SITE IS ENTIRELY WITHIN CITY OF SMYRNA

SIT DATA INFO	
Consultant Contact Info:	Client Contact Info:
Street Smart	Jonquil Town Center, LLC
3090 Premier Pkwy	Suite 500
Suite 200	Atlanta, GA 30097
T: 770-813-0882	T: 678-353-0375
F: 770-813-0688	F: 678-566-3881
W: <a href="http://www.streetsmartga.us">www.streetsmartga.us</a>	

Building Data		
Building Name	# of Floors	Square Footage (footprint only)
Building "A"	5	11,404
Building "B"	5	31,292
Building "C"	3	14,248
Building "D"	5	43,884
Building "E"	5	20,156
Building "F"	1	39,203
Building "G"	5	16,826
Total	-	177,013

Retail/Office Building Component Cals		
Building Name	# of Floors	Total Square Footage
Building "A"	1	93,208
Building "B"	1	31,292
Building "C"	3	43,744
Building "D"	1	43,884
Building "E"	1	20,156
Building "F"	1	39,203
Building "G"	3	33,100
Total	-	303,587

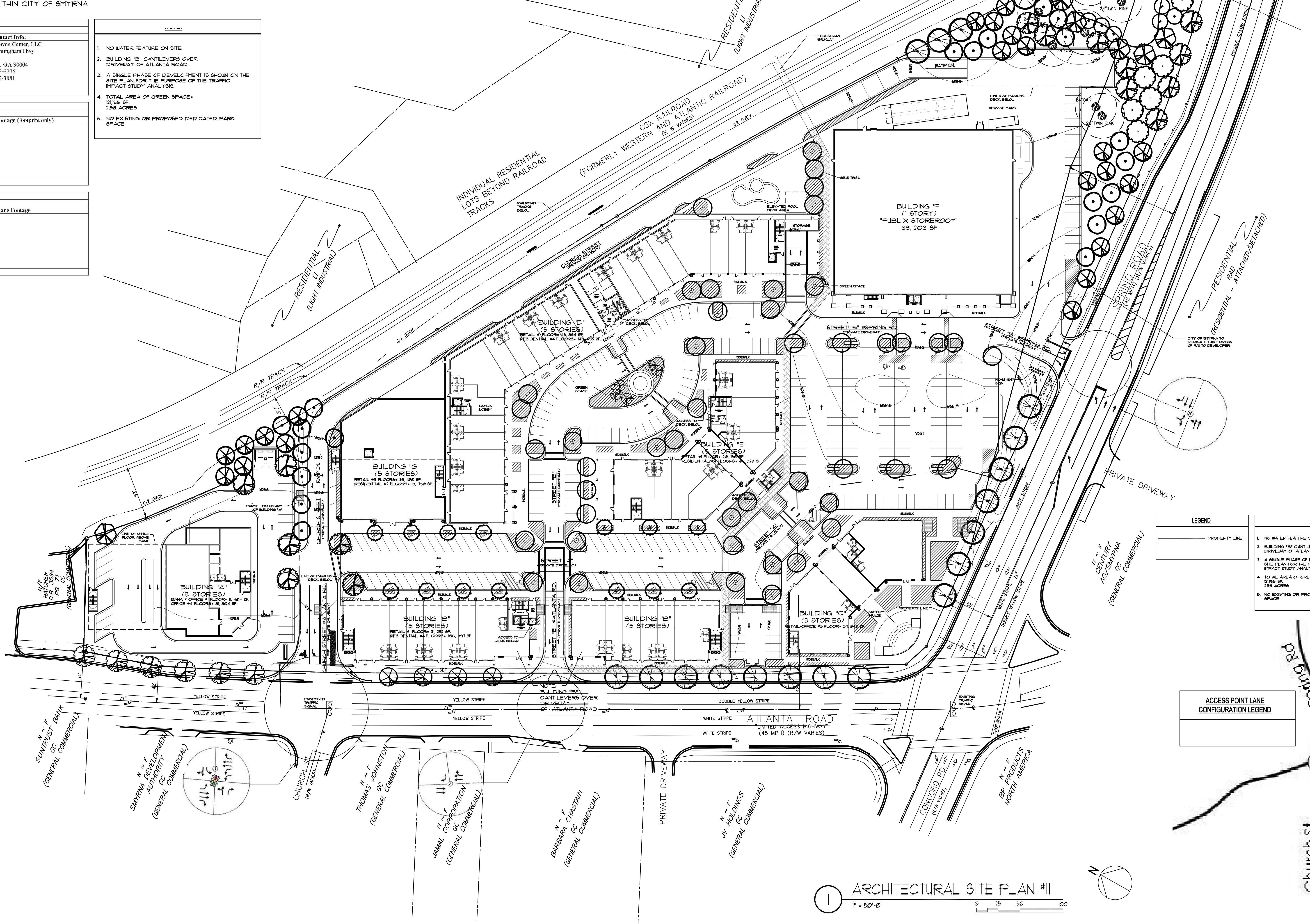
1. NO WATER FEATURE ON SITE.
2. BUILDING "B" CANTILEVERS OVER DRIVEWAY OF ATLANTA ROAD.
3. A SINGLE PHASE OF DEVELOPMENT IS SHOWN ON THE SITE PLAN FOR THE PURPOSE OF THE TRAFFIC IMPACT STUDY ANALYSIS.
4. TOTAL AREA OF GREEN SPACE: 21.96 AC.
5. NO EXISTING OR PROPOSED DEDICATED PARK SPACE.



Residential Building Component Cals - Condo Only			
Building Name	# of Floors	Total Square Footage	Number of Units
Building "A"	4	106,897	38
Building "B"	4	145,839	138
Building "C"	4	67,328	69
Building "D"	4	16,790	14
Building "E"	4	338,588	300
Total	-	-	-

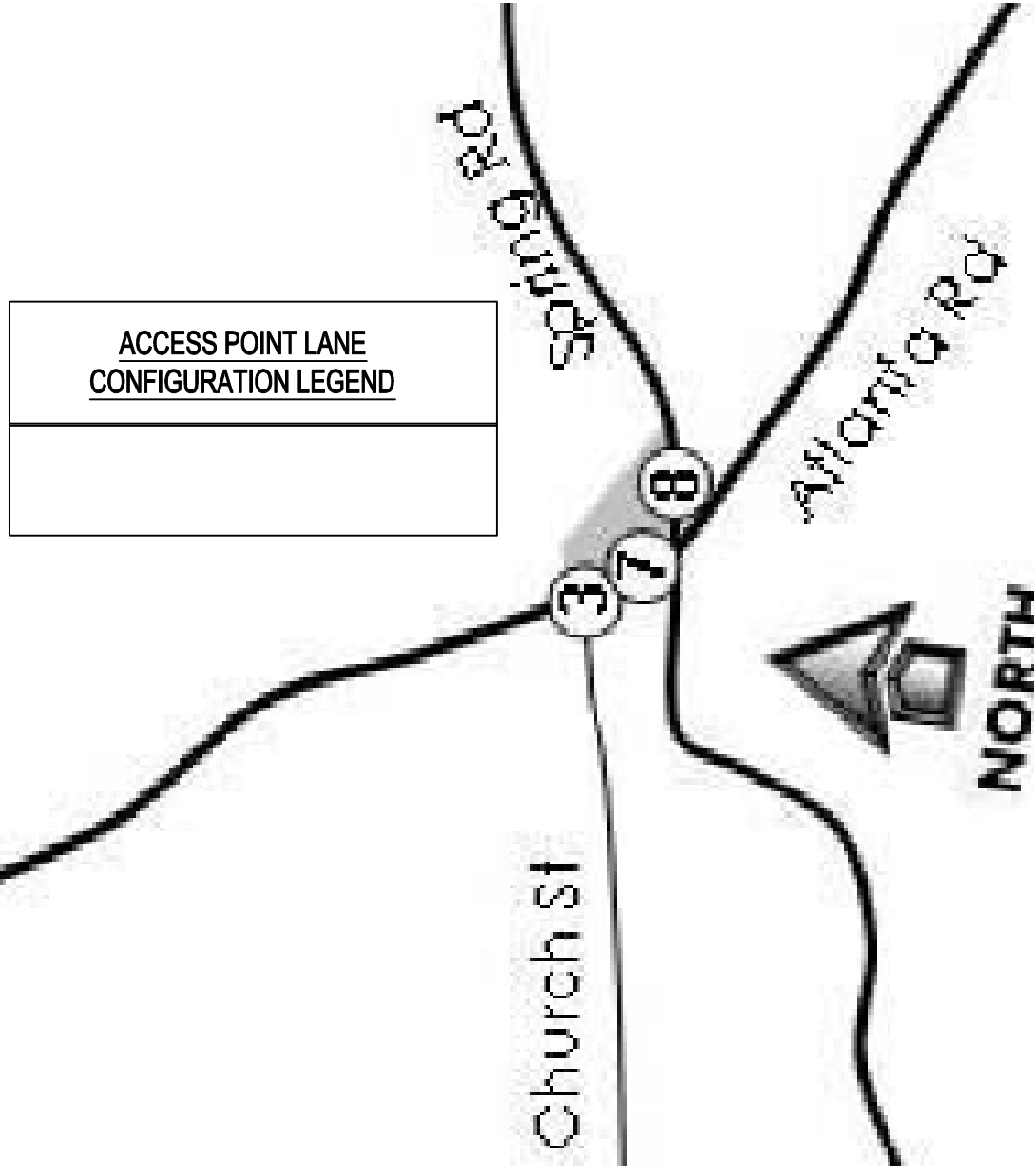
Site Usage and Density Data (Site is calculated at 14.13 acres)			
Usage Type	Number of Units	Total Acreage	% of Condos to Acreage
Residential-Condo	500 units	14.13 acres	21.33 units per acre

Parking Data Info			
Building Type	Required # of Parking	Provided # of Parking	
Office and Commercial (Building A-C)	11,000 sq. ft. or 304 spaces	973 spaces	
Residential-Condo (Building D-E)	1 unit or 300 spaces	306 reserved spaces	
Bank & Office (Building F)		116 reserved spaces	
Total		1291 spaces	



ACCESS POINT LANE CONFIGURATION LEGEND

LEGEND	NOTE:
— PROPERTY LINE	1. NO WATER FEATURE ON SITE.
— BUILDING "B" CANTILEVERS OVER DRIVEWAY OF ATLANTA ROAD.	2. BUILDING "B" CANTILEVERS OVER DRIVEWAY OF ATLANTA ROAD.
— A SINGLE PHASE OF DEVELOPMENT IS SHOWN ON THE SITE PLAN FOR THE PURPOSE OF THE TRAFFIC IMPACT STUDY ANALYSIS.	3. A SINGLE PHASE OF DEVELOPMENT IS SHOWN ON THE SITE PLAN FOR THE PURPOSE OF THE TRAFFIC IMPACT STUDY ANALYSIS.
— TOTAL AREA OF GREEN SPACE: 21.96 AC.	4. TOTAL AREA OF GREEN SPACE: 21.96 AC.
— NO EXISTING OR PROPOSED DEDICATED PARK SPACE.	5. NO EXISTING OR PROPOSED DEDICATED PARK SPACE.



ARCHITECTURAL SITE PLAN #1  
1" = 50'-0"