



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: Nov 16 2007

ARC REVIEW CODE: R7710171

TO: Chairman Samuel Olens
ATTN TO: John Pederson,
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: City Side at Town Center (Hidden Forest Redevelopment)

Review Type: Development of Regional Impact

Date Opened: Oct 17 2007

Date Closed: Nov 16 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: The proposed development is consistent with many of ARC's Regional Development Policies. The development is adding to a mix of uses within the area that will allow individuals the opportunity to live and work within close proximity. The proposed development also is ideally located adjacent to the interstate system that will provide sufficient transportation connections to other areas in the region. The project is also consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as the most intensely developed radial corridors in the region.

The proposed development is also located within the Town Center LCI study area and thus should follow the study guidelines. The overall goals of the Town Center LCI study are to improve mobility and connectivity for all users, increase economic vitality, balance land use and transportation, and create an innovative and implementable plan. The proposed development meets the intent and goals of the LCI study by providing a mixed use, transit oriented development that offers a variety of housing types, takes advantage of good access to the existing mall, and enhances the recreational opportunities within the area.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF MARIETTA
GEORGIA CONSERVANCY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF KENNESAW
TOWN CENTER AREA CID

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COBB COUNTY SCHOOLS
COBBRIDES

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.

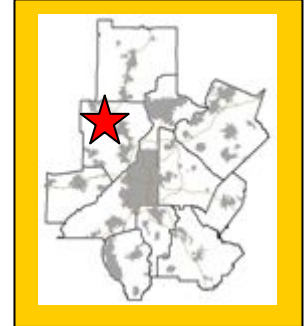
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	October 17, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	City Side (Hidden Forest) #1352
Final Report Due:	November 15, 2007		Comments Due By:	October 30, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The City Side development, also known as Hidden Forest, is a mixed use development located on 53 acres in Cobb County. The proposed development will consist of 144,600 square feet of retail space, 143,000 square feet of office space, a 31,200 square foot church, 1,351 village condominiums, 160 stack flats condominiums, 88 townhomes, and 185 senior living units. The proposed development is located east of Interstate 75 and west of Interstate 575 near the intersection of Big Shanty Road and Hidden Forest Court in Cobb County.



PROJECT PHASING:

The project is being proposed in multiple phases with build-out by the year 2015.

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 R-20 residential. The proposed zoning is Planned Village Community (PVC). The proposed zoning is consistent with the Cobb County Future Land Use Plan which identifies this area as a Regional 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?

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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 to 1991) or as a DRI (1991 to present), within a two mile radius of the proposed project.

YEAR NAME

2007 LAFARGE BUILDING MATERIALS
2002 MBNA Operations Center
2001 GWINNETT PARTNERS U.S. 41 DEVELOPMENT
2000 RIDENOUR REVISION
1999 RIDENOUR
1998 GREERS CHAPEL DEVELOPMENT
1997 VILLAGES AT TOWN CENTER
1993 MCCOLLUM AIRPORT IMPROVEMENTS
1993 SHEPHERD ASPHALT MIXING PLANT
1992 TOWN POINT CENTER
1987 CHASTAIN CORNERS
1986 COBB NORTH
1985 FALLS OF BELLS FERRY
1985 SHELL OIL IND. PARK/WEST OAK CENTER
1984 BARRETT
1984 I-75/BIG SHANTY

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 a single family neighborhood and will displace approximately 45 homes.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is consistent with many of ARC's Regional Development Policies. The development is adding to a mix of uses within the area that will allow individuals the opportunity to live and work within close proximity. The proposed development also is ideally located adjacent to the interstate system that will provide sufficient transportation connections to other areas in the region. The project is also consistent with the Atlanta Region Unified Growth Policy Map. The proposed

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development is located within a mega corridor which is defined as the most intensely developed radial corridors in the region.

The proposed development is also located within the Town Center LCI study area and thus should follow the study guidelines. The overall goals of the Town Center LCI study are to improve mobility and connectivity for all users, increase economic vitality, balance land use and transportation, and create an innovative and implementable plan. The framework plan of the LCI study calls for additional mid-rise, multi-family housing and high density mixed-use within close proximity to the proposed BRT station. The site should take advantage of location opportunities, such as proximity and good access to the mall and the quarter mile proximity to the proposed BRT station. The LCI plan also calls for a new gateway entrance to the mall, centered on the recreational and amenity opportunities along Noonday Creek.

The proposed development meets the intent and goals of the LCI study by providing a mixed use, transit oriented development that offers a variety of housing types, takes advantage of good access to the existing mall, and enhances the recreational opportunities within the area.

As the proposed development is refined through the local planning process, the goals and policies set forth in the LCI study should remain in the forefront. These include ensuring longevity of the mall with mixed use development, new residential opportunities, and improving access throughout the area. Secondly, proposed development should support and encourage transit; therefore, mixed use, transit oriented development is encouraged, adequate, convenient, and safe pedestrian, bicycle, and vehicle access to existing and proposed transit opportunities is strongly encouraged. The developer should work with the appropriate transit agencies to ensure that individuals living and working within the development are served adequately by the existing transit opportunities, as well as future opportunities.

ARC also strongly recommends that the proposed development incorporate an affordable housing component. The Regional Development Policies encourage a variety of homes styles, densities, and price ranges that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups. There are organizations within the region that the developer should work with to incorporate a successful affordable housing program into the development that will allow individuals and families to live a community convenient to jobs, daily services, transportation options, and recreational opportunities.

The developments current layout does a good job of creating a comfortable pedestrian environment. However, there are a few staff recommendations that may improve the quality of the pedestrian environment. The first would be to consider relocating the entrances to the parking garages from the main street (Private Street A) to side streets B, E and F. This would create a continuous pedestrian zone on Street as well as expand the medians on Street A. The second recommendation would be to screen parking with buildings. There are a few locations where parking fronts a street, in these locations, a thin “ribbon” building could be located to obstruct the view of the parking while not eliminating too many spaces. The final recommendation deals with the coordination of the fronts and back of the townhomes. Consider reconfiguration to use all “rear loaded” townhomes and place these buildings back to back to create a consistent and comfortable street.

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Revisions to the site plan include adding additional access to the parking decks in blocks 2 and 4. The additional access from block 2 will connect with outparcel B and the additional access to block 4 will connect to Grace Avenue. Intent of the revisions is included at the end of this report.

Information submitted for the review includes recreational amenities that will include a multi-use trail along Noonday Creek. This trail has the potential to connect to a greater system of trails existing and proposed throughout Cobb County. ARC recommends that the developer coordinate with Cobb County to provide trail head at logical locations that will connect the proposed development to the Noonday Creek Trail project. Furthermore, the developer should coordinate the design and construction of the multi-use trail within the project with Cobb County.

The character of this area is quickly becoming more urban as many of the adjacent and surrounding properties have been developed or redeveloped with higher than average densities, however, there are still many light industrial uses located here due to the access to Interstates 75 and 575. Appropriate transition or buffering between incompatible land uses will need to be considered given the various uses that are located in this area.

Finally, it is important for the developer to work with the community and Cobb County to alleviate many of the concerns raised by the community. Appropriate measures should be taken to promote sustainability, conservation, and environmental stewardship throughout the development.

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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 east of Interstate 75 and west of Interstate 575 along Big Shanty Road, approximately 0.2 miles east of George Busbee Parkway, near the intersection of Big Shanty Road at Hidden Forest Court in Cobb County.

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 County’s jurisdiction. The proposed project is less than 2 miles from the cities of Kennesaw and 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 \$441,561,200 million with an expected \$13 million in annual local tax revenues.

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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 proposed development will provide opportunities for individuals to live and work within close proximity to one another, as well as provide services and recreational opportunities for individuals living within the development in the immediate surrounding community.

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 in the Allatoona Lake Water Supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the Part 5 Environmental Minimum Criteria. Under the current Criteria, because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no special requirements apply to this facility.

The project site is crossed by Noonday Creek and a tributary. The site plan shows a 100-foot County buffer along Noonday Creek and a 50-foot County buffer along the tributary to Noonday. The 25-foot State sediment and erosion buffer is also shown along both streams. The property appears to be beyond the seven (7) mile around Allatoona in which the Cobb ordinance requires a 100-foot vegetative buffer and 150-foot impervious surface setback on perennial streams. The proposed project plans show a portion of a road within the 50-foot buffer of the tributary, which may require a variance from the County.

Any other waters of the state not shown on the project plans are also subject to the State 25-foot erosion and sedimentation buffer.

Stormwater / Water Quality

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

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in the final project design. Office/Light Industrial was chosen for the property because of the coverage shown on the proposed project plans.

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
Office/Light Industrial	53.40	68.89	914.74	6087.60	37807.20	79.03	10.15
TOTAL	53.40	68.89	914.74	6087.60	37807.20	79.03	10.15

Total % impervious 70%

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?

Vehicular access to the development is proposed at five locations. Three driveways are proposed along Big Shanty Rd, one along George Busbee Parkway and one along Town Center Drive.

- Town Center – Big Shanty Connector, located along Big Shanty Rd, is proposed to be a full-movement signalized driveway at the existing location of Big Shanty Rd and Hidden Forest

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Court located approximately 1,100 feet east of the existing signalized intersection of Big Shanty Rd and George Busbee Parkway.

- Proposed Driveway #1, located along Big Shanty Rd, is proposed to be a restricted movement (right-in/right-out) unsignalized driveway located approximately 800 feet east of the existing signalized intersection of Big Shanty Rd and George Busbee Pkwy.
- Proposed Driveway #2, located along Big Shanty Rd, is proposed to be a restricted movement (right-in/right-out) unsignalized driveway located approximately 1,400 feet east of the existing signalized intersection of Big Shanty Rd and George Busbee Pkwy.
- Mall Driveway/future Town Center – Big Shanty Connector, located along Town Center Drive, is proposed to be a full-movement unsignalized driveway at the existing location of Mall Driveway and Town Center Drive located approximately 750 feet east of the existing signalized intersection of George Busbee Pkwy and Town Center Dr.
- George Busbee Pkwy/Retail Driveway connection is proposed to connect to the existing retail driveway approximately 300 feet east of the existing signalized intersection of George Busbee Pkwy and Retail Driveway.

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

Kimley-Horn and Associates, Inc. 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:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments 1,351 Units	133	533	666	495	266	761	8,270
Residential Condominium/Townhouse 248 Units	18	89	107	85	42	127	1,390
Senior Adult Housing - Attached 185 Units	7	8	15	12	8	20	644
Church 31,1200 SF	10	12	22	11	10	21	284
General Office 143,000 SF	220	30	250	41	198	239	1,756
Retail 144,600 SF	119	76	195	384	415	799	8,632
<i>Mixed-Use Reductions</i>	-0	-0	-0	-109	-109	-218	-2,366
<i>Alternate Mode Reduction</i>	-9	-16	-25	-19	-17	-36	-372
<i>Pass-By Reduction</i>	-0	-0	-0	-75	-75	-150	-1,500
TOTAL NEW TRIPS	500	730	1,230	825	738	1,563	16,736

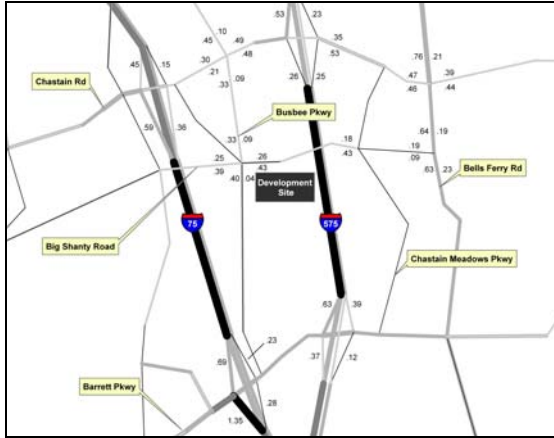
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

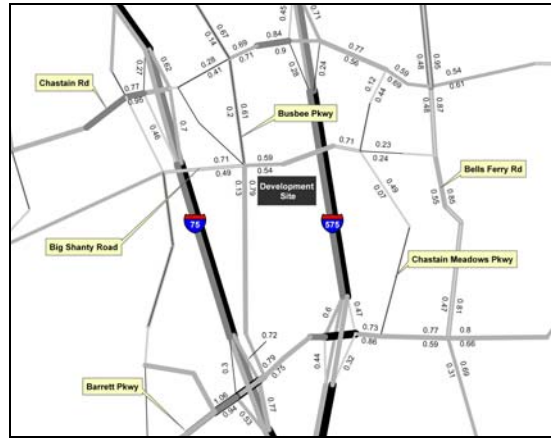
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



2010 AM Peak



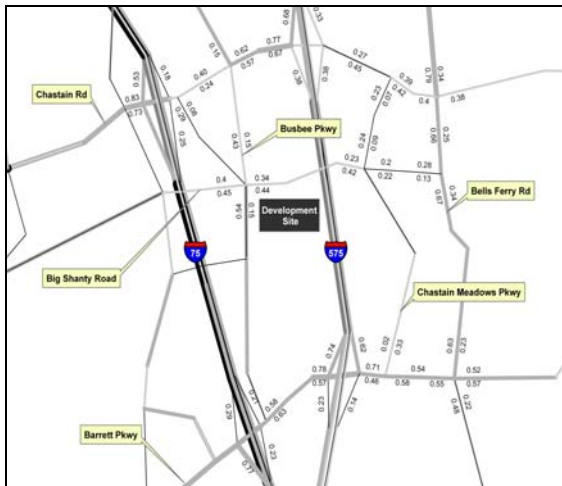
2010 PM Peak



2015 AM Peak



2015 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
AR-251 (A-D)	I-75 North from Akers Mill Road Area to Town Center Mall Area	Fixed Guideway Transit Capital (BRT)	2011
AR-H-004	I-75 North from I-575 to Wade Green Road in Cobb County	HOV Lanes	2024
AR-H-005	I-575 from I-75 North in Cobb County to Sixes Road in Cherokee County	HOV Lanes	2015
CO-297A	Big Shanty Road from Busbee Parkway to Chastain Meadows Parkway	General Purpose Roadway Capacity	2011
CO-313	Chastain Road at Bells Ferry Road	Roadway Operational Upgrade	2008
CO-332A	Big Shanty Road Extension from Busbee Parkway to Barrett Lakes Boulevard at Big Shanty Road	General Purpose Roadway Capacity	2010
CO-332B	Big Shanty Road Extension from Barrett Lakes Boulevard at Big Shanty Road to Chastain Road	General Purpose Roadway Capacity	2010
CO-368A	Greers Chapel Road from US 41 (North Cobb Pkwy) to Shiloh Valley Drive	General Purpose Roadway Capacity	2009
CO-AR-BP214B	Noonday Creek Trail: Phase II from US 41 (Cobb Parkway) to Bells Ferry Road	Multi-Use Bike/Ped Facility	2013

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-917	I-575 from I-75 North in Cobb County to SR 5 Business in Cherokee County	General Purpose Roadway Capacity	2025
CO-297B	Big Shanty Road from Chastain Meadows Parkway to Bells Ferry Road	General Purpose Roadway Capacity	2015
CO-334	Chastain Road, Busbee Parkway, Bells Ferry Road, North Cobb Parkway, Barrett Parkway	Roadway Operational Upgrades	2015
CO-368B	South Barrett Pkwy from Greers Chapel Rd South to Bells Ferry Rd	General Purpose Roadway Capacity	2025

**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 Hidden Forest.

Preliminary Report:	October 17, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	City Side (Hidden Forest) #1352
Final Report Due:	November 15, 2007		Comments Due By:	October 30, 2007

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

Chastain Road @ George Busbee Parkway

- No-Build LOS was within LOS standard; however based on the “no-build” volumes engineering judgment recommends dual lefts.

Chastain Road @ Bells Ferry Road

- Construct a westbound right-turn lane along Chastain Road
- Construct a northbound right-turn lane along Bells Ferry Road

George Busbee Parkway @ Busbee Drive

- Install a traffic signal when warranted.

Big Shanty Road @ Bells Ferry Road

- Install a traffic signal when warranted.
- Install split-phasing for the proposed traffic signal at the Big Shanty Road eastbound approach and the Kathryn Drive westbound approach or re-align the road to eliminate the offset.
- Install protected/permissive left-turn phasing (green arrow) for the northbound approach.
- Construct an eastbound right-turn lane along Big Shanty Road.
- Construct a southbound left-turn lane along Bells Ferry Road.

Barrett Parkway @ Interstate 575 Southbound Ramps

- Construct one additional westbound left-turn lane (creating dual left turn lanes) along Barrett Parkway.
- Re-stripe the existing southbound approach geometry along the Interstate 575 Southbound Ramp as a separate left-turn lane, a shared left-turn/through/right-turn lane, and a separate right-turn lane.

Barrett Parkway @ Interstate 575 Northbound Ramps

- Construct one additional eastbound left-turn lane (creating dual left turn lanes) along Barrett Parkway.
- Re-stripe the existing northbound approach geometry along the Interstate 575 Northbound Ramp as a separate left-turn lane, a shared left-turn/through/right-turn lane, and a separate right-turn lane.

Barrett Parkway @ Chastain Meadows Parkway

- Construct one additional southbound left-turn lane (creating dual left turn lanes) along Chastain Meadows Parkway.
- Install protected/permissive left-turn phasing (green arrow) for the northbound approach.

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Barrett Parkway @ Bells Ferry Road

- Construct a southbound through lane along Bells Ferry Road.
- Construct a northbound through lane along Bells Ferry Road.
- Construct a westbound through lane along Barrett Parkway.
- Construct an eastbound through lane along Barrett Parkway.

Chastain Road @ Big Shanty Road

- Construct one additional westbound left-turn lane (creating dual left turn lanes) along Big Shanty Road.
- Construct an eastbound right-turn lane along Big Shanty Road.

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.

Chastain Road @ Interstate 575 Southbound Ramps

- Construct an eastbound through lane along Chastain Road.
- #### *George Busbee Parkway @ Big Shanty Road*
- Construct a westbound right-turn lane along Big Shanty Road.

Barrett Parkway @ George Busbee Parkway

- Construct a westbound through lane along Barrett Parkway.
- Install permissive/overlapped right-turn phasing (green arrow) for the southbound approach.

Big Shanty Road @ Town Center – Big Shanty Connector

- Install a traffic signal when warranted.
- Construct a westbound left-turn lane along Big Shanty Road.
- Construct an eastbound right-turn lane along Big Shanty Road.
- Install a northbound left-turn lane in median along Town Center – Big Shanty Connector. Reserve width to allow for possible through lane exiting the site for future conditions beyond the 2015 Build-out year.

Town Center Drive @ Town Center – Big Shanty Connector

- Re-stripe the existing westbound approach geometry along Town Center Drive as a separate left-turn lane and a shared through/right-turn lane.
- Re-stripe the existing eastbound approach geometry along Town Center Drive as a separate left-turn lane and a shared through/right-turn lane.
- Construct a southbound left-turn lane along Town Center – Big Shanty Connector
- Construct a southbound shared through/right-turn lane along Town Center – Big Shanty Connector.

Big Shanty Road @ Proposed Right-in/Right-out Driveway #1

- Construct an eastbound right-turn lane along Big Shanty Road.

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Big Shanty Road @ Proposed Right-in/Right-out Driveway #2

- Construct an eastbound right-turn lane along Big Shanty Road.

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?

The proposed development is located within the Town Center Area Community Improvement District and Cobb Rides Transportation Management Association. There are at least four bus stops located within a mile of the proposed development. One is located on Big Shanty Road just west of the proposed site entrance and three are located on George Busbee Parkway. A Cobb County Transit Park and Ride Lot is located off Busby Drive less than a mile from the proposed site.

Cobb Community Transit (CCT) Route 10C operates from Town Center to MARTA Arts Center via Marietta Transfer Center (MTC). The outbound trips will begin at the Town Center Mall stop located at JC Penny, stopping only at the MTC and ending at the MARTA Arts Center Station.

CCT Route 40 passes to the west of the site along George Busbee Parkway. This route operates from Marietta to Kennesaw State University via Bell Ferry Road and George Busbee Parkway, with stops in the Town Center mall area.

CCT Route 45 passes in front of the proposed development along Big Shanty Road and to the west of the development along George Busbee Parkway. This route operates from Marietta to Town Center Mall area via U.S. 41 and Ernest Barrett Parkway, with access to Chastain Meadows Industrial Park and Kennesaw State University.

CCT Route 481 outbound operates express service from the Children's Health Care Center, adjacent to the Busbee Park and Ride Lot. Route 481 will travel to three MARTA Stations; Civic Center, Arts Center, and Midtown.

In addition, Bus Rapid Transit (BRT) is proposed (AR-251 A-D) along I-75 with a northern terminus in the Town Center area. Completion of this project will provide residents and employees of the development with an additional transit option.

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

None proposed. The proposed development is within the Cobb Rides TMA.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA,		

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Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	2%	2%
Total		20%

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Noonday Creek Trail
 - The traffic analysis provided for review promotes the Noonday Creek multi-use trail as a major recreation amenity and alternative mode transportation facility but no trailheads are shown on site plan.
 - *The ARC recommends that the developer coordinate with Cobb County to provide trail heads at logical locations that will connect the proposed development to the Noonday Creek Trail project.*

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.562 MGD.

Which facility will treat wastewater from the project?

Noonday Creek will provide wastewater treatment for the proposed development.

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

The capacity of Noonday Creek 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

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No flow limit	12	11	16	-4	Expansion to 20 mgd under construction	
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MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.562 MGD based on information submitted for the review.

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 states that the development will generate 11,970 tons of solid waste per year and will be disposed in Cobb County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- Levels of governmental services?

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- **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.

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

No.

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

The site proposed for the development is located in Census Tract 302.05. This tract had a 12.2 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 38 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?

N/A

* 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: Elicia Fritsch [write-away@comcast.net]
Sent: Wednesday, October 31, 2007 11:16 AM
To: Haley Fleming
Subject: Cityside at Town Center

I realize that the comment period ended yesterday for the Cityside at Town Center project, but I attended a meeting last night presented by the Pacific Group. I would like to comment on this project after hearing the developer's plans:

- Cityside is a premature development without county infrastructure to support it. There is no transit to alleviate traffic congestion, and we are currently (and in the future) experiencing water shortages at current usage. I am not opposed to high density development when it is appropriate. This is not in-fill; it is more housing than is appropriate for the area.
- Cityside is misrepresented as a "live, work, play" community as the cost of living is far above the kind of income earned in a retail environment. Therefore, most people living at Cityside will be leaving each day, (in their cars because there is no efficient transit) for higher paying jobs in Atlanta, further contributing to the already unacceptable traffic volume in the Town Center area and the major highways during rush hours. The DRI is underestimating the traffic volume during peak hours AM and PM. With an additional 1,784 residences with 2 parking spaces each, there is a potential for an additional 3,568 vehicles on the roadways. That does not take into account additional traffic flow for the planned retail and office space.
- The developer should not compare Cityside with its West Village project at Vinings. While comparable in design and amenities, Cityside's Town Center location will not appeal to the same demographics as West Village due to its more northern location. It can take as long as 45 minutes to travel the 12 miles from I-575 to I-285 during rush hour, while from Vinings, commuters can easily access I-285 or I-75 into Atlanta. The people who can afford to pay \$1500 per month in rent are not the demographic for mass transit, regardless of the CCT and GRTA Express service available at the Park and Ride across the street from Cityside.
- North Georgia is currently in a Level 4 drought. Residents and businesses are making sacrifices to conserve water as evidenced by the county's 20% reduction in usage since the elevation. Cityside is "business as usual" with no plans for conserving water (e.g. gray water systems, use of Noonday Creek as alternative water source, green roofs and other existing technologies). The DRI indicates that wastewater disposal will be 0.562 MGD off peak, but 1.96 MGD during peak times.
- The DRI indicates that "after construction, water quality **will be impacted** due to polluted stormwater runoff." There is no mitigation in the plan.
- The neighborhood currently is heavily forested with large trees. County residents are tired of land clearing for development. The development currently plans for 70% impervious surface. The Urban Forestry Council recommends 50% tree canopy in residential areas. The county must enforce the tree ordinance and demand that a maximum number of trees be preserved rather than replaced. They should encourage the developer to achieve the 50% coverage.
- To fast-track a project of this magnitude at this time is irresponsible. From what I heard last night, the developer needs approval immediately in order to secure financing. That is not an acceptable reason for ignoring the shortfalls of the project.

Thank you for allowing comments on this project. Ultimately, my preference would be to see the number of residences scaled back, and the project delayed until the housing market has stabilized and our natural resources are more in balance.

Sincerely,
 Elicia Fritsch
 Advisory Board, Canton Road Neighbors
 550 Chicapoo Drive
 Marietta, GA 30066
 770-427-9513

Ms. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland St.
Atlanta, GA 30303

October 31, 2007

RE: Z-26 Cityside at Town Center, (Hidden Forest Redevelopment)

Dear Ms. Fleming,

Along with two other civic associations, our group met with Mr. Snell and his attorney John Moore last night to review his presentation for Z-26 Cityside at Town Center. While the project is clearly intended to be an upscale development we feel that there are serious issues the developer is unwilling to address at this early stage

The most serious issues are with traffic and water. As you well know, the future of the proposed NW Corridor HOV/BRT proposal is in question with substantive negative comments by a number of organizations and by the public. Currently in Cobb County we do not even have a single HOV lane to accommodate the express bus service that we have, thus for practical purposes, we have no viable transit during peak travel times. This proposed development, at 1,784 residential units could easily bring another 3,000 vehicles to our local roads, already grid locked in the Town Center CID.

I would further point out to you that the review of Transportation options on page 9 of 11 as quoted below mistakenly places this development in Alpharetta and not Cobb County. This suggests only the most cursory glance at the proposal and a desire to expedite a plan submitted by a “favored” developer.

“INFRASTRUCTURE

Transportation

To be determined during the review.

The development PASSES the ARC’s Air Quality Benchmark test.”

“In addition, there is a MARTA bus route along Haynes Bridge Road and North/South Main Street and a Park & Ride lot located north of GA 400 at Windward Parkway and south of GA 400 at Mansell Road, as well as a MARTA bus stop at Northpoint Mall, just south of the project. These additional facilities present transportation options and increases the chances that alternative modes are sought.”

That this is a “live work play” community is to mischaracterize the plan. This has become an overly used buzz word designed to win approval with the planning community. In reality, the projected rental of \$1,500 per month would require that tenants commute to locations outside the CID since the retail shops planned for the community would likely not pay a living wage, let alone the salary needed to rent a condominium in this gated

community. Thus, it is likely that not only the majority of residents of this project, but employees in the shops will be commuting on local roads or our congested interstates.

There are significant issues with the amount of impervious surface, the use of Noonday Creek as detention, impacts to the stream from runoff, removal of tree canopy, and most of all, with the demand for water that would be generated by a project of this scale. While a mixed use development may use water more efficiently, the demand will increase significantly.

The applicant was not willing to scale back the size of this project or to take a slower approach until water and transportation issues are better addressed in the region. Based on the apparently hasty and inaccurate review given transportation by the ARC staff, we have no confidence that the real issues raised by a project of this magnitude will be adequately addressed.

At a time of crisis as regards our region's water supply and transportation, putting Z-26 Cityside (AKA Hidden Forest Redevelopment) on a fast track for approval constitutes an egregious example of "business as usual". This flies in the face of all we are being told by leadership about the dire situation we face with our water supply. We cannot understand how 1,784 new luxury condominiums (with four large swimming pools) could be approved at a time when small business owners are going out of business and residents are being told water rationing may be necessary early next year.

We urge all involved to slow this process down and take a much closer look. We can do better than this.

Sincerely,

Carol Brown
Chairman, Canton Road Neighbors, Inc.

cc: Ms. Laura Beall, Land Use Division Director GRTA
Chairman Sam Olens, Cobb County Commission
Commissioner Tim Lee, Cobb Commission District 3
Planning Commissioner Christi Trombetti, District 3
Ms. Julie Mayfield, Counsel, Georgia Conservancy

Kathryn A. Sims
1611 Sheridan Drive
Marietta, Georgia 30066
(404) 588-2527

October 31, 2007

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

Re: Z-26 Cityside at Town Center (Hidden Forest Redevelopment)

Dear Ms. Fleming:

The purpose of this letter is to provide comments regarding the proposed redevelopment of Hidden Forest Subdivision. It is our understanding that several residents and civic associations met with the proposed developer, together with his attorney, on Tuesday, October 30.

The proposed development will cause an extreme impact to the Town Center CID. It appears that the development is intended to be a live/work/play community. While the plan states there will be a total of 1,511 condominium, 88 townhomes, and 185 senior living units, for a total of 1,784 total units, it is our understanding that the majority of these units are not intended to be privately owned, but rather, rental units, with an approximate rental rate of \$1,500.00 per month. The area within the immediate vicinity of the proposed development already has an extremely high number of rental housing units. The addition of yet another rental development to an already overabundant supply, regardless of whether they are labeled "apartment" or "condominium," is inappropriate for this area. Further, it is infeasible to believe that tenants will choose to rent a condominium at a cost comparable to the cost to purchase a home. Furthermore, the household income which will be necessary to qualify for such a rental rate would likely exceed the average salary paid for residents in this live/work/play community.

To put it bluntly, the Town Center area has a serious problem with traffic. The nature of the housing is such that people must work in the downtown Atlanta or other areas not in this vicinity to provide sufficient income to afford this standard of living expenses. This creates additional problems with commuter traffic. Each morning, I travel from the Highway 5 entrance to downtown Atlanta. This commute now takes approximately 40 minutes on a typical morning; and 60 minutes each evening, which is an increase of almost 50% over four years ago. The traffic problems in the Town Center area are not limited to the morning and evening commute. Weekend traffic deadlocks on Barrett Parkway are becoming the norm, with extreme congestion between I-75 and I-575. Holiday traffic is even worse. The addition of the vehicles from this

extremely high density development will further exacerbate the situation. There is no interstate access from the development, forcing residents and employees to use these same congested surface streets.

The current infrastructure cannot support a development of this magnitude. The estimated impervious surface for the proposed development is 65-70%. The County should be striving to reduce the amount of impervious surface in new developments. The use of Noonday Creek for detention, as well as stormwater runoff, grading, and clear cutting will cause severe, detrimental impact upon the area watershed. Water quality will be impacted due to polluted stormwater runoff. No mitigation plan has been proposed. This polluted stormwater runoff will directly affect Lake Allatoona and the counties, and states, which draw upon the Lake for drinking water.

This project has been placed on a fast track for review and approval. We feel that such actions are irresponsible and should not be condoned. Considering the current soft market for housing, a development of this magnitude should be examined closely and carefully.

We appreciate your consideration of our comments. Should you have any questions, please do not hesitate to contact us.

Sincerely,

Bill and Kathy Sims

Haley Fleming

From: Beverly T McMurray [btmcmurray@comcast.net]
Sent: Thursday, November 01, 2007 11:20 AM
To: Haley Fleming
Cc: solens@cobbcounty.org; jmayfield@gaconservancy.org; 'Lee, Tim'; ctrombetti@cobbcounty.org; lbeall@grta.org; zloo@grta.org
Subject: Z-26 Cityside at Town Center (Hidden Forest Redevelopment)

November 1, 2007

Ms. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland St.
Atlanta, GA 30303

re: Z-26 Cityside at Town Center (Hidden Forest Redevelopment)

Dear Ms. Fleming,

I am writing to emphasize a point made in the letter to you from Carol Brown, Chairman of Canton Road Neighbors, Inc. As a fellow board member of CRN, I share her strong reservations about the density with its resulting traffic, runoff and water usage problems.

She has pointed out that the review of Transportation options on page 9 of 11 refers to the MARTA options in north Fulton County. However, as she stressed, this development will be in Cobb County, where we have no MARTA. The HOV lanes that were in a planning stage for I-75 as well as the bus rapid transit have all been put on hold. That makes a project with this density in the Town Center and Chastain/Kennesaw State University areas premature.

Notwithstanding the traffic gridlock, we are currently in a severe water crisis that is expected to get worse. It would be very irresponsible to allow a dense development with as many as four swimming pools and a great deal of runoff from the impervious surfaces to be built at this time.

Thank you in advance for taking the concerns of Canton Road Neighbors into consideration as the review of this proposal moves forward.

Sincerely,

Beverly T. McMurray
2104 Drogheda Lane NE
Marietta, GA 30066
770-426-6916
btmcmurray@comcast.net

cc: Ms. Laura Beall, Land Use Division Director GRTA
Z. Loo, GRTA
Chairman Sam Olens, Cobb County Commission
Commissioner Tim Lee, Cobb Commission District 3
Planning Commissioner Christi Trombetti, District 3
Ms. Julie Mayfield, Counsel, Georgia Conservancy

Developments of Regional Impact

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DRI #1352

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Cobb

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

Telephone: 770-528-2024

E-mail: john.pederson@cobbcounty.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: City Side at Town Center

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 34 deg 01' 30" N

Brief Description of Project: Mixed use project consisting of 4.1 million square feet of office retail hotel restaurants and residential.

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:	Marthasville Development, LLC c/o Stephen Arms 9775 Hunt Club Way Alpharetta, GA 30022	
Mailing Address:		
Address 2:		
	City: State: Zip:	
Telephone:	770-442-8555	
Email:	armss@mindspring.com	
Is property owner different from developer/applicant?	(not selected) Yes No	
If yes, property owner:	There are 45 different owners.	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No	
If yes, provide the following information:	Project Name:	
	Project ID:	
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other	
Is this project a phase or part of a larger overall project?	(not selected) Yes No	
If yes, what percent of the overall project does this project/phase represent?		

Estimated Project Completion Dates:

This project/phase:
Overall project: 2015

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Developments of Regional Impact

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DRI #1352

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

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

Project Information

Name of Proposed Project:	City Side at Town Center
DRI ID Number:	1352
Developer/Applicant:	The Pacific Group, Inc.
Telephone:	770-984-8170
Email(s):	wsnell@pacificgroupinc.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:	441,561,200 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	13 million

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): The proposed development will displace 48 single-family houses that are 30 years old and are approximately 2,000 s.f. each.	
Water Supply	
Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.562 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 Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.562 MGD off peak/ 1.96 MGD peak
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.)	499 entering and 762 exiting trips AM peak hour/ 821 entering and 736 existing trips PM peak hour.
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:See DRI traffic report for specific improvements.	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	11,970 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?	65%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Increased buffers on streams, water quality measures, polyacrylanide siltation defense measures, and undisturbed floodplain.	

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:
The floodplain along Noonday Creek will not be affected due to measures cited in the Stormwater Management section of this form.

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