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: Jan 6 2008 **ARC REVIEW CODE**: R712071

TO: Mayor A. 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: **Belmont Hills**

Review Type: Development of Regional Impact	**Date Opened:** Dec 7 2007	**Date Closed:** Jan 6 2008

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 within the urban neighborhood. It is adjacent to the boundary for the 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 FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY
CITY OF MARIETTA
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
COBB COUNTY SCHOOLS
U.S. AIR FORCE–DOBBINS AIR RESERVE BASE
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SMYRNA

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

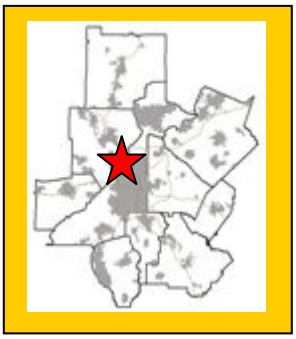
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	December 7, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Belmont Hills #1563
Final Report Due:	January 6, 2008		Comments Due By:	December 21, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Belmont Hills is a mixed use development located on 47 acres in the City of Smyrna. The proposed development will consist of 776 residential units, and 110,511 square feet of commercial retail. The residential component includes 164 condominiums, 338 townhomes, 8 single family homes, and 274 apartments. The development is proposing three driveways onto Windy Hill Road, three driveways on Atlanta Road and four driveways on Fleming Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2013.

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 commercial, and residential. The proposed zoning for the site is mixed use overlay within the General Commercial classification. 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?

According to comments received by Cobb County, the Cobb County Comprehensive Plan and Transportation Improvement Program list the Macland Road- Windy Hill Connector as one of the major SPLOST projects that has a concept approved and is in the design engineering phase of development.

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

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

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

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

YEAR	NAME
2007	Jonquil Village

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 shopping center and warehouse space 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 within the urban neighborhood. It is adjacent to the boundary for the 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. The proposed development is adjacent to Campbell High School. ARC staff strongly recommends a safe bicycle/pedestrian connection to allow for alternative methods of connecting individuals to the school.

There is an LCI transportation project along Atlanta Road for a multi-use facility. It is important that the frontage along Atlanta Road is pedestrian oriented. Therefore, the site plan should be revised to include building orientation to Atlanta Road, minimal parking frontage along Atlanta Road, and pedestrian connections into the development so that all land uses within the development can be conveniently accessed.

The proposed development should allow for potential future access to adjacent property, particularly along the western of the edge of the property.

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in the southwest quadrant of the intersection of Windy Hill Road and Atlanta 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.

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 $246,381,169. The development will generate $3,900,000 in property taxes with an additional $1,300,000 in sales taxes.

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 is a redevelopment of a shopping center. The redevelopment will include a mixture of uses that will provide opportunities for individuals to live, work, and shop within close proximity to one another

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 in the Nickajack Creek sub-basin of the Chattahoochee River and does not drain into the water supply watershed portion of the Chattahoochee watershed.

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. The total area is an estimate because no acreage was provided on the submitted plans. The project property is already in impervious surface over much of its area. Commercial was chosen for this project because of the overall coverage and the lack of differentiation in the proposed uses. Actual

impervious surface may vary depending on parcel size, final coverage and the overall density of the development. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	49.19	84.11	855.91	5312.52	48353.77	60.50	10.82
TOTAL	49.19	84.11	855.91	5312.52	48353.77	60.50	10.82

Total Percent Impervious: 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

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

The proposed Site will have three driveway access points onto Windy Hill Road, three on Atlanta Road and four on Fleming Street. Briefly, the driveways are as follows:

- Driveway 1: A full movement access point onto Windy Hill Road via East Retail Access Road.
- Driveway 2: A full movement, signalized access point onto Windy Hill Road via Middle Street.
- Driveway 3: A restricted, right-in/right-out access point onto Windy Hill Road via West Retail Access Road.

- Driveway 4: A restricted, right-in/right-out access point onto Atlanta Road via North Residential Access Road.
- Driveway 5: A full movement, signalized access point onto Atlanta Road via Central Parkway.
- Driveway 6: A full movement access point onto Atlanta Road via South Residential Access Road.
- Driveway 7: A full movement access point onto Fleming Street via Southeast Retail Access Road.
- Driveway 8: A full movement access point onto Fleming Street via East Residential Access Road.
- Driveway 9: A full movement access point onto Fleming Street via Middle Street.
- Driveway 10: A full movement access point onto Fleming Street via Central Residential Access Road.

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 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential/Condominium/ Townhouse 776 Units	45	551	596	216	107	323	3,664
Single-Family Housing 8 Units	4	11	15	7	4	11	102
Shopping Center 110,511 SF	101	65	166	321	348	669	7,248
Mixed-Use Reductions	*-14*	*-12*	*-26*	*-79*	*-81*	*-160*	*-1,450*
Pass-By Reductions	*-0*	*-0*	*-0*	*-62*	*-64*	*-126*	*-1,422*
Alternate Mode Reductions	*-3*	*-6*	*-9*	*-8*	*-6*	*-14*	*-162*
TOTAL NEW TRIPS	**133**	**279**	**512**	**395**	**308**	**703**	**7,980**

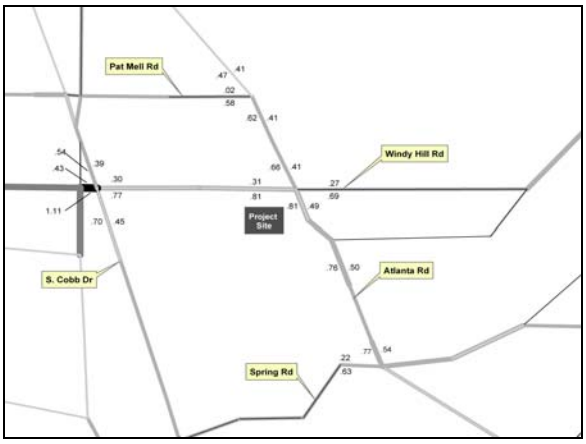
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

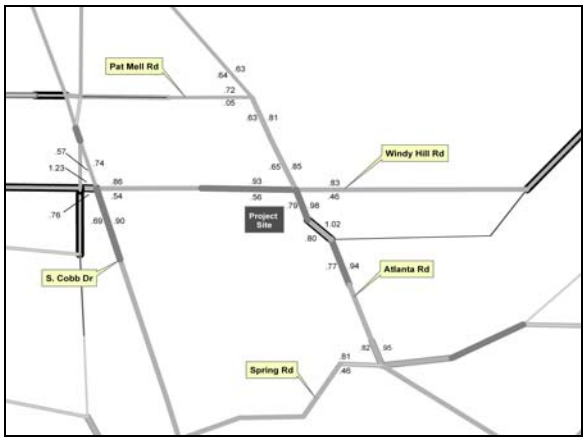
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the

type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

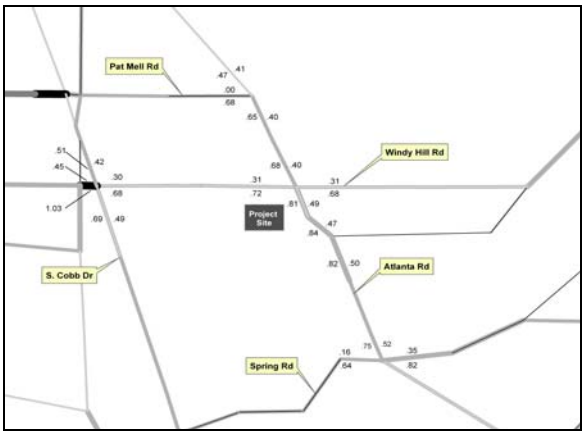
V/C Ratios



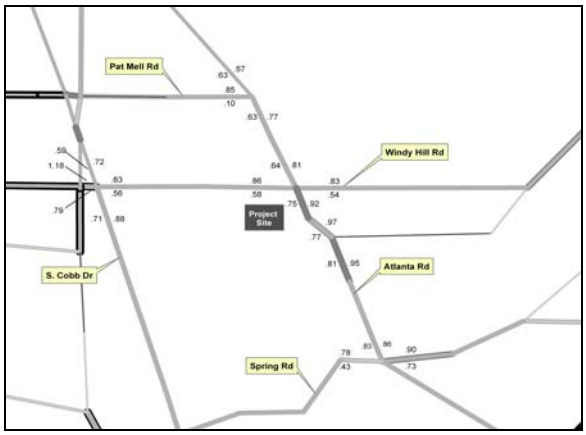
2010 AM Peak



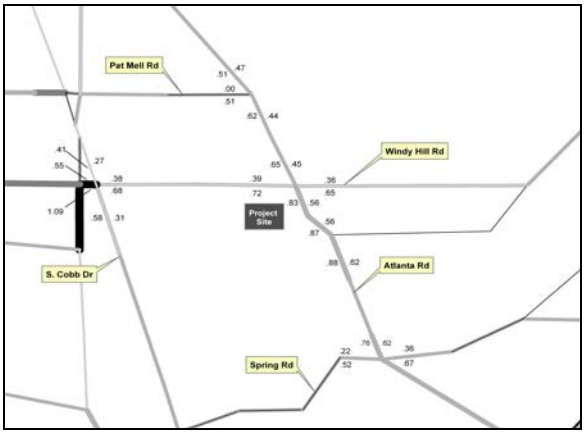
2010 PM Peak



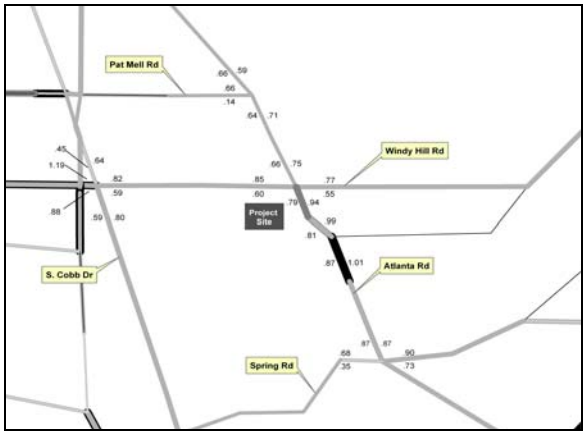
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

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.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
CO-AR-299	Atlanta Road from Concord Road to Fleming Street	Multi-Use Bike/Ped Facility	2009
CO-175A	South Cobb Drive from Atlanta Road in Cobb County to Bolton Road in City of Atlanta	General Purpose Roadway Capacity	2030
CO-373	Atlanta Road from Spring Road/Concord Road to Ridge Road	Multi-Use Bike/Ped Facility	2010
CO-374	Railroad quiet zones in Smyrna at Fleming Street/Hawthorne Avenue, Spring Street, and Nickajack Road	Other	2009
CO-375	Spring Street at railroad crossing	Pedestrian Facility	2010

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
	None		

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Belmont Hills.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

> The intersections operate at overall adequate Levels of Service for Future Background conditions. It should be noted that train traffic in the vicinity of the site was researched. Based on information provided by the Georgia Department of Transportation Intermodal Rail Programs, up to 99 trains per day travel on the main CSX Atlanta to Chattanooga rail corridor near the site. On average, four trains per hour will cross Fleming Street/Hawthorne Avenue and Spring Street, just east of Atlanta Road. This number of crossings has a minimal impact on the study intersections during the peak hours.

According to the findings, there will be some no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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?

There is an existing Cobb Community Transit (CCT) bus stop at the Site on Windy Hill Road at the existing Belmont Hills shopping center. This stop is served by CCT Route #15 and runs from Wildwood Office Park to the Marietta Transfer Center approximately every hour from 5 AM to 8 PM weekdays, every ½ hour from 6 AM to 9 AM and from 3 PM to 7 PM weekdays, and from 7 AM to 7 PM on Saturday.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3&	**3%**
Total		**17%**

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 Street Smarts and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that no improvements are needed 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:

- In an effort to properly manage access onto Windy Hill Road (classified as an Urban Minor Arterial) and Atlanta Road (classified as an Urban Collector) ARC recommends eliminating driveway #3 (right-in/right-out on Windy Hill Road) and converting driveway #6 (currently full-access) to a restricted right-in/right-out driveway.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.308 MGD.

Which facility will treat wastewater from the project?

The RL Sutton facility will provide wastewater treatment for the proposed development.

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

The capacity of the RL Sutton site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.308 MGD based on regional averages.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 970.8 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 776 housing units.

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

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

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

The site proposed for the development is located in Census Tract 311.01. This tract had a 2.0 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 52 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

Planning Division
191 Lawrence Street
Marietta, Georgia 30060-1689
(770) 528-2018 • fax: (770) 528-2126

Dana Johnson, AICP
Division Manager

December 19, 2007

Haley Fleming
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Re: DRI R712071 – Belmont Hills

Dear Ms. Fleming:

Thank you for the notice concerning the Development of Regional Impact proposed in the City of Smyrna for the development of a horizontal mixed-use development known as Belmont Hills. Per the information provided, the proposed action would involve the creation of 110,511 square feet of commercial retail space, 164 condominiums, 338 townhomes, 8 single-family dwellings, and 274 apartment units on 47 acres located at the intersection of Windy Hill Road and Atlanta Road.

The proposed development is within two miles of, but not abutting Cobb County. The Cobb County Comprehensive Plan and Transportation Improvement Program list the Macland Road-Windy Hill Connector as one of the major SPLOST projects that has a concept approved by the Board of Commissioners and is currently in the design engineering phase of development. The Belmont Hills redevelopment project should be coordinated with the Windy Hill Road and Atlanta Road project so to limit the impact related to increased traffic volumes.

The intensity of the Belmont Hills redevelopment project, in conjunction with the increased traffic flows on Windy Hill Road, may require some access management steps to be incorporated into this project.

Also, it should be noted that there was a mention of this development needing tax allocation district (TAD) bond financing as part of the funding for this project. Approval of TAD financing is requested with the Economic Development Department with a final decision being made by the Board of Commissioners.

In conclusion, we believe that by making some adjustments to the site plan, as mentioned in this letter, the Belmont Hills redevelopment can be established in a way that will not have an adverse impact on Cobb County or regional infrastructure. Thank you again for the opportunity to comment on this proposed development.

Best regards,

Dana R. Johnson, AICP

Developments of Regional Impact

DRI #1563

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 R. Durham, Economic Development Manager
Telephone:	678.631.5352
E-mail:	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:	Belmont Hills
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Intersection of Atlanta Road and Windy Hill Road
Brief Description of Project:	The proposed project would replace an existing shopping center with a higher density mixed-use project containing retail, office, apartments, condominiums, townhomes and single-family detached houses.

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.):	121,000 sf commercial space, 344 stacked condominiums, 274 apartment units, 286 townhomes and 8 sing
Developer:	Halpern Enterprises
Mailing Address:	5269 Buford Hwy
Address 2:	
	City:Atlanta State: ga Zip:30340
Telephone:	770.451.0318
Email:	steve@halpern-online.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	
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 TAD financing
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: 2012 Overall project: 2012

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Developments of Regional Impact

DRI #1563

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 R. Durham, Economic Development Manager
Telephone:	678.631.5352
Email:	adurham@ci.smyrna.ga.us

Project Information

Name of Proposed Project:	Belmont Hills
DRI ID Number:	1563
Developer/Applicant:	Halpern Enterprises
Telephone:	770.451.0318
Email(s):	steve@halpern-online.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:	$246,381,169
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	At project completion, the development will generate $3.9m in property taxes annually with an additional $1.3m in sales taxes.
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 project will remove approximately 487,000 square feet of obsolete retail space and replace it with a mixed-use development containint 128,000 SF of retail/office space, 164 condominium units, 338 townhomes and 8 single-family houses.

Water Supply

Name of water supply provider for this site:	Cobb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	308,400 gpd
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
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	308,400 gpd
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.)	Please refer to the submitted traffic study for volume.
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 reduction of existing curb cuts will occur and an additional traffic signal will be added at the development's entrance on Windy Hill Road.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	970.8 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?	57%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Landscape buffers and park areas are incorporated throughout the development project. Underground detention will be provided as necessary.

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:	

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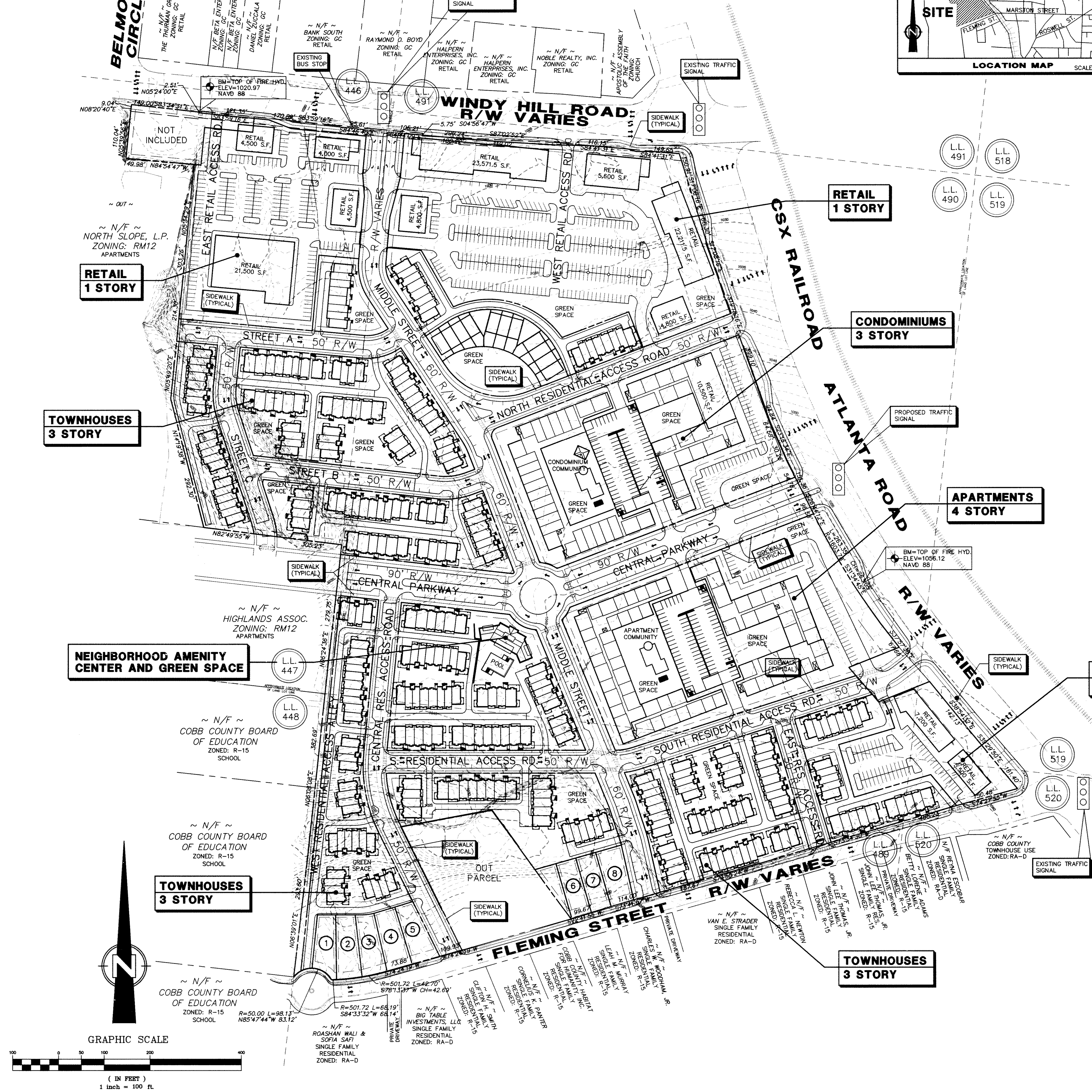
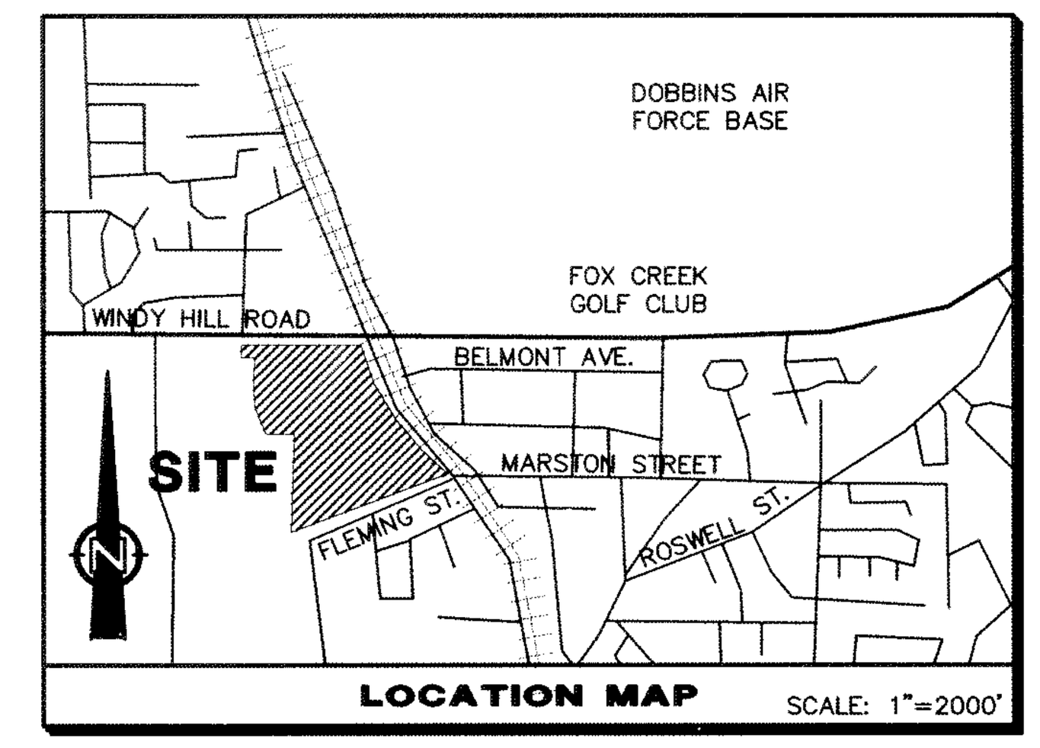
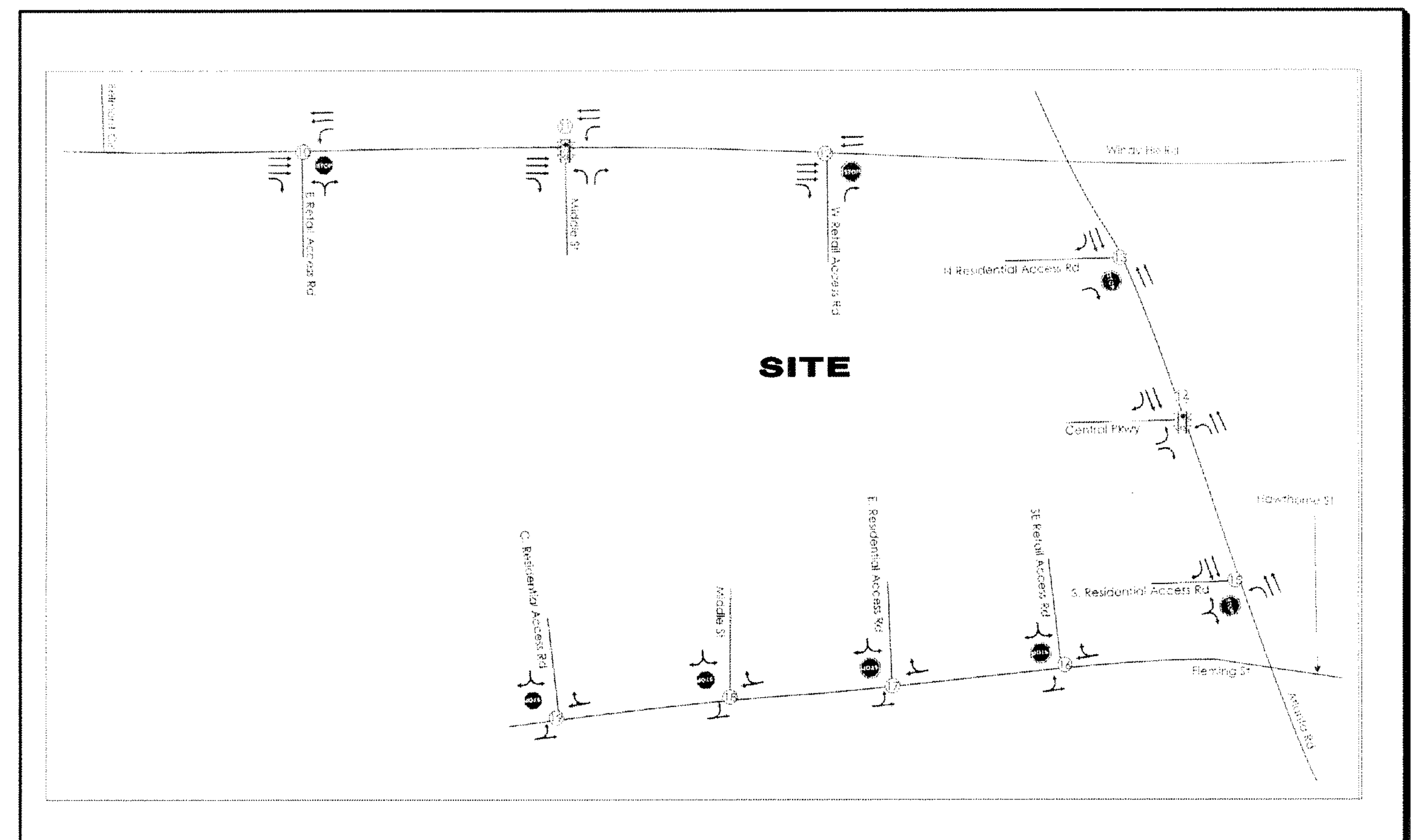
Site Map | Statements | Contact

BELMONT HILLS REDEVELOPMENT







FUTURE TRAFFIC CONTROL & LANE CONFIGURATION*

* THIS EXHIBIT WAS PREPARED BY STREETSMARTS

N.T.S.

CONSULTANT CONTACT INFORMATION

1. CLIENT(S):
   A. HALPERN ENTERPRISES
   5269 BUFORD HIGHWAY
   ATLANTA, GA 30340
   770-451-0213
   CONTACT: STEVE WEST
   770-508-3318
   B. SOUTHEAST CAPITAL PARTNERS
   3333 RIVERWOOD PARKWAY SE
   SUITE 250
   ATLANTA, GA 30339
   404-504-0500
   CONTACT JOEL BROCKMAN
   404-504-0509
2. CIVIL ENGINEER:
   J. LANCASTER ASSOCIATES, INC.
   275 VILLAGE PARKWAY
   MARIETTA, GA 30067
   770-955-2421
   CONTACT: ROBERT HARVILLE
3. LANDSCAPE ARCHITECT:
   TUNNELL-SPANGLER-WALSH ASSOC.
   1389 PEACHTREE STREET NE
   SUITE 200
   ATLANTA, GA 30309
   404-873-6730
   CONTACT: JUDY TUNG
4. TRAFFIC ENGINEER:
   STREET SMARTS
   3090 PREMIERE PARKWAY
   SUITE 200
   DULUTH, GA 30097
   770-813-0882
   CONTACT: RANDALL PARKER

NOTE: ALL EXISTING BUILDINGS ON THE SITE WILL BE DEMOLISHED

ALL NEW STREETS WILL HAVE SIDEWALKS ON BOTH SIDES. NO BIKE LANES OR TRAILS ARE PROPOSED.

SITE DATA

TOTAL ACRES .... 47.50 ACRES

LAND-USE SUMMARY
1. TOTAL RETAIL .... 110,511 S.F.
2. CONDOMINIUMS .... 164 D.U.
3. TOWNHOUSES .... 338 D.U.
4. SINGLE FAMILY .... 8 LOTS
5. APARTMENTS .... 274 D.U.

DENSITY
1. GROSS DENSITY
   A. RETAIL
   110,511 S.F. / 47.50 AC. = ... 2,327 S.F. / AC.
   B. RESIDENTIAL
   784 D.U. / 47.50 AC. = ... 16.51 D.U. / AC.
2. NET DENSITY (EXCLUDING R/W) PER LAND-USE
   A. RETAIL TRACT(S)
   1. 110,511 S.F. / 10.33 AC. = 10,698.06 S.F. / AC.
   2. 110,511 S.F. / 449,866 S.F = 0.24 F.A.R.
   B. RESIDENTIAL TRACT(S)
   1. CONDOMINIUM TRACT
   164 D.U. / 4.50 AC. = 36.44 D.U. / AC.
   2. APARTMENT TRACT
   274 D.U. / 4.99 AC. = 54.91 D.U. / AC.
   3. TOWNHOUSE TRACT(S)
   338 D.U. / 16.53 AC. = 20.45 D.U. / AC.
   4. SINGLE FAMILY TRACT (S)
   8 LOTS / 1.25 AC. = 6.4 LOTS / AC.

PARKING SUMMARY
1. RETAIL
   A. PROVIDED .... 571 SPACES
   B. REQUIRED (4.5 SPACES / D.U.) .... 498 SPACES
2. CONDOMINIUMS
   A. PROVIDED .... 249 SPACES
   B. REQUIRED (1.75 SPACES / D.U.) .... 287 SPACES
3. TOWNHOUSES
   A. PROVIDED .... 676 SPACES
   B. REQUIRED (2.0 SPACES / D.U.) .... 676 SPACES
4. SINGLE FAMILY
   A. PROVIDED .... 16 SPACES
   B. REQUIRED (2.0 SPACES / D.U.) .... 16 SPACES
5. APARTMENTS
   A. PROVIDED .... 464 SPACES
   B. REQUIRED (1.75 SPACES / D.U.) .... 480 SPACES
6. TOTAL PARKING
   A. PROVIDED .... 1,976 SPACES
   B. REQUIRED .... 1,957 SPACES
7. ON-STREET PARKING .... 205 SPACES

OPEN SPACE .... ±5.0 ACRES

NOTES

1. JURISDICTION: THE SUBJECT PROPERTY IS LOCATED WITHIN THE CITY OF SMYRNA
2. LOCATION: THE SUBJECT PROPERTY IS LOCATED IN LAND LOTS 446, 447, 448, 489, 489, 491, 519, AND 520 OF THE 17TH DISTRICT, 2ND SECTION IN THE CITY OF SMYRNA, COBB COUNTY, GEORGIA.
3. SURVEY INFO: BOUNDARY AND TOPOGRAPHIC SURVEY PROVIDED BY HIGHLAND ENGINEERING, TITLED BELMONT HILLS SHOPPING CENTER, DATED OCTOBER 28, 2005, LAST REVISED NOVEMBER 14, 2006, PROJECT #01-067.
4. JURISDICTIONAL WATERS: BASED ON SITE INSPECTION AND REPORT BY NOVA ENVIRONMENTAL, NO JURISDICTIONAL WATERS EXIST ON THE SITE WITH THE EXCEPTION OF THE AREA OF THE EXISTING DETENTION FACILITY. BASED ON CHLORINE TESTING, THE SOURCE OF THE OFF-SITE WATER APPEARS TO BE THE RESULT OF A DOMESTIC WATER SYSTEM LEAK IN THE ADJACENT APARTMENT COMMUNITY.
5. STATE ROADS: THERE ARE NO STATE OR FEDERAL ROUTES ADJACENT TO THE SITE.

HALPERN ENTERPRISES, INC.

Southeast Capital Partners

REVISIONS | BY

Lancaster Associates, inc.
Engineering & Development Consultants
Planners · Engineers · Landscape Architects
275 VILLAGE PARKWAY
MARIETTA, GA 30067
(770) 955-2421

GEORGIA REGISTERED NO. 889 PROFESSIONAL LANDSCAPE ARCHITECT ROBERT L. HARVILLE

MASTER SITE PLAN

Southeast Capital Partners
3333 Riverwood Pkwy SE, Suite 250
Atlanta, Georgia 30339
404-504-0500

BELMONT D.R.I.
L.L. 446-448, 489-491, 519-520, 17TH DISTRICT, 2ND SECT., CITY OF SMYRNA, COBB COUNTY, GA

DRAWN BY: APR
CHECKED BY: RH
DATE: 10-03-07
SCALE: 1"=100'
JOB NO.: 07059
CAD FILE: 7059MASTER.dwg
PLOT DATE: 12-7-07
SHEET 1 OF 1 SHEETS