AC

REGIONAL REVIEW NOTIFICATION

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

DATE: Jan 29 2008

ARC REVIEW CODE: R801291

TO:Chairman Sam OlensATTN TO:John Pederson, Planner IIIFROM:Charles Krautler, Director

mark when the

NDTE: This is digital signature. Original on file

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Mableton Parkway Site Stabilization

<u>Review Type:</u> Development of Regional Impact

Description: The proposed project is a 12.5 acre temporary inert landfill for asphalt, concrete, rock and dirt to stabilize the site. The project is located in the southeastern corner of Mableton Parkway and South Gordon Road.

<u>Submitting Local Government</u>: Cobb County <u>Date Opened:</u> Jan 29 2008 <u>Deadline for Comments:</u> Feb 12 2008 <u>Earliest the Regional Review can be Completed:</u> Feb 28 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES COBB COUNTY SCHOOLS DOUGLAS COUNTY ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION CITY OF ATLANTA UPPER CHATTAHOOCHEE RIVERKEEPER ARC ENVIRONMENTAL PLANNING GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA REGIONAL TRANSPORTATION AUTHORITY FULTON COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463–3311. If the ARC staff does not receive comments from you by 2008–02–12 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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Individual Completing form:

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: <u>Mableton Parkway Site Stabilization</u> See the Preliminary Report.

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

Local Government:	Please Return this form to:
Department:	Haley Fleming, Atlanta Regional Commission 40 Courtland Street NE Atlanta, GA 30303 Ph. (404) 463-3311 Fax (404) 463-3254
Telephone: ()	hfleming@atlantaregional.com
Signature: Date:	Return Date: <i>Feb 12 2008</i>

The proposed project is a 12.5 acre temporary inert landfill for asphalt, concrete, rock and dirt to stabilize the site. The project is located in the southeastern corner of Mableton Parkway and South Gordon Road.

PROJECT PHASING:

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

GENERAL

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

DEVELOPMENT OF REGIONAL IMPACT

PRELIMINARY REPORT SUMMARY

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. The proposed zoning for the site is H-I. Information submitted for the review states that the proposed development is not consistent with Cobb County's future land use plan which designates the area as medium density residential and neighborhood activity center.

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

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

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

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

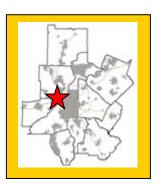
Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

No, the proposed development would not increase the need for services in the area.

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 1 mile radius of the proposed project.





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YEAR NAME

2002 Hartman Road Business Park Addition

2001 Queens Mill

1985 Interstate West

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

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

Will the development cause a loss in jobs? If yes, how many? No.

Is the proposed development consistent with regional plans and policies?

The project is located within the mega corridor on ARC's Unified Growth Policy Map. Mega corridors are defined as the most intensely developed radial corridors in the region that may include multiple regional centers.

Information submitted for the review states that the proposed use is for a temporary inert landfill for the purposes of site stabilization, in which once completed, the zoning will revert back to R-20. The project is adjacent to a Cobb County School and is surrounded by single family residential uses. The site plan indicates a 150' buffer next to the school, the points of ingress/egress. Information provided for the review states that there will be no truck traffic on South Gordon Road, limiting truck traffic solely and exclusively to Mableton Parkway frontage. The project will have one access point along Mableton Parkway.

The current and future drainage patterns on the site and within the area should be thoroughly examined as filling in the site could potentially have adverse stormwater drainage issues for the neighboring properties.

The County should carefully monitor the materials that are placed in the land fill, particularly due to the location of the site adjacent to a school.

Duration should be placed on the temporary zoning and assurances should be made for the property to revert back to the RM-20 zoning at the end of that duration.

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PRELIMINARY REPORT

Regional Development Plan Policies

- 1. Provide sustainable economic growth in all areas of the region.
- 2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
- 3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
- 4. At strategic regional locations, plan and retail industrial and freight land uses.
- 5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
- 6. Promote the reclamation of Brownfield development sites.
- 7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
- 8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- 9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
- 10. Promote sustainable and energy efficient development.
- 11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
- 12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
- 13. Provide strategies to preserve and enhance historic resources
- 14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
- 15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
- 16. Inform and involve the public in planning at regional, local, and neighborhood levels.
- 17. Coordinate local policies and regulations to support Regional Policies
- 18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.



Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix. Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation. Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing. Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking. Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression. Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets. Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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



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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 XeriscapeTM landscaping. XeriscapingTM is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

The proposed development is located along in the southeastern corner of Mableton Parkway and South Gordon Road.

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 two miles from Fulton County and the City of Atlanta and less than three miles from Douglas County.

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

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

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development was not submitted for the review. Expected local tax revenues is \$3,096.73 annually.



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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?

To be determined during the review.

NATURAL RESOURCES

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

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. It is not within any water supply watershed in the Atlanta Region.

The USGS regional coverage shows no streams on 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.

No impervious surfaces are proposed, so no estimate of pollutants was done for this project.

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 (<u>www.georgiastormwater.com</u>) 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

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for an inert landfill in Cobb County.

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

GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the specific operational parameters being proposed by the developer. Based on information submitted for the review and the proposed use on the site, the vehicle trips generated by the proposed development will be approximately 25 to 100 trips per day.

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

To be determined during the review.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-AR-BP214B	NOONDAY CREEK TRAIL: PHASE II FROM US 41 (COBB PARKWAY) TO BELLS FERRY ROAD	Multi-Use Bike/Ped Facility	2013

*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.

What are the recommended transportation improvements?



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No significant impacts have been estimated because of the development of this project.

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

With only an estimated 25 to 100 truck and vehicle trips accessing the site daily, this development is permissible under the Expedited Review criteria.

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

Given the type of development, none are necessary and the Air Quality Benchmark test will not be used.

INFRASTRUCTURE

Wastewater and Sewage

N/A

Which facility will treat wastewater from the project?

N/A

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

N/A

DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
	CAPACITY MMF,	CAPACITY MMF, MMF, mgd	CAPACITYMMF,MMF,MMF,MGDMGD	CAPACITYMMF,MMF,CAPACITYMMF,MGDMGDAVAILABLE	CAPACITYMMF,MMF,CAPACITYEXPANSIONMMF,MGDMGDAVAILABLE

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?



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N/A

<u>INFRASTRUCTURE</u> Water Supply and Treatment

How much water will the proposed project demand?

N/A

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

N/A

INFRASTRUCTURE Solid Waste

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

N/A

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

No.

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

None stated.

INFRASTRUCTURE Other facilities

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

- Levels of governmental services?
- Administrative facilities?
- · Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

To be determined during the review.



HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

Given the minimal number of employees, no housing impact analysis is necessary.

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

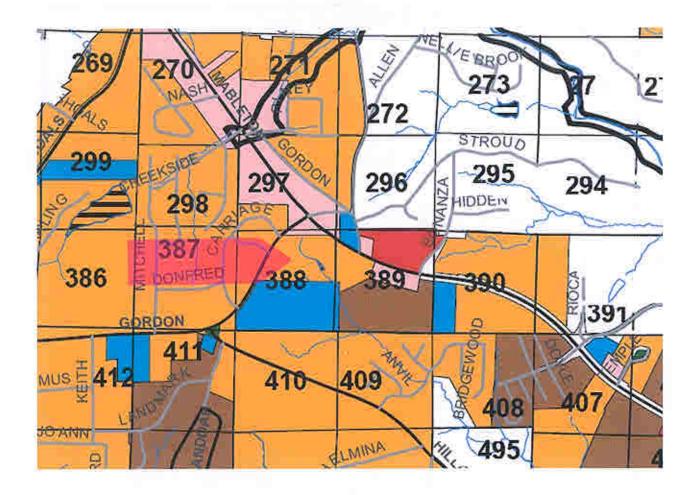
N/A

* 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.

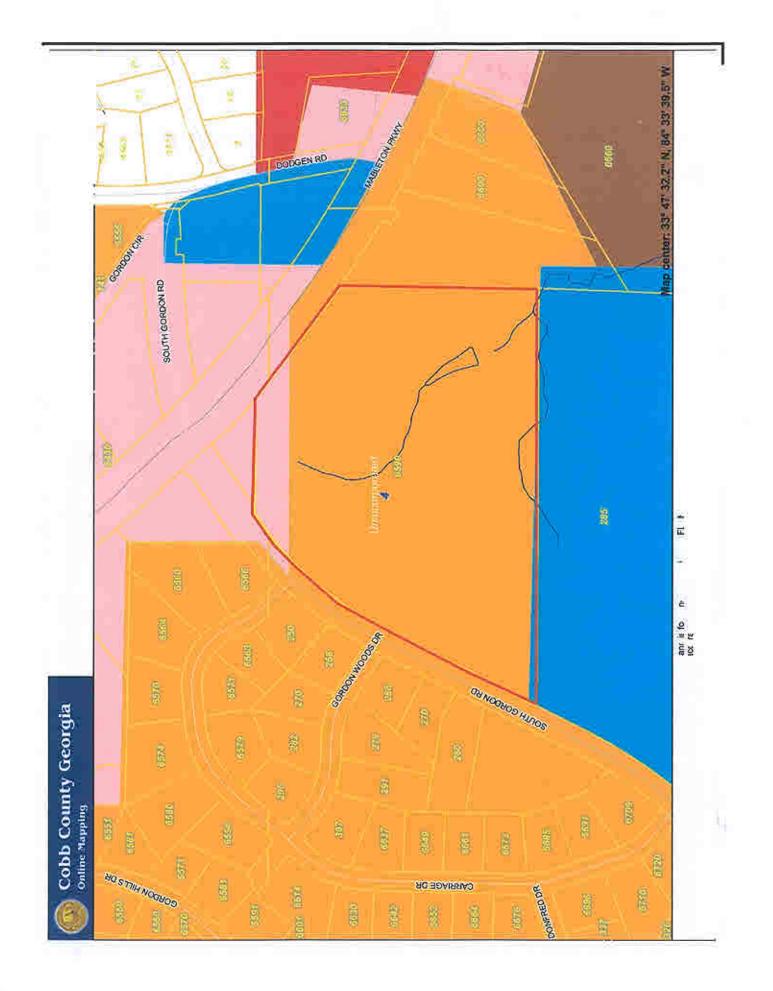




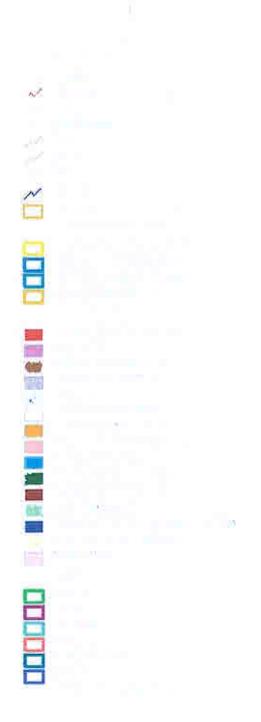








Settings





SAMS, LARKIN & HUFF A limited liability partnership

Attorneys at Law Suite 100 376 Powder Springs Street Marietta, Georgia 30064-3448

January 16, 2008

GARVIS L. SAMS, JR. JOEL L. LARKIN PARKS F. HUFF JAMES A. BALLI^{*} MELISSA P. HAISTEN JUSTIN H. MEEKS

*ALSO LICENSED TO PRACTICE IN ALABAMA

VIA E-MAIL

Mr. Michael Roberson GRTA 245 Peachtree Center Avenue, NE Suite 900 Atlanta, GA 30303

Re: Mableton Parkway Site Stabilization (Cobb County, DRI #1700)

Dear Mr. Roberson:

Thank you for your e-mail yesterday advising me that GRTA needs additional information regarding whether or not the proposed DRI requires an Air Quality Permit from the Georgia Environmental Protection Division. It is my understanding that once you receive the following information, GRTA will issue a revised Letter of Understanding.

The link where the exemptions are posted for stationary source permitting is as follows: <u>http://www.georgiaair.org/airpermit/</u>. The following paragraphs best respond to GRTA's latest request:

The above-described DRI project is not required by the Air Protection Branch of the Georgia Environmental Protection Division ("EPD") of the Georgia Department for Natural Resources to obtain an air quality permit. This DRI is exempt from the EPD's permitting requirement under the Georgia Air Quality Act's Rules and Regulations Section 391-3-1-.03 for two reasons. First, any mobile sources of air pollution on the site (dumptrucks, etc.) are subject to the Georgia Motor Vehicle Emission Inspection and Maintenance Act and are not included as a source activity that requires an air quality permit. Please see Section 391-3-1-.03(6)(a).

Second, an inert landfill is a source activity that is exempt from requiring an air quality permit. Mr. John Yntema with the Air Protection Branch stated that an inert landfill does not require an air quality permit. Because landfills are relatively new to falling under the Air Protection Branch requirements, there is no specific provision of the Rules and Regulations specifically relating to such an activity. Mr. Yntema indicated, however, that such exemption

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VIA E-MAIL

Mr. Michael Roberson GRTA Page 2 January 16, 2008

does fall under Section 391-3-1-.03(6)(g)(5) Pollution Control. That section exempts Municipal Solid Waste Landfills which have a total design capacity of less than 2.756 million tons of solid waste, volatile organic compound (VOC) emissions of less than 25 tons per year, and nitrogen oxide (NOX) emissions of less than 50 tons per year. Because this inert landfill has a capacity which falls under the exempt amount and because there will be no VOC and NOX emissions due to the fact that no organic compounds will be placed in the inert landfill, no air quality permit is required by the Air Protection Branch for this project.

Please do not hesitate to call should you or the GRTA staff require any additional information or documentation in order to ensure an expedited review of the project and a revised Letter of Understanding.

Very truly yours,

SAMS, LARKIN & HUFF, LLP

Garvis L. Sams, Jr. gsams@samslarkinhuff.com

GLSjr/jbmc

cc: Ms. Hailey Fleming – VIA E-Mail Mr. Joe Palladi, GDOT – VIA E-Mail Mr. John P. Pederson, AICP, Planner III – VIA E-Mail Mr. Timothy C. McKay – VIA E-Mail Mr. David Breaden – VIA E-Mail Mr. Lamarr Scotti – VIA E-Mail Mr. Bryan H. Flint – VIA E-Mail Melissa P. Haisten, Esquire – VIA E-Mail

RI Home DRI Rules Thresholds	Tier Map	FAQ Apply View	Submissio
RI #1699			
DEVELO	PMENT OF REGIONAL IM Initial DRI Information	PACT	
his form is to be completed by the city or cou	nty government to provide basic		
o determine if the project appears to meet or o Process and the <u>DRI Tiers and Thresholds</u> for		s. Refer to both the <u>Rules for the DRI</u>	_
Loc	al Government Informatio	n	
Submitting Local Government:	Cobb		
Individual completing form:			
Telephone:	770-528-2024		
E-mail:	john.pederson@cobbcounty.org	1	
ontained herein. If a project is to be located in			
	he largest portion of the project is	s to be located is responsible for initiating	
he DRI review process.	pposed Project Information		
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Login

DRI Initial Information Form

Industrial Cement Plants					
other development type, describe:					
Project Size (# of units, floor area, etc.):	12.5 acres				
· · · · ·	E. Lamarr Scotti & Associates				
-	6395 Ivey Terrace Drive				
Address 2:					
	City:Mableton State: GA Zip:30126				
	404-788-8072				
	elscotti@netscape.net				
Is property owner different from developer/ applicant?					
If yes, property owner:	K. Hoyt McGee				
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?					
If yes, provide the following information:					
	Project ID:				
e initial action being requested of the local government for this project:	Rezoning				
	Variance				
	Sewer				
	Water				
	Permit				
	Other Special Land Use Permit				
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: 24 months Overall project: 24 months				

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DRI Home DRI Rules	Thresholds	Tier Map	FAQ Apply	View Submissions	Logi
DRI #1699					
		IT OF REGIONAL IMPA nal DRI Information	СТ		
This form is to be completed b the proposed DRI. Refer to bo					
	Local Gov	vernment Information			
Submitting Local Government	: Cobb				
Individual completing form					
Telephone	: 770-528-2024				
Email	: john.pederson@cobbc	county.org			
	Proj	ect Information			
Name of Proposed Project	: Mableton Parkway Site	e Stabilization			
DRI ID Number	: 1699				
	Huff, LLP	sociates, represented by Gar	<i>v</i> is L. Sams, Jr. with Sams, La	rkin &	
•	: 770-422-7016/Garvis				
Email(s)	: gsams@samslarkinhu	ff.com			
	Additional I	nformation 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)	′es No			
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(IIUI Selected)	⁄es No			
If no, the official review proces	s can not start until this	additional information is prov	ided.		
	Econo	mic Development			
Estimated Value at Build-Out:	Non determinable until	Laita is stabilized			

DRI Additional Information Form

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,096.73 annually				
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected)	Yes	Νο		
Will this development displace any existing uses?	(not selected)	Yes	No		
If yes, please describe (includir	ng number of units, s	quare fe	eet, etc):		
		Mata	- Cumple		
Name of water supply provider for this site:	Cobb County	wate	r Supply		
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	Not applicable				
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No		
If no, describe any plans to exp	band the existing wate	er suppl	y capacity:		
Is a water line extension required to serve this project?	(not selected)	Yes	No		
If yes, how much additional lin	e (in miles) will be re	quired?			
	Wa	stewa	ter 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)?	Not applicable				
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected)	Yes	Νο		
If no, describe any plans to exp	oand existing wastew	ater trea	atment capacity:		
Is a sewer line extension required to serve this project?	(not selected)	Yes	No		
If yes, how much additional line	e (in miles) will be rec	quired?			
Land Transportation					

DRI Additional Information Form

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.)	25 - 100 trips per day
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:	
	Solid Waste Disposal
How much solid waste is the project expected to generate annually (in tons)?	None
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to exp	band existing landfill capacity:
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	Π
	Stormwater Management
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	0% - The site is being stabilized for future development.
project's impacts on stormwate	sed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the er management:The existing pond on the subject property will be utilized as a "first flush" nally, a detention pond shall be constructed in the southeastern corner of the subject nd.
	Environmental Quality
Is the development located with	hin, or likely to affect any of the following:
1. Water supply watersheds?	(not selected) Yes No

DRI Additional Information Form

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 que	estion above, describ	be how t	he identified resource(s) may be affected:		
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