

File

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809



Harry West
Director

May 16, 1997

Honorable Bill Byrne, Chairman
Cobb County Commission
886 Lake Hollow Boulevard
Marietta GA 30064

RE: Development of Regional Impact - The Villages at Town Center

Dear Bill:

I am writing to let you know that the ARC staff has completed review of the proposed Villages at Town Center. Our finding is that this Development of Regional Impact (DRI) is in the best interest of the State.

Along with our finding we would recommend that the final detailed design of the project include a well-planned bicycle and pedestrian system integrated throughout the development and connecting with adjacent developments. This would maximize the potential for reducing automobile trips and improve accessibility and mobility for residents within the development and immediate area.

Enclosed are copies of our detailed report and comments received from Cobb County Schools during the review.

Please feel free to call us if you have any questions concerning the review.

Sincerely,

A handwritten signature in dark ink, appearing to read "Harry West", is written over the typed name and title.

Harry West
Director

Enclosures

c: Mr. Ed Thomas, Cobb County
Mr. John Goff, Knight-Davidson Company
Mr. Wayne Shackelford, GA DOT

Mr. Robert Ray, Cobb County Schools
Mr. Rick Brooks, GA DCA
Mr. Harold Reheis, GA EPD

Facility: Villages at Town Center
Preliminary Report: April 7, 1997
Final Report: May 16, 1997

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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.

Yes, according to information submitted with the review.

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

No inconsistencies were noted in the review process.

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

No impacts were identified.

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?

According to regional averages the development could accommodate a population of 1,160 and 526 jobs.

What other major development projects are planned in the vicinity of the proposed project?

ARC has reviewed a number of proposed developments in this area of Cobb County including Barrett, Big Shanty, Falls of Bells Ferry, and Chastain Corners.

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

Two 1960's era houses.

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

No.

LOCATION

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

The site is on the south side of Barrett Parkway and the west side of Bells Ferry Road. It is across I-575 from Town Center. 84 33' / 34 01'.

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 location is near Marietta but not contiguous to the City.

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.

No.

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?

Based on the \$56 million estimated value, the development could generate over \$700,000 annual property tax using current millage rates.

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

Number of short-term jobs will depend on construction schedule. Long-term could approximate 526.

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 provides a new concept in the Atlanta region for retirement living.

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.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

Watershed Protection

The proposed project site is located within the Allatoona Lake watershed, a large water supply watershed. Allatoona Lake is a U.S. Army Corps of Engineers operated multipurpose reservoir, and as a result, is not required to meet water supply watershed minimum protection criteria.

Floodplains

Areas within the proposed project site are located within the 100 year floodplain. Steps should be taken by Cobb County to mitigate potential impacts on these floodplains. The Atlanta Regional Commission's Regional Development Plan notes that "all structures that can be damaged or land uses that can impede flood waters or reduce storage volume must be built outside the intermediate region (one percent) flood limits (i.e., outside the 100-year flood limit), with the exception that a stream crossing may vary from this policy, if constructed so as to permit passage of a 100-year flood with minimum feasible flow impedance, storage volume reduction, and upstream or downstream erosion or deposition."

Georgia Erosion and Sedimentation Act - Stream Buffer Requirements

This act requires that a 25 ft. wide natural vegetated buffer be maintained on both sides of streams designated as "State waters." A perennial stream, tributary to Noonday Creek, crosses the proposed development site. An existing lake also resides within the proposed site. ARC recommends that the developers work with the state to determine if the perennial stream and existing lake are considered "State Waters," and provide protection measures if appropriate.

Storm Water / Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the county's erosion and sediment control requirements. Water quality can be impacted without storm water pollution controls. The amount of pollutants that will be produced after construction of the proposed Villages at Town Center Development was estimated by ARC. These estimates are

based on some simplifying assumptions for typical pollutant loading factors (lbs\ac\year). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The following table summarizes the results of the analysis.

Estimated Pounds Of Pollutants Per Year

Land Coverage	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial (31.21 ac)	53.4	543.0	3,370.7	30,679.4	38.4	6.9
Apartment/Townhome (60 ac.)	63.0	642.6	4,020.0	36,300	45.6	8.4
Med. Density SF (20 ac.)	27.0	118.2	860.0	16,020	6.8	1.6
Total (111.2 ac.)	143.4	1,303.8	8,250.7	82,999.4	90.8	107.7

If the development is approved, Cobb County should take steps to mitigate potential impacts. The Interim Regional Storm Water Quality Management Guidelines, adopted by the Atlanta Region, provide suggestions for addressing storm water quality. These guidelines offer technical guidance for the control of post-development pollution in storm water (find attached).

The proposed site includes both wetlands and a perennial stream. Site design features such as incorporating wetlands into landscaping and maintaining natural buffers adjacent to streams should be considered. Both of these approaches are suggested in the Interim Regional Storm Water Quality Management Guidelines.

HISTORIC RESOURCES

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

No.

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

N/A.

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

N/A.

INFRASTRUCTURE

Transportation

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

Land Use	Sq. Feet or Units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Office Space	45,000 SF	767	91	11	18	86
Retail Space	160,000 SF	10,899	122	122	510	510
Multi-Family	384 units	2,449	73	142	145	105
Single-Family	65 units	694	15	42	48	27
Residential/ Townhouse	171 units	1,028	14	64	64	34

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1995 GDOT coverage counts from area facilities that will likely serve as the primary route for traveling to the Villages at Town Center Development. The 2010 forecasts for these facilities were obtained from the ARC Regional Transportation Model.

Facility	1995 Number of Lanes	1995 GDOT Counts	1995 V/C Ratio	2010 Number of Lanes	2010 Forecast s	2010 V/C Ratio
I-575 from I-75 to Barrett Pkwy	4	56,000	.72	6	89,000	.76
I-575 from Barrett Pkwy to Chastain Rd	4	64,000	.87	6	88,000	.79
Barrett Pkwy from I-575 to Bells Ferry Rd	4	21,000	.38	4	57,000	1.04
Bells Ferry Rd from I-75 to Barrett Pkwy	2	10,000	.50	4	16,000	.37

The previous table shows the Level of Service (LOS) for each facility that will serve the development. The current segments operate efficiently. However, future forecasts show that these facilities will become congested.

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 those improvements (long or short range other)?

The ARC's adopted Atlanta Regional Transportation Improvement Program FY 1996-FY 2001, as amended September 25, 1996,(TIP) includes one proposed transportation project in the vicinity of the development:

CO 145 I-575 Frontage Rd from Barrett Parkway to Chastain Rd- this project entails building a 4-lane facility. Construction should begin in 1998. The estimated open to traffic date is 1999.

Park and Ride/Transfer Centers (I-575 @ Barrett Parkway)

The Long Range Element of ARC's Regional Transportation Plan: 2010 includes the following proposed projects in the immediate vicinity of the proposed development:

CO 040 Bells Ferry Rd from Cobb Parkway to Barrett Pkwy- this project entails widening the existing 2 lanes to 4 lanes. All project phases are scheduled for after fiscal year 2002.

CO AR060 I-575 from I-75 to the Cherokee Co. Line- this project entails widening the existing 4 lanes to 6 lanes. All project phases are scheduled for after fiscal year 2002.

CO 115 Bells Ferry Rd from Chastain Rd to I-575-this project entails widening the existing 2 lanes to 4 lanes. All project phases are scheduled for after fiscal year 2002.

CO 143 Greers Chapel Rd from Barrett Parkway to Chastain Rd-this project entails widening the existing 2 lanes to 4 lanes. All project phases are scheduled for after fiscal year 2002.

Finally, ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan 1995 Update includes the following project:

Barrett Parkway, from Barrett Lakes Rd to Town Village Blvd., has been identified as a bicycle and pedestrian corridor. Transit oriented sidewalks exist along Barrett Parkway.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

Yes, Cobb County Transit (CCT) will serve the development. Local bus routes 40, 45, and 65 serve the site. Route 40 runs on Bells Ferry Road and Barrett Parkway and Routes 45 and 65 run on Barrett Parkway.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

No.

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

None.

**What is the cumulative generation of this and other DRI's or major developments?
Is the transportation system (existing and planned) capable of accommodating these trips?**

This part of Cobb County continues to experience new residential and commercial development. As a result of this continued development, traffic has and will increase on streets in the site's vicinity.

The proposed development will generate approximately 15,837 trips daily. According to projected 2010 traffic volumes, the level of service that these roads provide will deteriorate. The projected traffic volumes on Barrett Parkway and I-575 show these facilities as being congested (a V/C ratio of roughly 1.0). With these additional trips on area streets, the need to reduce trip making by automobile becomes important.

While the proposed mixture of land uses could potentially reduce automobile traffic and this type of land use mix should be encouraged, appropriate design measures should be taken to ensure that a significant reduction in automobile trips occur. A well-planned bicycle and pedestrian system integrated throughout the development that connects with adjacent developments would help to maximize the potential for reducing automobile trips and encourage non-motorized modes. This would help improve mobility and accessibility for residents and workers within the development as well as the immediate area.

Furthermore, the county officials could ensure the integrity of the transportation system, by continuing to work within the Atlanta Regional Transportation Planning Process. By working in this process, officials will identify roadways that will ultimately become congested so that appropriate expansion projects can be formulated and programmed. County officials should also carefully consider the coordination of new growth with their ability to provide adequate transportation infrastructure to prevent congestion and poor operating conditions not only in the immediate project area but also on a county-wide basis.

AIR QUALITY ANALYSIS

Analysis Methodology

The emissions analysis for the proposed Villages at Town Center development in Cobb County was based on trip generation estimates for the facility broken into respective retail, office and residential square footages. The estimated emissions are based on light duty gas vehicles (passenger automobiles) using a mix of peak highway and off peak off-highway conditions assuming 20% Cold Starts.

Results of Analysis

Estimates for both hydrocarbons and nitrogen oxides resulting from this development are presented in the following table.

	TONS PER YEAR	TONS PER DAY
Nitrogen Oxides	41.169	.158
Hydrocarbons	33.937	.131

While the proposed development does not exceed acceptable thresholds for air quality emissions, this analysis shows significant levels of harmful emissions that may prove detrimental to the region's air quality. The following measures are recommended to make the development more air quality friendly.

- 1. Develop the proposed site and the surrounding area into a full scale activity center.** Mixed use developments should include a balance of complementary land uses such as office and residential to create a balance between jobs and housing. Mixed uses tend to be more pedestrian friendly and to reduce the need for internal trips by car. Locating and orienting buildings, driveways and any required parking areas so as to facilitate walking trips, and providing convenient pedestrian paths are essential to facilitating the development of a mixed use activity center. Mixed-use activity centers are also more amenable to the development of transportation alternatives such as transit, paratransit, shuttle services and others.
- 2. Encourage people to walk and take transit by designing a pedestrian and transit friendly development.** Bike and pedestrian friendliness go hand in hand with transit friendliness (e.g. express bus, park and ride lots, HOV lanes) and can help eliminate the need for internal trips in a development such as this. A 1995 study by Reid Ewing lists the following "essential" features that must be in place to be considered "friendly"; medium to high densities, mixed land uses, short to medium block lengths, transit routes every half mile, two or four lane streets, continuous sidewalks with safe crossing facilities, appropriate buffering from traffic, street oriented buildings set back no farther than 25 feet, and comfortable and safe places to wait. In addition, Ewing notes the following highly desirable elements necessary to create a transit and pedestrian friendly environment; supportive commercial uses, grid-like street networks, traffic calming measures such as speed humps, closely spaced shade trees along access routes, minimal "dead" space, nearby parks and public spaces, small-scale buildings and attractive transit

facilities. The following elements are considered "nice additions" to such a development; streetwalls (uninterrupted building facades or storefronts), functional street furniture, small scale signage, special pavements and objects such as public art.

3. **Identify and support the development of air quality beneficial projects to reduce congestion on main access routes to proposed development.**
4. **Design development to allow for multiple points of access/circulation.** The proposed development is based on a cul-de-sac design with one entry which leads to longer trip lengths and inhibits accessibility to adjacent land uses included in other parts of the development. In addition the lack of accessibility could impact safety due to inability of public safety vehicles to access the far reaches of the development.
5. **Provide transit accessibility through CCT to include connections to general routes and also specialized transportation services focusing on elderly needs.** An example may be a shuttle connecting residential areas to adjacent shopping and offices.

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

According to regional averages the development could generate 0.25MGD of wastewater.

Which facility will treat wastewater from the project?

Noonday Creek Wastewater Treatment Plant.

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

12.0MGD permitted capacity.

8.33MGD monthly average flow in 1995.

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

Town Point Center 0.057MGD

Shepherd Asphalt Plant (temporary use) 0.001MGD

Chastain Corners 0.452MGD

Barrett 2.6MGD

Big Shanty 0.26MGD

Falls @ Bells Ferry 0.152MGD

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Again, according to regional averages, 0.29MGD.

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

Minimal impact.

INFRASTRUCTURE

Solid Waste

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

1,392 tons per year based on national averages.

Other than adding to a serious regional solid waste disposal problem, 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 service?
- 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.)?

No.

HOUSING

Will the proposed project create a demand for additional housing?

The majority of the development is housing - single-family cluster, townhouses for retirees, and apartments.

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

Yes.

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

Yes.

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

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.



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 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 and comments of the RDC:

The Villages at Town Center - See attached report.

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

SEE ATTACHED REPORT / DATA.

Individual completing form:

ROBERT M. RAY III

Local Government: COBB CO. SCHOOL DISTRICT

Department: OPERATIONS

Telephone: (770) 426-3425

Signature:

Robert M. Ray

Date: 4/16/97

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

404 364-2562
404 364-2599 (FAX)

Beverly Rhea
Review Coordinator

ARC

Return Deadline: April 18, 1997

RESIDENTIAL LAND REZONING IMPACT ANALYSIS
COBB COUNTY SCHOOL DISTRICT
OPERATIONS DIVISION / PLANNING

APRIL 16, 1997

REFERENCE NUMBER: ARC DRI REVIEW PLANNING COMMISSION HEARING: _____
JURISDICTION: COBB CO / ARC BD OF COMMISSIONERS HEARING: _____
APPLICANT NAME: KNIGHT-DAVIDSON VILLAGES AT TOWN CENTER
REPRESENTATIVE: JOHN N GOFF / DAVID KNIGHT
PRESENT ZONING: N. S. PROPOSED ZONING: SFD/THMS/APTS MIX
HOUSING UNITS: 620 HOUSING TYPE: MIX ACRES: 80
LAND DISTRICT: 20 LAND LOT(S): 642, 643, 654, 655, OTHER
PROPERTY ACCESS: BELLS FERRY ROAD

1996-97 OPENING ENROLLMENTS AND CAPACITIES FOR SCHOOLS SERVING DEVELOPMENT:

NAME OF SCHOOL		INSTRUCTIONAL UNITS CLASSROOMS / PCUs	ASSIGNED TEACHERS	ENROLLMENT SEPT/06/96	CAPACITY (FTE)	
ELEMENTARY						
BELLS FERRY E.S.	***	<u>30</u>	<u>2</u>	<u>40.75</u>	<u>589</u>	<u>462</u>
MIDDLE						
DANIELL M.S.		<u>65</u>	<u>3</u>	<u>80.5</u>	<u>1154</u>	<u>1262</u>
HIGH						
SPRAYBERRY H.S.		<u>101</u>	<u>1</u>	<u>131.5</u>	<u>1969</u>	<u>2292</u>

FUTURE CLASSROOM CONSTRUCTION TO BE COMPLETED WITH 1995 BOND REFERENDUM FUNDS:

BELLS FERRY E.S.

NEW SCHOOL OF CAPACITY 1062 TO RELIEVE OVERCROWDING BY AUG 98.

DANIELL M.S.

NONE

SPRAYBERRY H.S.

NONE

NOTES:

1. "****" INDICATES SCHOOL OPERATING ABOVE CAPACITY AND USING PCUs.
2. "PCUs" DENOTES PORTABLE CLASSROOM UNITS.
3. "FTE" DENOTES GA/DOE ENROLLMENT UNITS OF FULL-TIME (STUDENT) EQUIVALENTS.