2030 COMPREHENSIVE PLAN: MAPPING COBB'S FUTURE

2010 COMPREHENSIVE PLAN AND FUTURE LAND USE MAP AMENDMENTS

PUBLIC HEARING DATES:
January 6, 2010
January 19, 2010

Cobb County…Expect the Best!

Cobb Community Development Agency
191 Lawrence Street
Marietta, Georgia 30060

www.cobbcounty.org

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Cobb County
Comprehensive Plan Amendment Process

Background on the Cobb County Comprehensive Plan

The Comprehensive Plan for Cobb County, Georgia is mandated by the Georgia Planning Act 634 (Georgia Law 1989, pp. 1317 – 1391). This Act requires that each jurisdiction in the state prepare and implement a Comprehensive Plan, which is reviewed by its respective regional development center. For Cobb County, the regional center is the Atlanta Regional Commission (ARC). The rules and regulations of the Act "are intended to provide a framework to facilitate and encourage coordinated, comprehensive planning and development at the local, regional and state government levels". Chapter 110-12-1 of the Act sets minimum local planning standards for each jurisdiction. This includes preparing a Community Assessment, Community Participation Program, and Community Agenda which provides an inventory and assessment of existing conditions/needs, goals and policy objectives, and short-term projects to implement goals and objectives.

In 2007, Cobb County adopted a comprehensive plan that met the above-described minimum standards. Early in the plan development process, residents and staff developed the following vision statement for Cobb County:

In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.

Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, work, play, and learn.

Residents in Cobb County live comfortably in a safe community that has quality jobs, housing choices, cultural activities, recreational opportunities, and state of the art educational/health services.

Cobb takes pride in actively preserving its natural resources. We have achieved adequate water supply to support the need of our citizens and businesses. In addition, we have taken steps to ensure water and air quality for the community.

Out of respect for its natural resources, Cobb promotes and preserves parks, trails, greenspace, tree canopy, and sensitive habitat. Due to our unique history, we continue to protect and maintain historic features.

Cobb County's transportation system will be environmentally compatible, financially sound, safe, and an efficient and functional network providing multimodal service to all areas of the county. Founded on partnerships between public, private, and nonprofit organizations, Cobb County's transportation network will be integrated with local and regional land use and transportation plans, and supportive of a variety of uses including significant greenspace, and "live-work-play" communities.

Cobb is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety; strong community pride; generosity of its citizens to those in need; and quality choices for its people.
Cobb supports its citizens and in return benefits from the community's service, leadership, and personal accountability. People of all backgrounds, races, cultures, ages, religions, national origins, and genders feel comfortable living and working in Cobb County.

All of these outcomes can be attributed to Cobb's way of reaching out to its citizens and businesses, involving them in important decisions and working cooperatively to determine the best overall course of action.

The Cobb Comprehensive Plan does not serve as a development ordinance; rather, the Plan is a guide to continued growth and development on a countywide basis.

Elements of the Cobb County Comprehensive Plan

- Identifies any needs/trends the county may have to address in the next twenty years,
- Lists goals and policy objectives for the county to consider in order to realize its vision statement,
- Identifies short term projects that could assist the county in addressing a need/trend or in implementing its goals and policy objectives; and
- Provides a generalized character area map and future land use map, which complements the goals and policy objectives and indicates locations for a wide variety of land uses.

Procedure to modify and update the Comprehensive Plan

The Planning Commission and Board of Commissioners must approve amendments to the Comprehensive Plan text or the Future Land Use Map. In order to allow for timely, small-scale changes to the plan text and Future Land Use Map, an annual plan amendment process has been established.

The annual plan amendment process begins at the end of each calendar year, starting in October and ending, for the 2010 process, in January 2010. During this time, staff members study proposed changes to the text and land use map that have arisen throughout the year. The changes may be the result of direction from the Board of Commissioners due to a rezoning action, and/or suggestions from the Planning Commission, residents, business, community or staff. Any site which was not previously posted for a rezoning, land use permit, or special land use permit hearing, is posted to notify the public of the proposed Comprehensive Plan amendments. Two public hearings are conducted to gather public input.

After site visits and analysis, staff members briefed the Planning Commission on the pros and cons of each proposed amendment. The Planning Commission then recommends those amendments it feels are appropriate for approval, to the Board of Commissioners. The Board of Commissioners makes the final decision on amendments to the Cobb County Comprehensive Plan.

Terminology Guide to Proposed Amendments

BOC	Board of Commissioners
Corridor	For the purposes of the Cobb Comprehensive Plan, corridor refers to an area of development that extends along a major roadway, such as Windy Hill Road, or Mableton Parkway.
District	For the purposes of the Cobb Comprehensive Plan and zoning ordinance, district refers to a classification of zoning. For example, "R-20 district".
DUA	Dwelling units per acre.
FLU	Future Land Use. A recommendation for future use of the property per the Cobb County Future Land Use Map, part of the Comprehensive Plan. FLU is a projection, not a zoning classification.
FLU Categories	

RR	Rural residential (0 – 1 dua)
VLDR	Very low density residential (0 -- 2 dua)
LDR	Low density residential (1 – 2.5 dua)
MDR	Medium density residential (2.5 – 5 dua)
HDR	High density residential (5 – 12 dua)
RAC	Regional activity center
CAC	Community activity center
NAC	Neighborhood activity center
IC	Industrial compatible
IND	Industrial
PI	Public/institutional
PRC	Park/recreation/conservation
CNSV	Conservation sub category
TCU	Transportation/communication/utilities

Node	For the purposes of the Cobb Comprehensive Plan, node refers to areas of commercial development built or planned around roadway intersections. Nodes vary in size based on similar uses and conditions of the surrounding area.
Rezoning	A change in use classification from one zoning district to another. Rezoning takes place monthly at regularly scheduled hearings of the Planning Commission and Cobb Board of Commissioners.
Zoning	Zoning refers to the existing use or designated use of specific parcels of property. The zoning district designation governs what is eligible to be developed on a particular piece of property.

Cobb County Zoning Sections and Districts

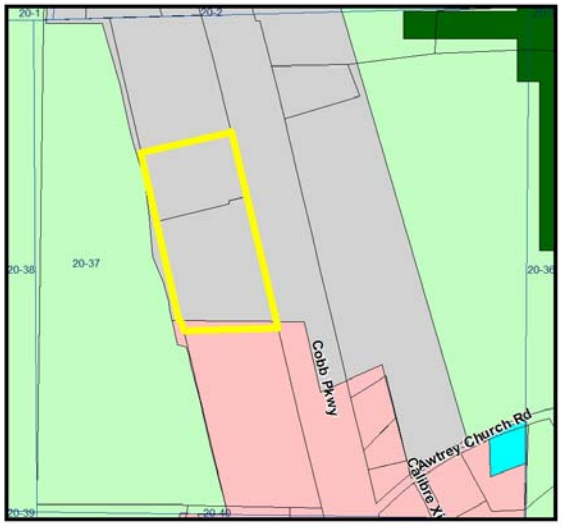
Sec. 134-193. R-80 single-family residential district.
Sec. 134-194. RR rural residential district.
Sec. 134-195. R-40 single-family residential district.
Sec. 134-196. R-30 single-family residential district.
Sec. 134-197. R-20 single-family residential district.
Sec. 134-198. R-15 single-family residential district.
Sec. 134-198.1. Open space community overlay (OSC) district.
Sec. 134-198.2. Conservation subdivision (CS) district.
Sec. 134-199. R-12 single-family residential district.
Sec. 134-200. RD residential duplex district.
Sec. 134-201. RA-4 single-family attached/detached residential district.
Sec. 134-201.1. PRD planned residential development district.
Sec. 134-201.2. RA-5 single-family attached/detached residential district.
Sec. 134-201.3. SC suburban condominium residential district.
Sec. 134-202. RA-6 single-family attached/detached residential district.
Sec. 134-203. RSL residential senior living district.
Sec. 134-204. RM-8 residential multifamily district.
Sec. 134-205. FST fee simple townhouse residential district.
Sec. 134-208. MHP/S mobile home subdivision district.
Sec. 134-209. RDR recreational outdoor golf driving range district.
Sec. 134-210. MHP mobile home park district.
Sec. 134-211. LRO low-rise office district.
Sec. 134-212. CF future commercial district.
Sec. 134-213. NRC neighborhood retail commercial district.
Sec. 134-214. LRC limited retail commercial district.
Sec. 134-215. O&I office and institutional district.
Sec. 134-216. UVC urban village commercial district.
Sec. 134-217. PVC planned village community district.
Sec. 134-218. CRC community retail commercial district.
Sec. 134-219. RMR residential mid-rise district.
Sec. 134-220. OMR office mid-rise district.
Sec. 134-221. RHR residential high-rise district.
Sec. 134-221.1. UC urban condominium residential district.
Sec. 134-222. OHR office high-rise district.
Sec. 134-223. OS office/service district.
Sec. 134-224. NS neighborhood shopping district.
Sec. 134-225. PSC planned shopping center district.
Sec. 134-226. TS tourist services district.
Sec. 134-227. GC general commercial district.
Sec. 134-228. RRC regional retail commercial district.
Sec. 134-229. IF future industrial district.
Sec. 134-230. LI light industrial district.
Sec. 134-231. HI heavy industrial district.

Zoning Decision Comprehensive Plan Amendments (ZD's)

2010

ZD #	DATE	ZONING CASE	DIST.	LOCATION	CURRENT FLU	PROPOSED FLU	PAGE #
1	OCT-08	Z-45 (2008)	1	W side of U.S. Hwy 41 N of Cedarcrest Rd.	IC	NAC	6
2	FEB-09	Z-1	4	NE side of Austell-Powder Springs Rd and S of Furr Avenue	CAC	MDR	9
3	July-09	Z-20	4	NW corner of the Factory Shoals Rd and South Gordon Rd intersection	LDR, NAC	NAC	12

COMPREHENSIVE PLAN AMENDMENTS 2010



CURRENT

PROPOSED

ZD-1

District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

ZD-1
Industrial Compatible
to
Neighborhood Activity Center

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N

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2010 CPA- Zoning Decision Analysis

AMENDMENT NUMBER: ZD-1 (Z-45 – Oct. 2008, Consent Agenda)

COMMISSIONER DISTRICT: 1

ACREAGE: 12.1

PARCEL ID NUMBER: 20003700030, 20003700110 (D 20/LL 37)

EXISTING FUTURE LAND USE: Industrial Compatible (IC)

PROPOSED FUTURE LAND USE: Neighborhood Activity Center (NAC)

GENERAL LOCATION: 4707 Cobb Parkway, 4664 N. Cobb Parkway; West side of U.S. Highway 41, north of Cedarcrest Road.

BACKGROUND:

Intent of Proposed Amendment:
Proposed Commercial Development

Definitions:
The purpose of the proposed Neighborhood Activity Center (NAC) category is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

The purpose of the Industrial Compatible (IC) category is to provide for areas that can support light industrial, office/warehouse, and distribution uses.

Planning History:
No Comprehensive Plan changes have been proposed on the subject property.

ANALYSIS:
The subject properties are considered Industrial Compatible (IC) on the future land use map and totals 12.1 acres with approximately 1,100 feet of frontage on U.S. Highway 41. Property directly to the north is undeveloped and zoned General Commercial (GC) while under an IC land use category. To the south is another undeveloped parcel that is zoned GC and is considered NAC on the Future Land Use Map. West of the subject site is currently being utilized as a Mobile Home Park under a Mobile Home Park (MHP) zoning while designated Rural Residential (RR) in the land use plan. Other than the operating mobile home park to the west, the subject properties and directly adjacent properties are undeveloped.

This rezoning case was deleted during the consent agenda rezoning process to NRC and LRO with a host of stipulations that can be found within the recorded minutes kept in the County Clerks office. NRC and LRO zoning categories are appropriate zones within the NAC future land use category per the 2030 Cobb County Comprehensive Plan. It is staff's opinion that the future land use for the subject property be amended to the more appropriate NAC category due to the existing and changing conditions affecting the use and development of the property after the rezoning decision and the commercially zoned properties adjacent to the subject property.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County is a business-friendly community that supports business development and entrepreneurship. This orientation along with other attributes, has established Cobb as one of the best places to start a new business, expand an existing business, or relocate a company.

2) Applicable Policies from the Comprehensive Plan:

1. Address compatibility between land uses when making land use decisions.
2. Provide sufficient opportunities for each land use type to serve the needs of the community, maintain the current tax base, and balance/sustain a desired mix of residential types.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

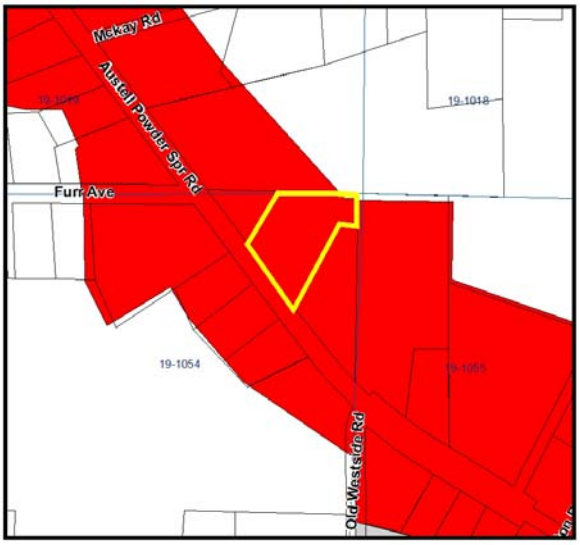
4) Adherence to Nodal Development Patterns:

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development patterns with multiple driveways. The development of this site would result in the expansion of the existing commercial node; provide essential uses to fit the community needs and discouraging "strip" development patterns.

5) Consistency with Revitalization Goals:

Not applicable

COMPREHENSIVE PLAN AMENDMENTS 2010

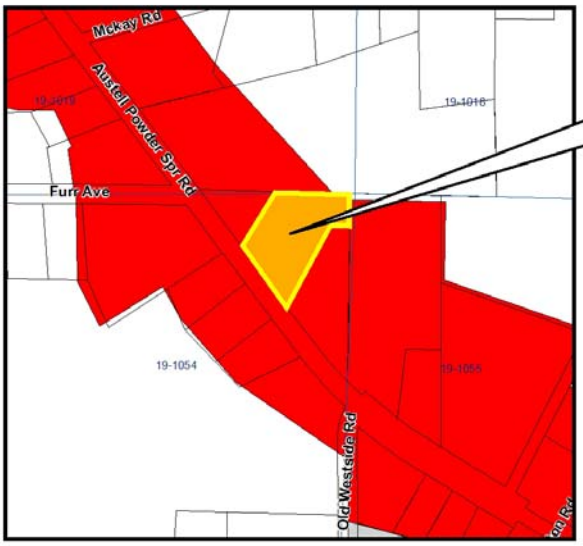


ZD-2
District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



ZD-2
Community Activity Center
to
Medium Density Residential

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0 250 500
Feet

N

PROPOSED

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2010 CPA- Zoning Decision Analysis

AMENDMENT NUMBER: ZD-2 (Z-1 of Feb. 2009, Consent Agenda)

COMMISSIONER DISTRICT: 4

ACREAGE: 1.32

PARCEL ID NUMBER: 19105400390 (D 19/LL 1054)

EXISTING FUTURE LAND USE: Community Activity Center (CAC)

PROPOSED FUTURE LAND USE: Medium Density Residential (MDR)

GENERAL LOCATION: 4509 Austell-Powder Springs Road; Northeast side of Austell Powder Springs Road and south of Furr Avenue.

BACKGROUND:
Intent of Proposed Amendment:
Residential Use

Definitions:
Community Activity Center (CAC) provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low to mid-rise office buildings and department stores.

The purpose of the Medium Density Residential (MDR) category is to provide for areas that are suitable for moderate density housing, between two and one-half (2.5) and five (5) dwelling units per acre.

Planning History:
In February 2009, the Board of Commissioners approved a rezoning request from General Commercial to Residential use for the subject property. Also, a land use permit was approved in February 2008 for the continued use of operating fruit sales on the northern portion of the site.

ANALYSIS:
The subject property is considered Community Activity Center (CAC) on the future land use map and totals 1.32 acres, fronting Austell Powder Springs Road. The property directly to the north is zoned R-20 while under a CAC land use category. To the west is zoned R-20 and is considered CAC on the Future Land Use Map. The 2030 Comprehensive Plan does not recognize R-20 as a compatible zoning category under the CAC future land use designation. To the south is a parcel that is zoned General Commercial and east of the subject site is Community Retail Commercial (CRC) zoning with a large wooded area.

This rezoning case was approved during the zoning consent agenda to R-20 from GC with stipulations including a Development Agreement for dedication of system improvements to mitigate traffic concerns.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Provide transitions in scale and/or land use between high and low intensity land use.
2. Continue efforts to maintain a low tax environment in Cobb County and continue the tradition of quality service provision for the community.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

COMPREHENSIVE PLAN AMENDMENTS 2010

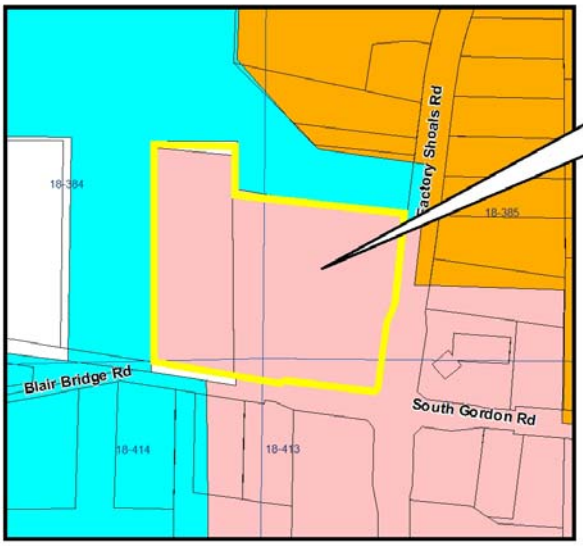
ZD-3

District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



ZD-3
Neighborhood Activity Center
Low Density Residential
to
Neighborhood Activity Center

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N

PROPOSED

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2010 CPA- Zoning Decision Analysis

AMENDMENT NUMBER: ZD-3 (Z-20 – July 2009)

COMMISSIONER DISTRICT: 4

ACREAGE: 4.1 and 2.4 acres

PARCEL ID NUMBER: 18038500140 and 18038400050 (D 18/LL 384, 385, 413 and 414)

EXISTING FUTURE LAND USE: Low Density Residential (LDR) and Neighborhood Activity Center (NAC)

PROPOSED FUTURE LAND USE: Neighborhood Activity Center (NAC)

GENERAL LOCATION: 6712 Factory Shoals Road and 768 South Gordon Road; the subject parcels are located on the northwest corner of the Factory Shoals Road and South Gordon Road intersection.

BACKGROUND:
Intent of Proposed Amendment:
Proposed commercial development

Definitions:
The purpose of the Low Density Residential (LDR) category is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre. This category presents a range of densities.

The purpose of the Neighborhood Activity Center (NAC) category is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

Planning History:
No Comprehensive Plan changes have been proposed on this subject property.

ANALYSIS:
The subject property containing 4.1 acres is currently in the Neighborhood Activity Center (NAC) category, while the second parcel located immediately to the west is considered Low Density Residential (LDR). The two parcels have a total of 6.5 acres and are located at the northwest corner of the Factory Shoals Road and South Gordon Road intersection. The other three corners of the intersection are also in a NAC. To the immediate north, west and southwest of the two parcels is Public/Institutional (PI). Bryant Primary School is to the north. Medium Density Residential (MDR) is also located along the eastern boundary of the subject parcels.

The two properties were the subject of a rezoning request that was approved in July 2009 with a list of stipulations. In order to continue with the commercial node concept at the intersection and to bring the rezoning into compliance with the Comprehensive Plan, the parcel in the LDR category should be incorporated into the existing NAC.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County is a business-friendly community that supports business development and entrepreneurship. This orientation along with other attributes, has established Cobb as one of the best places to start a new business, expand an existing business, or relocate a company.

2) Applicable Policies from the Comprehensive Plan:

1. Encourage flexible site design to accommodate site specific conditions to encourage innovative land development techniques and uphold an individual's property rights.
2. Encourage nodal development at appropriate major intersections and discourage land use changes that lead to "strip" development patterns with multiple driveways.
3. Work toward diversifying the county's industrial and commercial base.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. The development at this site would result in the slight expansion of the existing commercial node. This change provides essential uses to fit the community needs and discourages "strip" development patterns in other areas. The PI areas to the north and west could also limit any potential strip development.

5) Consistency with Revitalization Goals:

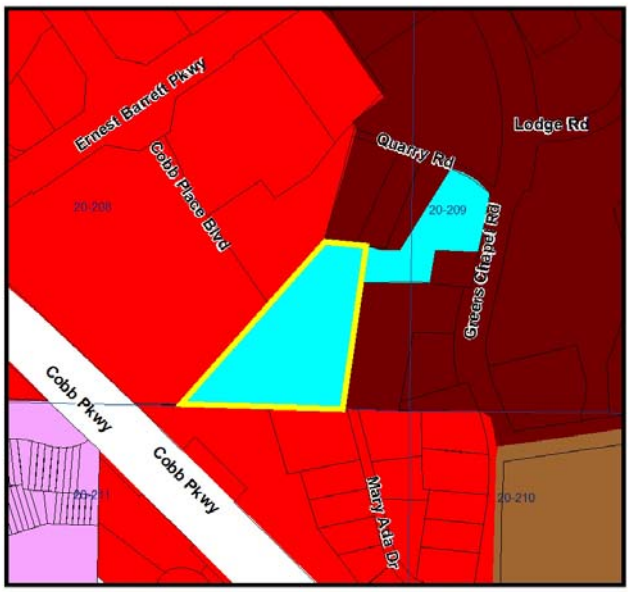
Not applicable

Commissioner Proposed Comprehensive Plan Amendments (CP's)

2010

CP #	DIST.	LOCATION	CURRENT FLU	PROPOSED FLU	PAGE #
1	1	E of the Cobb Pkwy and Ernest Barrett Pkwy intersection, W of Greers Chapel Rd and North of Mary Ada Dr.	PI	CAC	16
2	1	NW of Bells Ferry Rd and Turner Rd intersection.	CAC	MDR	20
3	1	(A) Village Green Neighborhood Activity Center along Dallas Hwy in the vicinity of Old Hamilton Rd. (B)Dallas Hwy from Paulding County to the Kennesaw Mountain National Battlefield Park.		Text Amendment	23
4	1	S of the City of Marietta and along Hill St, Garrison Rd, Lakewood Rd, Carnes Dr, and Appleton Dr. between Powder Springs St. and South Cobb Dr.	IC, CAC	MDR, PI	28
5	2	Paces Ferry Rd adjacent to the Chattahoochee.	HDR	NAC	32
6	2	E and W sides of Hyde Rd and S of Lower Roswell Rd.	VLDR	PRC	36
7	2	Located inside of Interstate 285 between the CSX railroad, Cobb Pkwy (US 41), the Chattahoochee River, and South Atlanta Rd in SE Cobb County.		Text Amendment	39
8	2	Rottenwood Creek from I-285 to Delk Rd, Terrell Mill Rd and Delk Rd and Residential condominiums E of Powers Ferry and S of Terrell Mill.	LDR, VLDR, HDR, CAC, RAC, RAC/hdr, RAC/rs, RAC/off, RAC/prc	MDR, PRC, RAC/prc	43
9	2,3	Johnson Ferry Rd from the Roswell Rd Activity Center to the Chattahoochee River.		Text Amendment	49
10	3	SW corner of the Sandy Plains Rd and Morgan Rd intersection	LDR	MDR	53
11	3	NW Intersection of Busbee Dr and George Busbee Pkwy, and at the northeasterly intersection of Big Shanty Rd and George Busbee Pkwy	RAC/off, RAC/hdr	RAC/pi	56
12	4	Six Flags Dr from Factory Shoals Rd to the I-20 interchange.		Text Amendment	59
13	4	Downtown Historic Mableton.		Text Amendment	63
14	4	S Cobb that spans the Chattahoochee River, up along Nickajack Creek, and across to almost S Cobb Dr.		Text Amendment	68

COMPREHENSIVE PLAN AMENDMENTS 2010



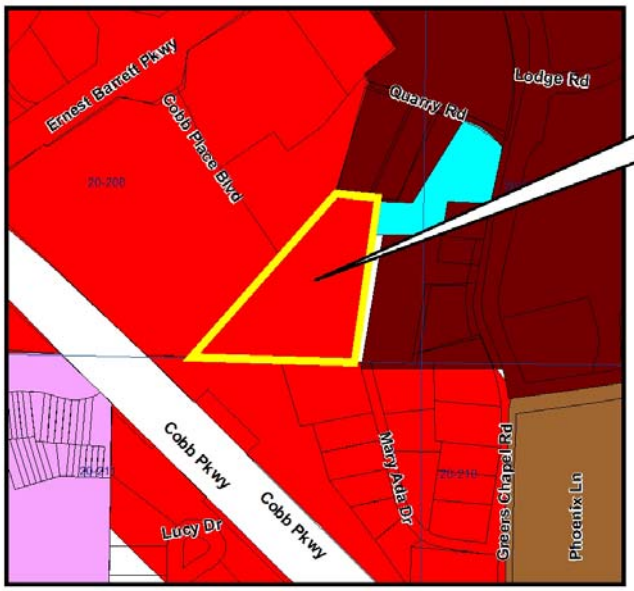
CP-1

District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



CP-1
Public/Institutional
to
Community Activity Center

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Feet

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PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-1

COMMISSIONER DISTRICT: 1

ACREAGE: 5 acres

PARCEL ID NUMBER: 20020800480 (D 20/LL 208)

EXISTING FUTURE LAND USE: Public/Institutional (PI)

PROPOSED FUTURE LAND USE: Community Activity Center (CAC)

GENERAL LOCATION: Unaddressed parcel is located east of the Cobb Parkway and Ernest Barrett Parkway intersection, west of Greers Chapel Road and north of Mary Ada Drive.

BACKGROUND:

Intent of Proposed Amendment:

Establish an appropriate land use category for an existing commercial property.

Definitions:

The purpose of the Public/Institutional category is to provide for certain state, federal or local government uses and institutional land uses such as government building complexes, police and fire stations, colleges, churches, hospitals, etc.

The purpose of the Community Activity Center (CAC) is to provide for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low to mid-rise office buildings and department stores.

Planning History:

The parcel was part of a previous Comprehensive Plan Amendment proposal in 2005 (SP-1A).

ANALYSIS:

The subject property, which contains 5 acres, is in the Public/Institutional (PI) category on the current future land use map. The parcel is located to the east of Cobb Parkway and Ernest Barrett Parkway intersection, west of Greers Chapel Road and north of Mary Ada Drive. It has no road frontage along any major road and is currently being utilized as part of an automotive sales establishment to the northwest. The subject property is surrounded by Community Activity Center (CAC) to the west and south, Regional Activity Center (RAC)-retail services subcategory to the north and east, as well as Public/Institutional (PI) to the east.

Since the subject property is currently being used for commercial activity and that use will likely continue in the future, the land use should be changed from PI and incorporated into the adjacent CAC.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb County is a business-friendly community that supports business development and entrepreneurship. This orientation along with other attributes, has established Cobb as one of the best places to start a new business, expand an existing business, or relocate a company.

2) Applicable Policies from the Comprehensive Plan:

1. Encourage flexible site design to accommodate site specific conditions to encourage innovative land development techniques and uphold an individual's property rights.
2. Encourage nodal development at appropriate major intersections and discourage land use changes that lead to "strip" development patterns with multiple driveways.
3. Work toward diversifying the county's industrial and commercial base.

3) Consistency with existing Corridor Studies and Other Plans:

This property is located within the boundaries of the Town Center Community Improvement District and may be subject to further requirements and guidelines if any further redevelopment efforts were to occur.

4) Adherence to Nodal Development Patterns:

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. The development at this site would result in the slight expansion of the existing commercial node. This change provides essential uses to fit the community needs and discourages "strip" development patterns in areas that do not have the infrastructure to accommodate such uses.

5) Consistency with Revitalization Goals:

Not applicable

6) Environment Impact:

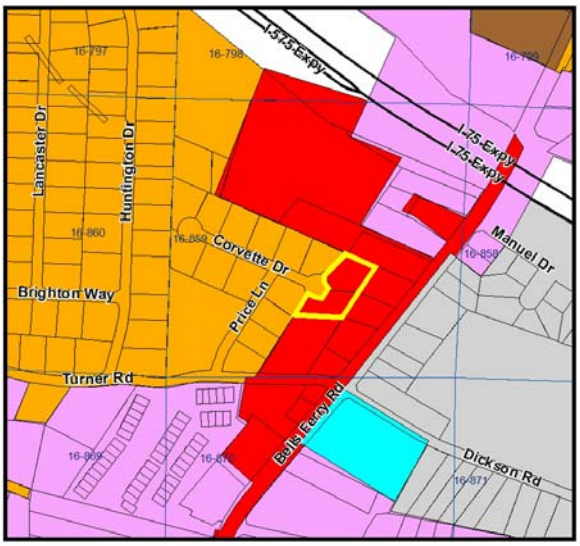
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) **Transportation Analysis:**

1. Major Thoroughfare Plan (Roadway Classification): Cobb Parkway: Arterial; Barrett Parkway: Arterial; Greers Chapel Road: Minor Collector
2. Number of Lanes (Existing): Cobb Parkway: 4 lane divided highway; Barrett Parkway: 6 lanes, raised center median; Greers Chapel Road: 2 lanes.
3. Number of Lanes (Proposed): Cobb Parkway: 4 lane divided highway; Barrett Parkway: 6 lanes, raised center median; Greers Chapel Road: 2 lanes.
4. Traffic Volume (ADT): Cobb Parkway: 42,600; Barrett Parkway: 54,600; Greers Chapel Road: 2,600.
5. Sidewalks: The subject parcel is landlocked. However, there is sidewalk on all four corners of the Cobb Parkway/Barrett Parkway intersection, and on both sides of Barrett Parkway extending eastward towards I-75.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 45 runs on Cobb Parkway between Town Center and the Marietta Transfer Center.

8. Proposed Projects of Impact:
    a. Barrett Parkway between Cobb Parkway and Dallas Highway (SPLOST D4010): Widen to 6-lane median divided roadway with a 10-foot multi-use path on north/west side and a 5-foot sidewalk on the south/east side of the roadway; Final design and right-of-way acquisition currently in progress.
    b. South Barrett Reliever Phase 1 (SPLOST D4170): New 4-lane roadway between Cobb Parkway and Shiloh Valley Drive; Follows the alignments of Greers Chapel Road and Barrett Lakes Boulevard; Construction in progress.
    c. Noonday Creek Trail Phase 2A (SPLOST D11E0a): Multi-use trail/path beginning at Cobb Parkway/Barrett Parkway intersection, following Cobb Parkway to Noonday Creek; Final design in progress.
9. CTP Recommendations:
    a. Cobb Parkway – Vaughn Road to Attic Parkway: Sidewalk connectivity; Estimated cost: $1,000,000.00
    b. Cobb Parkway at Barrett Parkway: Major intersection improvement (grade separation/flyover); Estimated cost: $55,000,000.00; with inflation: $99,000,000.00
    c. Barrett Parkway/East-West Connector: Local bus service between Cumberland Galleria and Town Center; Estimated cost: $2,600,000.00 (initial capital), $5,500,000.00 (annual operating)
    d. Cobb Parkway: Local bus service between Acworth Park and Ride lot and the Marietta Transfer Center; Estimated Cost: $4,100,000.00 (initial capital), $8,700,000.00 (annual operating)
    e. Cobb Parkway: Limited stop bus service between Acworth Park and Ride lot, Kennesaw, Cumberland Galleria and Perimeter (DeKalb County); Estimated Cost: $1,900,000.00 (initial capital), $4,100,000.00 (annual operating)

COMPREHENSIVE PLAN AMENDMENTS 2010



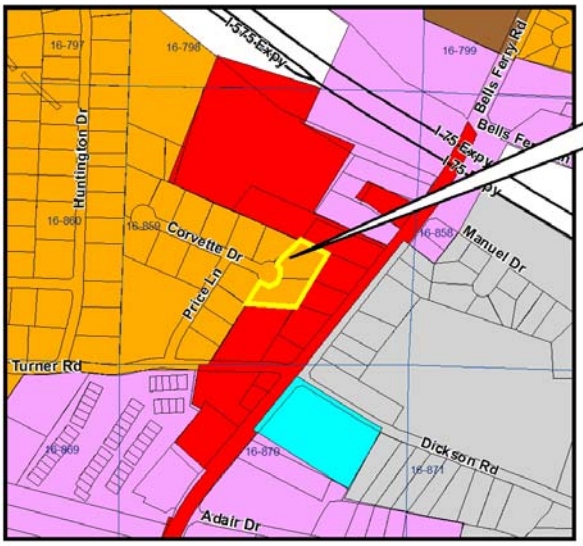
CURRENT

CP-2

District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

CP-2
Community Activity Center
to
Medium Density Residential

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-2

COMMISSIONER DISTRICT: 1

ACREAGE: 0.7 and 0.63 acres

PARCEL ID NUMBER: 16085900310 and 16085900320 (D 16/LL 859)

EXISTING FUTURE LAND USE: Community Activity Center (CAC)

PROPOSED FUTURE LAND USE: Medium Density Residential (MDR)

GENERAL LOCATION: 100 Corvette Drive and 101 Corvette Drive. The subject parcels are located on Corvette Drive, in the area northwest of the Bells Ferry Road and Turner Road intersection.

BACKGROUND:

Intent of Proposed Amendment:

Establish appropriate land use category for existing residential properties.

Definitions:

The purpose of the Community Activity Center (CAC) is to provide for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low to mid-rise office buildings and department stores.

The purpose of the Medium Density Residential (MDR) category is to provide for areas that are suitable for moderate density housing, between two and one-half (2.5) and five (5) dwelling units per acre.

Planning History:

The subject properties were part of a larger Comprehensive Plan Amendment proposal (CP-1) in 2009.

ANALYSIS:

The two subject properties combine for a total of 1.33 acres and are currently in the Community Activity Center (CAC) future land use category. They are located in the Crest Ridge subdivision at the end of Corvette Drive, northwest of the Bells Ferry Road and Turner Road intersection. The surrounding land use category to the north, south and east of the subject sites is CAC and to the west is Medium Density Residential (MDR). These sites are currently being used as single family residences and are located at the end of a cul-de-sac between the neighborhood and properties fronting Bells Ferry Road. This amendment is appropriate based on their current use and location. The entire subdivision is within the MDR land use category with the exception of these two properties. Although they abut a CAC, the access point is through the subdivision. Hence, this land use change is most appropriate.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.

2) Applicable Policies from the Comprehensive Plan:

1. Provide transitions in scale and/or land use between high and low intensity land uses.
2. Address compatibility between land uses when making land use decisions.
3. Provide sufficient opportunities for each land use type to serve the needs of the community, maintain the current tax base, and balance/sustain a desired mix of residential types.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

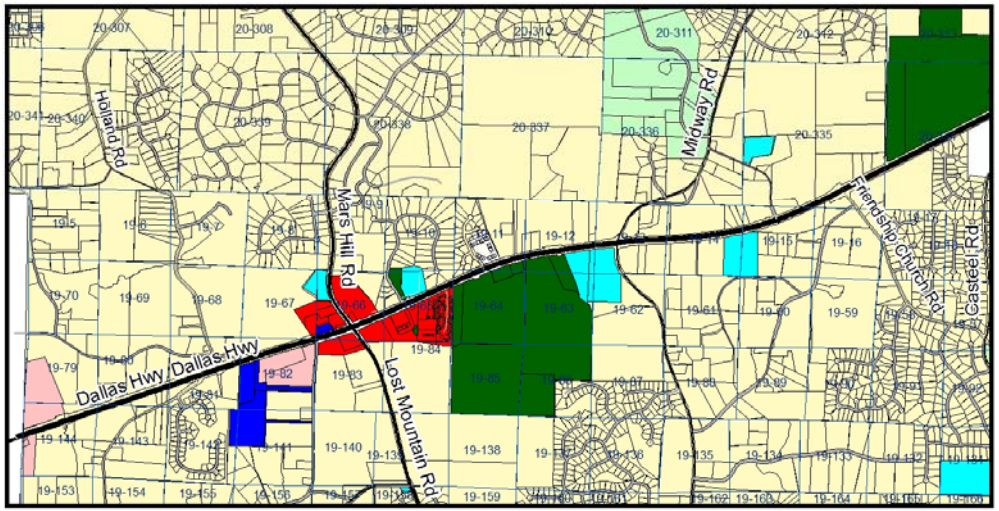
6) Environment Impact:

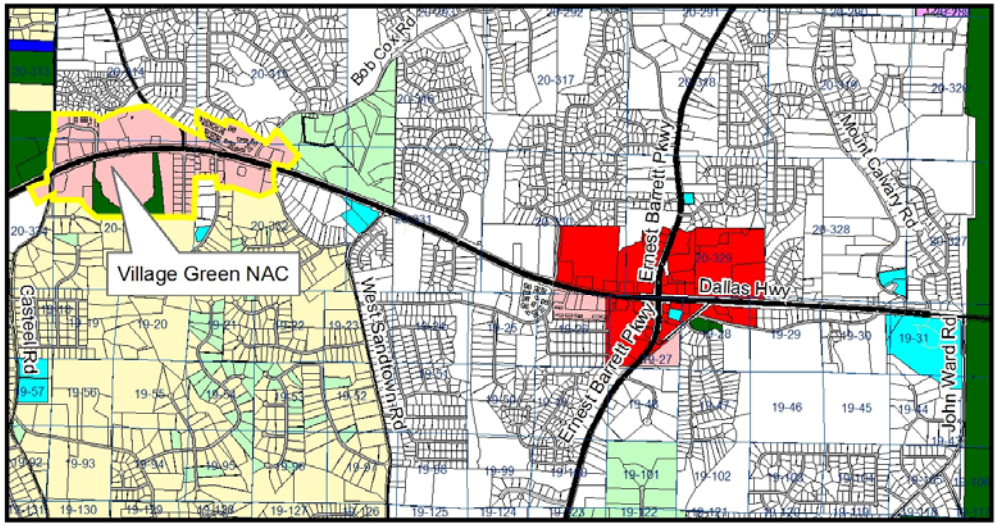
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Bells Ferry Road: Arterial; Corvette Drive: Local; Price Lane: Local; Turner Road: Local.
2. Number of Lanes (Existing): Bells Ferry Road: 2 lanes; Corvette Drive: 2 lanes; Price Lane: 2 lanes; Turner Road: 2 lanes.
3. Number of Lanes (Proposed): Bells Ferry Road: 2 lanes; Corvette Drive: 2 lanes; Price Lane: 2 lanes; Turner Road: 2 lanes.
4. Traffic Volume (ADT): Bells Ferry Road: 15,900; Corvette Drive: N/A; Price Lane: N/A; Turner Road: N/A.
5. Sidewalks: No sidewalks are present on Corvette Drive or the local roadways leading to it. There is sidewalk on the east of Bells Ferry Road in the vicinity of the subject parcels, which is accessible via Turner Road.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 40 is accessible via Bells Ferry Road. Route 40 runs between Kennesaw State University and the Marietta Transfer Center.
8. Proposed Projects of Impact:
   a. Bells Ferry Road (SPLOST D6040): Various intersection improvements between I-575 and Cobb Parkway; Project has been deferred.
9. CTP Recommendations:
   a. Bells Ferry Road – Cobb Parkway to Cherokee County Line: Widen roadway to 4 lanes; Estimated cost: $25,000,000.00; with inflation: $44,900,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010





CP-3
District 1

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CP-3
Dallas Highway
Urban Design Plan
& Village Green NAC
Text Amendment Only

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-3

COMMISSIONER DISTRICT: 1

ACREAGE: Not applicable

PARCEL ID NUMBER: D20/LL314,315,332,333, and 334 – text amendment

PROPOSED TEXT AMENDMENT (A): Add a text amendment on Dallas Highway to implement some of the Pedestrian Accessible Node study completed in 2008 with a companion appendix map.

PROPOSED ADDITION TO THE SHORT TERM WORK PROGRAM (B): Add a short term work program item for the Dallas Highway Urban Design Plan and add references in other appropriate areas in the Comprehensive Plan, which would be slated for completion in 2012.

GENERAL LOCATION (A): All parcels contained in the Village Green Neighborhood Activity Center along Dallas Highway in the vicinity of Old Hamilton Road.

GENERAL LOCATION (B): All parcels along Dallas Highway from Paulding County to the Kennesaw Mountain National Battlefield Park.

BACKGROUND:

Intent of Proposed Amendment (A):
To add a text amendment to the Neighborhood Activity Center future land use category with a companion appendix map that will assist in improving accessibility and pedestrian access in this area in the future.

Intent of Proposed Amendment (B):
To add an item into the Short Term Work Program to assist in creating public and private guidelines on new construction along Dallas Highway.

Definitions:
Neighborhood Activity Center (NAC) category provides for areas that serve neighborhood residents and businesses.

Planning History:
The Pedestrian Accessible Node study was completed by the Cobb County Community Development and Department of Transportation Planning Divisions in 2008. The purpose of this analysis was to investigate barriers to pedestrian mobility and suggest alterations that could be made to the transportation infrastructure and land use in this area.

An Existing Conditions Study was conducted along Dallas Highway in 2009. The Urban Design Plan was a suggestion from the Existing Conditions Study.

In 2009, Cobb County approved a Complete Street Policy, which encourages new transportation infrastructure to be designed in a manner that meets the needs of the population by accommodating multiple modes of travel. In addition to the policy, Cobb County and the Atlanta Regional Commission worked on a series of best practices that have the intention of assisting with the implementation of the Complete Streets Policy through planning, programming, and new construction. Urban Design plans of this nature should be designed in a way that is compatible with the purpose and intent of this policy.

ANALYSIS:
The subject properties are of a variety of residential, commercial, institutional, and recreational land uses. Dallas Highway serves as a main thoroughfare, which provides accessibility for residents in western Cobb County and Paulding County to Marietta, the Town Center CID, I-75, and the Cumberland CID. The parcels are located on the north and south sides of Dallas Highway from the Paulding County line to the Kennesaw Mountain National Battlefield Park.

The intentions of these Comprehensive Plan alterations are:

1. To assist in improving pedestrian mobility and accessibility to the Village Green Neighborhood Activity Center; and
2. To assist with programming staff time and resources to meet the current and future needs of the community. On numerous occasions, Planning Division staff has received comments from elected officials, appointed officials, and the community-at-large concerning their desire to create more of a sense-of-place along Dallas Highway so that it does not become a typical suburban commercial corridor. The Urban Design Plan will assist in creating public and private elements that can be added to the corridor as part of transportation improvements and private investment that will assist in creating this desired environment.

TEXT AMENDMENT:
Neighborhood Activity Center
In order to improve pedestrian accessibility and provide transportation alternatives in the Village Green Neighborhood Activity Center (NAC) located on Dallas Highway, as depicted in the Appendix, new zoning applications and new transportation improvements will be requested to incorporate the following items into their proposals:

- Construct sidewalks where sidewalk gaps exist or where the system can be expanded on the subject site(s);
- Incorporate and construct the 10’ Dallas Highway trail per standards established by the Cobb County Department of Transportation;
- Connect existing, proposed, or requested sidewalks to interior pedestrian networks on the site(s) to facilitate the movement of pedestrians from the public right-of-way to the uses on the subject property;
- Incorporate medians where wide curb cuts are constructed to accommodate more than three vehicle lanes;
- Where transportation improvements are required due to Developments of Regional Impact, incorporate pedestrian refuge islands to facilitate pedestrian movement across Dallas Highway, Old Hamilton Road, Casteel Road, and/or Old Due West Road. Pedestrian refuge islands are also requested to facilitate pedestrian movement across Dallas Highway at the Village Green shopping center and Avenues at West Cobb.

SHORT TERM WORK PROGRAM AMENDMENT:

Project - Prepare a Urban Design Plan for Dallas Highway; Timeframe – 2012; Responsible party Community Development, Department of Transportation, and the Board of Commissioners; Cost estimate – $150,000; and Funding source – General Fund.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Out of respect for its natural resources, Cobb County promotes and preserves parks, trails, greenspace, tree canopy, and sensitive habitat. Due to the county's unique history, we continue to educate the public on the importance of historic preservation, as well as protecting, documenting, and maintaining historic features.
3. Cobb County's transportation system will be environmentally compatible financially sound, safe, and an efficient and functional network providing multimodal services to all areas of the county. Founded on partnerships between public, private, and non-profit organizations, Cobb County's transportation network will be integrated with local and regional land use and transportation plans, supportive of a variety of uses including significant greenspace and live-work-play communities.

2) Applicable Policies from the Comprehensive Plan:

1. Encourage nodal development at appropriate major intersections and discourage land use changes that lead to "strip" development patterns with multiple driveways.
2. Promote smart growth policies and encourage creative design of residential developments that meet the needs of the human and natural environment.
3. Plan according to standards that consider long-range benefits or adverse effects of development, not only immediate demands.
4. Proactively plan for the preservation of greenspace/open space throughout the county.
5. Promote transportation alternatives such as transit, bicycle facilities, pedestrian infrastructure, car pooling, and other forms of alternative modes of travel.
6. Encourage a safe and efficient transportation network for all modes of travel.

3) Consistency with existing Corridor Studies and Other Plans:

This project is consistent with the findings and analysis contained in the Pedestrian Accessible Node analysis, Dallas Highway Existing Conditions Study, and the Complete Streets Policy.

4) Adherence to Nodal Development Patterns

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. The development of this plan will assist in creating policies and regulations that will visually improve the corridor, while ensuring a transportation infrastructure that will meet the needs of multiple modes of travel.

5) Consistency with Revitalization Goals:

Not applicable

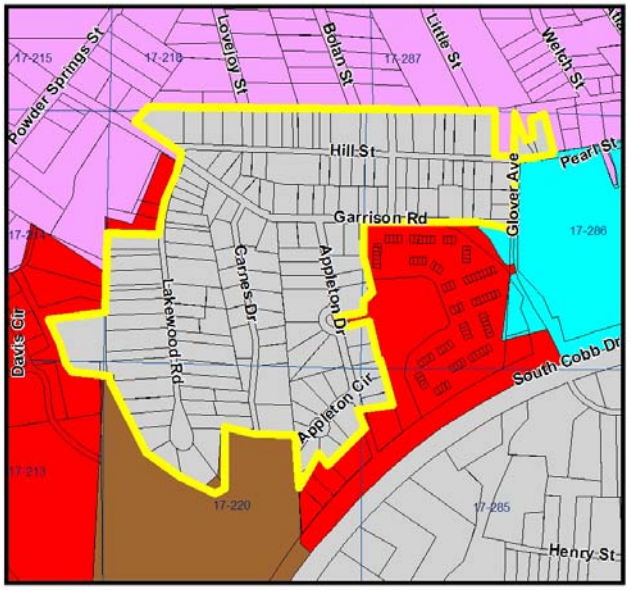
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Dallas Highway: Arterial; Bob Cox Road: Minor Collector; Due West Road: Arterial; Casteel Road: Major Collector; Old Hamilton Road: Major Collector.
2. Number of Lanes (Existing): Dallas Highway: 4 lanes w/ raised median; Bob Cox Road: 2 lanes; Due West Road: 2 lanes w/ two-way left turn lane; Casteel Road: 2 lanes; Old Hamilton Road: 2 lanes.
3. Number of Lanes (Proposed): Dallas Highway: 4 lanes w/ raised median; Bob Cox Road: 2 lanes; Due West Road: 2 lanes w/ two-way left turn lane; Casteel Road: 2 lanes; Old Hamilton Road: 2 lanes.
4. Traffic Volume (ADT): Dallas Highway: 38,800; Bob Cox Road: 3,100; Due West Road: 15,100; Casteel Road: 4,900; Old Hamilton Road: 5,400.
5. Sidewalks: Sidewalk is present on the north side of Dallas Highway between Bob Cox Road and Old Hamilton Road, with a gap in coverage beginning at Largent Way extending westward approximately 425 feet. Sidewalk is present on the south side of Dallas Highway from Casteel Road eastward to a point just past the Avenues at West Cobb shopping center. Sidewalk is also present at the following locations: Bob Cox Road: West side of roadway, extending 0.73 miles north of Dallas Highway; Due West Road: East side of roadway, extending 1.5 miles north of Dallas Highway; Old Hamilton Road: East side of roadway, extending 0.78 miles north of Dallas Highway (intersects Due West Road sidewalk mentioned above); Casteel Road: East side of roadway, extending 733 feet south of Dallas Highway.
6. Bicycle Lanes/Trails: None present.
7. Transit: None present.
8. Proposed Projects of Impact:
   a. Casteel Road (SPLOST D7220): Sidewalk between Sunset Ridge Drive and Dallas Highway; Preliminary Design in progress.
   b. Dallas Highway Streetscape Phase 1 (SPLOST D11B0): Multi-use trail/path from Casteel Road to Villa Rica Way; Preliminary Design in progress.
9. CTP Recommendations:
   a. Dallas Highway – Express Bus Service: To serve CCT Marietta Transfer Center and Town Center area; Estimated cost: $2,100,000.00 (initial capital), $4,500,000.00 (annual operating).
   b. Dallas Hwy – John Ward Rd to Paulding County Line: Widen to 6 lanes with raised median; Estimated cost: $29,000,000.00, with inflation: $52,100,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010



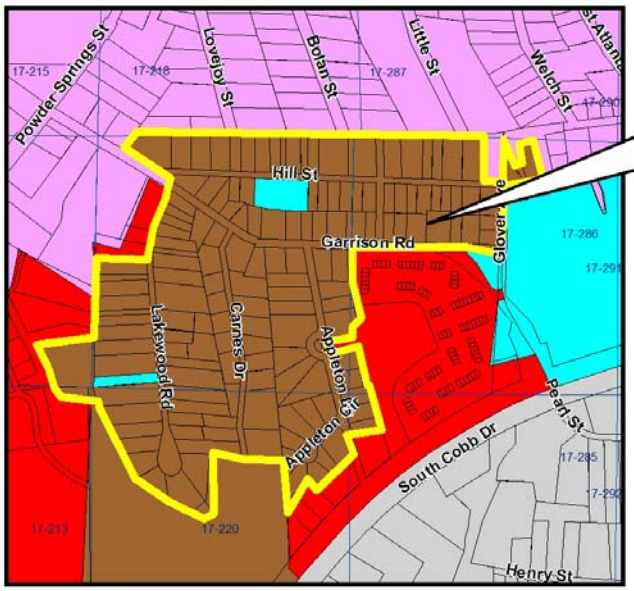
CP-4

District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



CP-4
Industrial Compatible
to
Public/Institutional
High Density Residential
with Text Amendment

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PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-4

COMMISSIONER DISTRICT: 1

ACREAGE: ~ 77 acres

PARCEL ID NUMBER: Numerous Parcel IDs (D 17/LL 219, 220, 286 & 285)

EXISTING FUTURE LAND USE: Industrial Compatible (IC), Community Activity Center (CAC), Public/Institutional (PI)

PROPOSED FUTURE LAND USE: High Density Residential (HDR), Public/Institutional (PI)

GENERAL LOCATION: Proposed amendment area is located just south of the City of Marietta along Hill Street, Garrison Road, Lakewood Road, Carnes Drive and Appleton Drive between Powder Springs Street and South Cobb Drive.

BACKGROUND:

Intent of Proposed Amendment:

Considering existing and changing conditions in the proposed area and coordination with the City of Marietta Comprehensive Plan, the intent is to revitalize the area with new investment and redevelopment.

Definitions:

Community Activity Center (CAC) provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low to mid-rise office buildings and department stores.

Industrial Compatible (IC) category provides for areas that can support light industrial, office/warehouse, and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

High Density Residential (HDR) category provides for areas that are suitable for higher density housing between five (5) and twelve (12) dwelling units per acre. Density on any particular site should be sensitive to surrounding areas and should offer a reasonable transition of land use.

The purpose of the Public/Institutional (PI) category is to provide for certain state, federal or local government uses and institutional land uses such as government building complexes, police and fire stations, colleges, churches, hospitals, etc.

Planning History:

There has been recent activity in the area within the past two years. A rezoning application was approved in May 2009 requesting R-20 zoning designation and in May 2008 a setback variance was granted.

ANALYSIS:
The subject properties are located in the residential area immediately south of the City of Marietta, bordered between Powder Springs Road on the west and South Cobb Drive on the east. The entire subject area has a Future Land Use designation of Industrial Compatible (IC) with underlying R-20 zoning. The following streets namely, Hill Street, Garrison Road, Lakewood Road, Carnes Drive and Appleton Drive are located within the boundaries of the study area. North of the site is the City of Marietta with a mixed - use designation. Established to the east is a Community Activity Center (CAC) and Public/Institutional (PI) designations. Existing uses within the eastern boundary CAC is a RM-8 townhome development with a density of 7.8 units per acre, which is compatible with the HDR designation and the historic 1848 house. A portion to the west is also bordered by the City of Marietta and Community Activity Center (CAC) land use. The southern border of this site is the Garrison Lake Apartment Homes Subdivision. The apartment complex has a High Density Residential (HDR) land use designation. Garrison Road is the main thoroughfare that is heavily traveled as an alternative route for cut through traffic between Powder Springs Road and South Cobb Drive. A majority of the parcels within this area are single-family detached residential properties ranging in size from approximately 0.2 to 0.8 acres. There are two established churches, Hill Street Baptist Church and Lakewood Baptist Church with Industrial Compatible (IC) as the Future Land Use designation. The proposed amendment change and text addition will modify the existing IC land to correspond with the adjacent HDR uses located south and east of the subject area and provide compatibility with the City of Marietta's Comprehensive Plan, as well as provide for an accurate designation of the existing churches. This land use change will provide an opportunity for the potential redevelopment and expansion of this area.

TEXT AMENDMENT:
High Density Residential and Public/Institutional
In order to establish an appropriate land use on the properties located just south of the City of Marietta along Hill Street, Garrison Road, Lakewood Road, Carnes Drive and Appleton Drive between Powder Springs Street and South Cobb Drive, the Board of Commissioners has established a High Density Residential (HDR) future land use category to assist in revitalizing this area of the county. Due to the site's proximity to existing Community Activity Center to the east and west, Mixed-use to the north and High Density Residential to the south, the Board of Commissioners encourages townhome, owner-occupied units with an emphasis on urban design, inter parcel access, environmental sustainability, and pedestrian accessibility to mitigate development impacts.

1) Applicable Goals from the Comprehensive Plan:

1. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.
2. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.

2) Applicable Policies from the Comprehensive Plan:

1. Provide sufficient opportunities for each land use type to serve the needs of the community, maintain the current tax base, and balance/sustain a desired mix of residential types.
2. Provide transitions in scale and/or land use between high and low intensity land uses.
1. Address compatibility between land uses when making land use decisions.
4. Identify blighted and deteriorating neighborhoods and promote the revitalization and/or redevelopment of these areas.

3) Consistency with existing Corridor Studies and Other Plans:
This amendment area is part of the Industrial Land Inventory and Protection Policy but contains no recommendations that affect this proposal.

4) Adherence to Nodal Development Patterns:
Not applicable

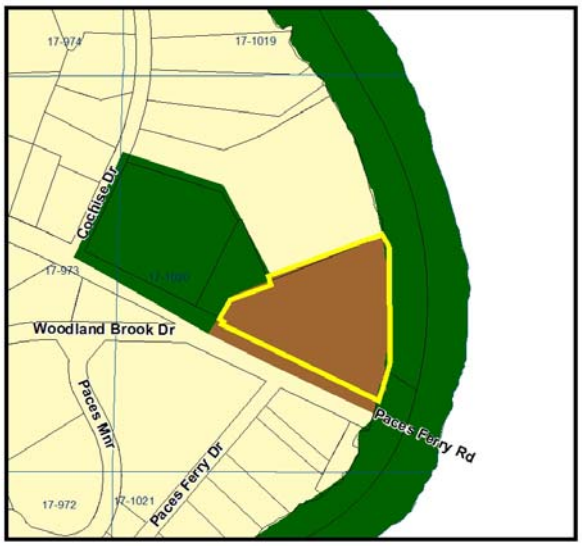
5) Consistency with Revitalization Goals:
The area has not been identified as a revitalization area within the Comprehensive Plan.

6) Environment Impact:
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): South Cobb Drive: Arterial; Powder Springs Road: Arterial; Garrison Road: Minor Collector; Pearl Street: Minor Collector.
2. Number of Lanes (Existing): South Cobb Drive: 6 lanes w/ two-way left turn lane; Powder Springs Road: 4 lanes w/ two-way left turn lane; Garrison Road: 2 lanes; Pearl Street: 2 lanes.
3. Number of Lanes (Proposed): South Cobb Drive: 6 lanes; Powder Springs Road: 4 lanes w/ two-way left turn lane; Garrison Road: 2 lanes; Pearl Street: 2 lanes.
4. Traffic Volume (ADT): South Cobb Drive: 37,600; Powder Springs Road: 38,500; Garrison Road: 7,300; Pearl Street: 10,500.
5. Sidewalks: Sidewalk is present on the both sides of South Cobb Drive, and on the west side of Pearl Street from Garrison Road to South Cobb Drive.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 20 is accessible via South Cobb Drive, with service between the Cumberland and Marietta Transfer Centers; CCT Route 15 is accessible via Powder Springs Road, with service between the Marietta Transfer Center and Wildwood Office Park.
8. Proposed Projects of Impact:
    a. South Cobb Drive – SR 5/Atlanta Road to Bolton Road in City of Atlanta (SPLOST D4180): Widen to 6 lane divided roadway; Project deferred.
    b. Powder Springs Road Connector (SPLOST D4150): New 2 or 4 lane roadway between Powder Springs Road and South Cobb Drive; Project deferred
9. CTP Recommendations:
    a. Powder Springs Rd – Access Management (raised median): Between Milford Church Road and South Marietta Parkway; Estimated cost: $15,000,000.00, with inflation: $26,900,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-5

District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT

CP-5
High Density Residential
to
Neighborhood Activity Center
with Text Amendment

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PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-5

COMMISSIONER DISTRICT: 2

ACREAGE: ~ 4 acres

PARCEL ID NUMBER: 17102000030 (D 17/LL 1020)

EXISTING FUTURE LAND USE: High Density Residential (HDR)

PROPOSED FUTURE LAND USE: Neighborhood Activity Center (NAC)

GENERAL LOCATION: Located on the north side of Paces Ferry Road adjacent to the Chattahoochee River

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BACKGROUND:

Intent of Proposed Amendment:

The intent is to appropriately identify the land use of a parcel to indicate commercial activity and add a text amendment to limit expansion of commercial node.

Definitions:

High Density Residential (HDR) provides for areas that are suitable for higher density housing between five (5) and twelve (12) dwelling units per acre.

Neighborhood Activity Center (NAC) category provides for areas that serve neighborhood residents and businesses.

Planning History:

Future Land Use was amended in 1999 from Very Low Density Residential (VLDR) to High Density Residential (HDR).

ANALYSIS:

The subject property is a commercial tract zoned General Commercial (GC) within an area characterized as residential and zoned R-30. The parcel has been utilized in a commercial capacity for over 50 years according to tax information regarding the time at which the structure was constructed. Paces Ferry serves as an arterial roadway and provides accessibility for residents within Cobb and Vinings to the City of Atlanta and Buckhead. The parcel is located north of Paces Ferry Road on the banks of the Chattahoochee River. Other than the Chattahoochee River to the east and a private club operating directly to the west under a future land use category as Park/Recreation/Conservation, the subject site is surrounded by residential uses and a future land use category of VLDR.

The intention of this Comprehensive Plan alteration is to amend the future land use designation to the Neighborhood Activity Center (NAC) and approve text additions with the intention of constraining this NAC to this particular parcel to preserve the residential nature of the surrounding community. The amendment to the NAC category with the text addition meets the established use that has been granted for

over 50 years, would deter higher residential densification from occurring in the predominantly low density area and limit the encroachment of commercial uses northward along Paces Ferry Road.

TEXT AMENDMENT:

Neighborhood Activity Center

In order to protect the residential character of the area and surrounding property owners, the Neighborhood Activity Center on the north side of Paces Ferry Road at the Chattahoochee River will be cut off of any potential commercial encroachment along Paces Ferry Road on the north and south side of the roadway. Said area shall not extend to the north or south beyond the boundaries of the existing commercial activity. The Board of Commissioners will only consider residential developments consistent with the residential character for the parcels surrounding this area.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Preserve stable quality residential neighborhoods.
2. Address compatibility between land uses when making land use decisions.
3. Consider impacts to area residents when making land use and housing decisions in order to protect residential neighborhoods from negative impacts of new residential and non-residential developments.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns

Nodal development discourages land use changes that lead to "strip" development with multiple driveways. This future land use amendment and text addition as proposed assures the adherence to nodal development by restricting further commercial encroachment of the area.

5) Consistency with Revitalization Goals:

Not applicable

6) Environment Impact:

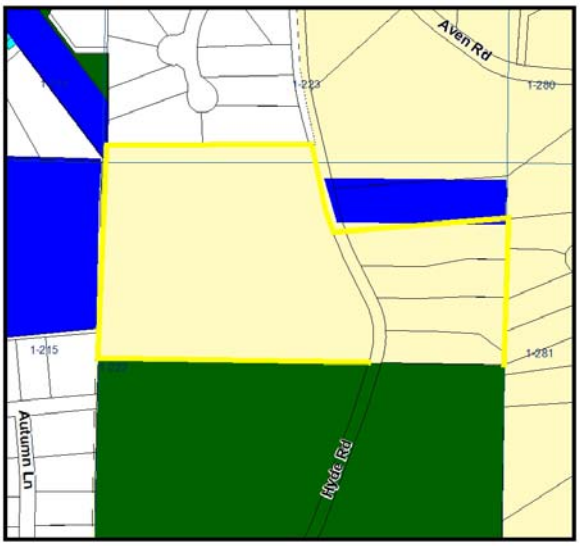
If redevelopment occurs on this property, issues pertaining to its proximity to the Chattahoochee River, existence of floodplain in the area, and compliance with the Chattahoochee Corridor Plan will need to be considered in a manner that protects the public interest.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Paces Ferry Road: Arterial; Woodland; Brook Drive: Minor Collector.
2. Number of Lanes (Existing): Paces Ferry Road: 2 lanes; Woodland Brook Drive: 2 lanes.
3. Number of Lanes (Proposed): Paces Ferry Road: 2 lanes; Woodland Brook Drive: 2 lanes.
4. Traffic Volume (ADT): Paces Ferry Road: 13,300; Woodland Brook Drive: 7,000.

5. Sidewalks: Sidewalk is present on the north/east side of Paces Ferry Road and on the east side of Woodland Brook Drive.
6. Bicycle Lanes/Trails: None present.
7. Transit: None present.
8. Proposed Projects of Impact:
    a. Hermi's Bridge (SPLOST D1140): Replacement of pedestrian bridge over Chattahoochee River; Construction in progress.
    b. Woodland Brook Drive – Curb and Gutter Addition (SPLOST D6260): Log Cabin Road to Paces Ferry Road; Project deferred.
9. CTP Recommendations:
    a. None.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-6
District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT

CP-6
Very Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 300 600
Feet

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PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-6

COMMISSIONER DISTRICT: 2

ACREAGE: 17.33 acres

PARCEL ID NUMBER: 01022200080, 01022200070, 01022200060, 01022200050 and 01022200020 (D 1/LL 222 and 223)

EXISTING FUTURE LAND USE: Very Low Density Residential (VLDR)

PROPOSED FUTURE LAND USE: Park/Recreation/Conservation (PRC)

GENERAL LOCATION: 692 Hyde Road, 698 Hyde Road, 704 Hyde Road, 710 Hyde Road and 721 Hyde Road Parcels are located on the east and west sides of Hyde Road and south of Lower Roswell Road.

BACKGROUND:

Intent of Proposed Amendment:

Proposed additional park land at Hyde Farm complex.

Definitions:

The purpose of the Very Low Density Residential (VLDR) category is to provide for areas that are suitable for very low density housing, particularly in locations which may not have basic services such as sewer, or where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.

The purpose of the Park/Recreation/Conservation (PRC) category is to provide for land dedicated to active or passive recreational uses, either publicly or privately owned including playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, etc.

Planning History:

No Comprehensive Plan changes have been proposed on this subject property.

ANALYSIS:

The five subject properties combine for a total of 17.33 acres and are currently in the Very Low Density Residential future land use category. The parcel containing 12.8 acres is located on the west side of Hyde Road, south of Lower Roswell Road and north of Hyde Farm. It is surrounded by Low Density Residential (LDR) to the north, Transportation/Communication/Utilities (TCU) to the west and east, VLDR to the east and PRC to the south. The four smaller parcels are located on the east side of Hyde Road, south of Lower Roswell Road and north of Hyde Farm. They are surrounded by VLDR to the west and east, TCU to the north and PRC to the south.

These five parcels were previously acquired by Cobb County and are to be associated with the historic Hyde Farm complex. Because the subject properties will provide public facilities for visitors to Hyde Farm, the future land use for the properties should be changed from VLDR to PRC.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Out of respect for its natural resources, Cobb County promotes and preserves parks, trails greenspace, tree canopy, and sensitive habitat. Due to the county's unique history, we continue to educate the public on the importance of historic preservation, as well as protecting, documenting, and maintaining historic features.

2) Applicable Policies from the Comprehensive Plan:

1. Monitor and assess recreational facility needs/demands and consider improvements/additions where necessary to fully serve the entire community.
2. Protect and preserve buildings, neighborhoods, or areas of historical, architectural, or cultural significance.
3. Proactively plan for the preservation of greenspace/open space throughout the county.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

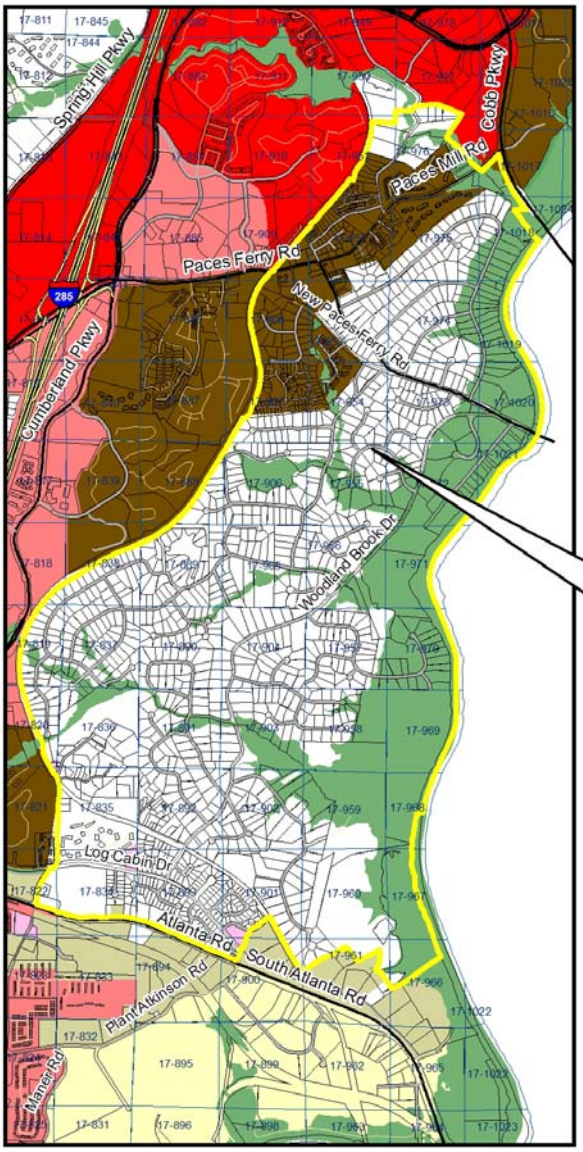
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Hyde Road: Local.
2. Number of Lanes (Existing): Hyde Road: 2 lanes.
3. Number of Lanes (Proposed): Hyde Road: 2 lanes.
4. Traffic Volume (ADT): Hyde Road: Traffic counts are not available for Local roadways.
5. Sidewalks: None present.
6. Bicycle Lanes/Trails: None present.
7. Transit: None present.
8. Proposed Projects of Impact:
    a. None of significant impact.
9. CTP Recommendations
    a. None.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-7

District 2

CHARACTER AREA DESIGNATON

- RURAL
- SUBURBAN RESIDENTIAL
- RESIDENTIAL REVITALIZATION
- RESIDENTIAL REDEVELOPMENT
- VILLAGE
- ACTIVITY CENTER
- REDEVELOPMENT COMMERCIAL
- CORRIDORS
- URBAN CENTER
- OFFICE WAREHOUSE
- INDUSTRIAL MANUFACTURING
- PARK/RECREATION/CONSERVATION
- CIVIC

CP-7
Suburban Residential
Village
Park/Recreation/Conservation
to
Historic Vinings Village

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-7

COMMISSIONER DISTRICT: 2

ACREAGE: 2.4 square miles

PARCEL ID NUMBER: Various

EXISTING CHARACTER AREA DESIGNATIONS: Suburban Residential; Village; and Park, Recreation, and Conservation

PROPOSED CHARACTER AREA DESIGNATION: Historic Vinings Village

GENERAL LOCATION: The Historic Vinings Village is an area located inside of Interstate 285 between the CSX railroad line, Cobb Parkway (US 41), the Chattahoochee River, and South Atlanta Road in southeastern Cobb County.

BACKGROUND:

Intent of Proposed Amendment:

The intent of this alteration is to add a new Character Area designation to highlight an area with a defined sense-of-place and pride in their history as an unincorporated community. Also, an addition to the short term work program is proposed that will partner Cobb County, the Georgia Institute of Technology College of Architecture, and the Vinings Homeowner Association in developing a master plan to assist in completing the vision for the Vinings unincorporated community.

Definitions:

The purpose of the Suburban Residential Character Area designation is to identify areas of the County that are primarily residential in nature, low intensity development, minimal pedestrian facilities, and a high degree of building separation.

The purpose of the Village Character Area is to identify older more traditional neighborhoods that are predominantly residential, but contain small neighborhood-scaled businesses that serve as the focal point for the community. An important component of this image is the distinct design and architectural characteristics that often accompany village areas.

The purpose of the Park, Recreation, and Conservation Character Area designation is to identify areas that are undeveloped, protected, or containing natural, environmentally sensitive, historic or archeologically important features.

Planning History:

No Character Area map changes have been proposed on this subject property in the past.

ANALYSIS:
The Vinings area is an unincorporated community with a rich history. The area is comprised primarily of residential structures most of which have been built after the 1970's. There is a neighborhood-scaled commercial node that helps in solidifying the identity of this area by blending historic and new architecture that creates a distinct sense-of-place. The purpose of this alteration to the Character Area map is to assist in defining the historic Vinings area.

CHARACTER AREA AMENDMENT:
Historic Vinings Village
The Historic Vinings Village is a well defined area with a distinct sense-of-place. The history of the Vinings community is an important part of its identity and greatly impacts the current built environment. After the Cherokee Land Lottery, from 1832 to 1836, Hardy Pace accumulated multiple land lots and by 1838 had established a settlement that included a grist mill, inn, ferry, post office, and farming interests that was known as Paces "Crossroads", which is the origin of the Vinings community. The area was ideal for this type of settlement due to its proximity to the Chattahoochee River and near a proposed railroad line. In 1842, the Western & Atlantic Railroad was completed between Atlanta and Marietta. A growing railroad camp was established known as "Vinings Camp", named after the young civil engineer William H. Vinings who worked on design and construction of the rail line. By the late 1840's, with a train stop and telegraph station, the area was named "Vinings Station". In 1864, the area was captured and occupied by Union forces en-route to Atlanta. By the late 1800's the Vinings community rebuilt and reestablished itself with a railroad stop and small community. By 1904, a small one-lane bridge was built to replace the original Paces Ferry, which was used to connect the Buckhead community with Cobb County.

Today, the Historic Vinings Village is predominantly a residential area that has a small neighborhood-scaled commercial area. The business district utilizes architectural treatments and textures that blend in with the surrounding Local and National Register Historic Buildings. The transportation infrastructure within the unincorporated community has moderate pedestrian accessibility, which should be improved over time. The surrounding residential uses are stable and well maintained with homes ranging in size, scale, and type. The Vinings area has a high level of home ownership and many are actively involved in community activities. The main focus for the future of the Historic Vinings Village is on preserving and maintaining the character of the neighborhoods and business district. Infill development in the residential and commercial sections should be done in a manner that is sensitive to the area's uniqueness and does not detract from its ambiance. It may be appropriate to assist the Vinings community with branding and master planning to preserve history and use it to expand tourism opportunities.

SHORT TERM WORK PROGRAM AMENDMENT:
Project - Prepare a master plan and urban design strategy to assist the unincorporated Historic Vinings Village with community identity and expansion of historic tourism; Timeframe – 2010; Responsible party Community Development, Department of Transportation, the Georgia Institute of Technology; and the Vinings Homeowners Association; Cost estimate – NA; and Funding source – the Georgia Institute of Technology (design studio)

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.

2) Applicable Policies from the Comprehensive Plan:

1. Protect and preserve buildings, neighborhoods, or areas of historical, architectural, or cultural significance.
2. Preserve stable quality residential neighborhoods.
3. Address compatibility between land uses when making land use decisions.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

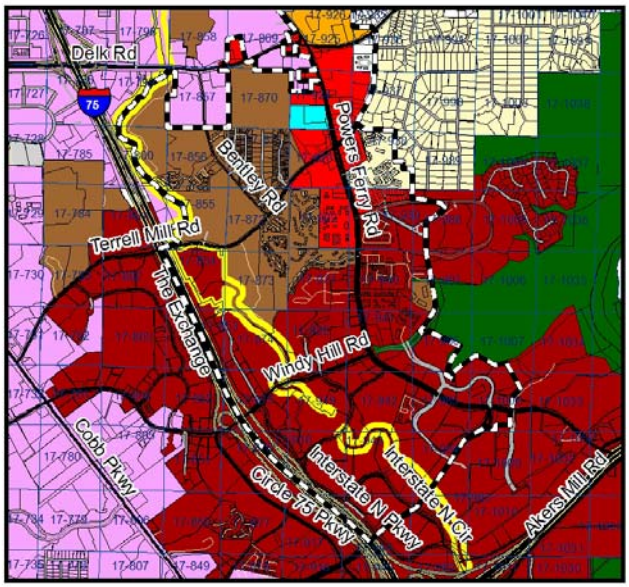
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Paces Ferry Road: Arterial; Paces Mill Road: Major Collector; Woodland Brook Drive: Minor Collector; Log Cabin Drive: Minor Collector; Atlanta Road: Arterial.
2. Number of Lanes (Existing): Paces Ferry Road: 2 lanes; Paces Mill Road: 2 lanes; Woodland Brook Drive: 2 lanes; Log Cabin Drive: 2 lanes; Atlanta Road: 4 lanes w/ two way left turn lane in select locations.
3. Number of Lanes (Proposed): Paces Ferry Road: 2 lanes; Paces Mill Road: 2 lanes; Woodland Brook Drive: 2 lanes; Log Cabin Drive: 2 lanes; Atlanta Road: 4 lanes w/ two way left turn lane in select locations.
4. Traffic Volume (ADT): Paces Ferry Road: 13,300; Paces Mill Road: 11,700; Woodland Brook Drive: 7,000; Log Cabin Drive: 1,200; Atlanta Road: 22,100.
5. Sidewalks: Sidewalk is present on the north/east side of Paces Ferry Road, on the west side of Paces Mill Road, on the east side of Woodland Brook Drive, on the south side of Log Cabin Drive and along the frontages of select developments on both sides of Atlanta Road.
6. Bicycle Lanes/Trails: None present.
7. Transit: None present.
8. Proposed Projects of Impact:
    a. Hermi's Bridge (SPLOST D1140): Replacement of pedestrian bridge over Chattahoochee River; Construction in progress.
    b. Woodland Brook Drive – Curb and Gutter Addition (SPLOST D6260): Log Cabin Road to Paces Ferry Road; Project deferred.
    c. Log Cabin Drive (SPLOST D7140): Sidewalk on east side of roadway from Ivy Ridge Drive to Plant Atkinson Road; Project deferred.
    d. Atlanta Road/ I-285 Interchange (SPLOST D4100): Bridge replacement and interchange reconfiguration/redesign; Concept design in progress.
9. CTP Recommendations:
    a. Atlanta Road – I-285 to Plant Atkinson Road: Sidewalk on south/west side of roadway; Estimated cost: $2,400,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010

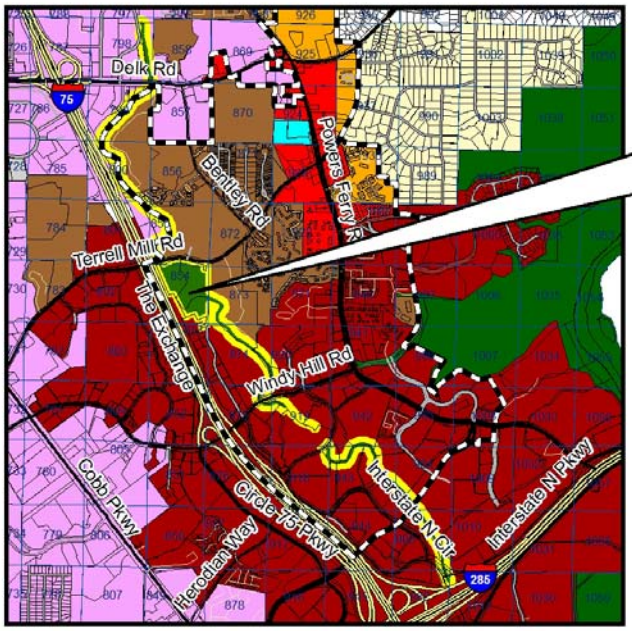


CP-8A
District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City
- Powers Ferry Master Plan Area

CURRENT



CP-8A
High Density Residential
Regional Activity Center
to
Park/Recreation/Conservation
with Text Amendment

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PROPOSED

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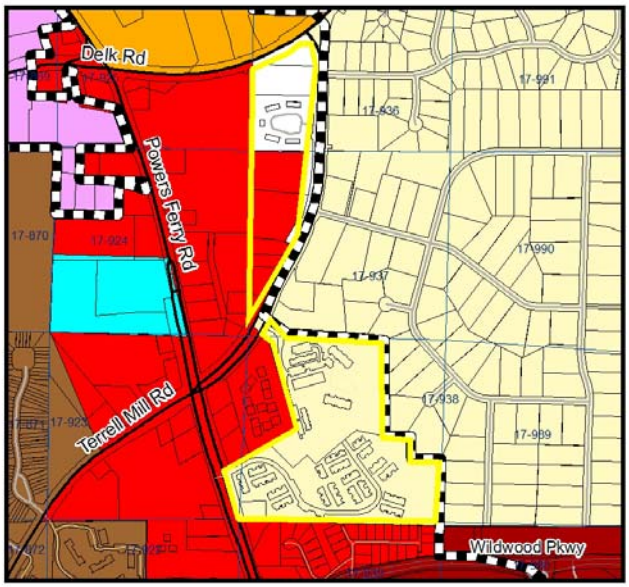
COMPREHENSIVE PLAN AMENDMENTS 2010

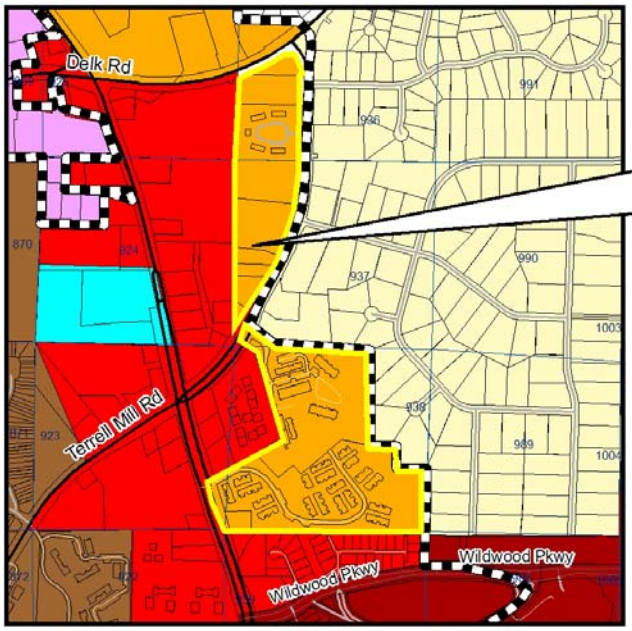


CP-8B
District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City
- Powers Ferry Master Plan Area

CURRENT



CP-8B
Very Low Density Residential
Low Density Residential
Community Activity Center
to
Medium Density Residential
with Text Amendment

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Feet

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PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-8 (CP-8A & CP-8B)

COMMISSIONER DISTRICT: 2

ACREAGE: Not applicable

PARCEL ID NUMBER: Not applicable

EXISTING FUTURE LAND USE DESIGNATIONS: Low Density Residential (LDR), Very Low Density Residential (VLDR), High Density Residential (HDR), Community Activity Center (CAC), Regional Activity Center (RAC) sub-categories high density residential (RAC/hdr), retail services (RAC/rs), office (RAC/off), & park/recreation/conservation (RAC/prc)

PROPOSED FUTURE LAND USE DESIGNATION: Medium Density Residential (MDR) Park/Recreation/Conservation (PRC), Regional Activity Center sub-category park/recreation/conservation (RAC/prc)

GENERAL LOCATION: Powers Ferry Master Plan study area. Specifically, Rottenwood Creek from I-285 to Delk Road, Terrell Mill Road and Delk Road and residential condominiums east of Powers Ferry and south of Terrell Mill (Chimney Trace Condominiums & Valencia Hills Condominiums)

BACKGROUND:

Intent of Proposed Amendment:

The intent of this alteration is to fulfill an implementation strategy action item of the Powers Ferry Master Plan by updating the Comprehensive Plan and Future Land Use Map, Short Term Work Program, and adding Appendix Map

Definitions:

The purpose of the Regional Activity Center (RAC) category is to provide for areas that can support a high intensity of development, which serves a regional market.

Regional Activity Center - Sub Area Classifications

The intent of these sub area classifications is to optimize the use of land in areas designated as Regional Activity Centers on the Cobb County Future Land Use Map by encouraging use types to develop in the most appropriate locations.

The purpose of the Community Activity Center (CAC) category is to provide for areas that can meet the immediate needs of several neighborhoods or communities.

High Density Residential provides areas that are suitable for low rise, high density housing and mixed use developments between five (5) and twelve (12) dwelling units per acre.

Medium Density Residential (MDR) provides for areas that are suitable for moderate density housing between two and one-half (2.5) and five (5) dwelling units per acre.

Low Density Residential (LDR) provides for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre.

Very Low Density Residential (VLDR) provides for areas that are suitable for very low density housing, particularly in locations which may not have basic services such as sewer, or where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.

Park/Recreation/Conservation (PRC) provides for land dedicated to active or passive recreational uses, either publicly or privately owned including playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, etc.

Planning History:
In February of 2009, the Board of Commissioners authorized the Community Development Agency to develop a corridor study involving focus groups, stakeholders and the public to help renew the Powers Ferry area. The study began in late spring of 2009 and ended in January of 2010.

ANALYSIS:
The Powers Ferry Master Plan is the culmination of a 10 month public participation planning study that includes an existing condition analysis, market study and a master plan element that incorporates an implementation strategy that strives to meet the goals and policies of the Powers Ferry plan which ultimately will realize the community vision.

The first action items is to amend the Future Land Use based on the Powers Ferry Master Plan, add text within the Comprehensive Plan encouraging development that meets the intentions of the goals and policies from the plan, and establish the Commercial Revitalization Zone as depicted within the Powers Ferry Master Plan.

There are other substantial action items, including but not limited to the establishment of a Redevelopment Overlay District and a potential Tax Allocation District, to consider in the short term that will assist in completing aspects of the plan.

TEXT AMENDMENT:
High Density Residential and Community Activity Center
In order to better implement and promote the revitalization and rejuvenation of land uses within the Powers Ferry Master Plan, the Board of Commissioners will encourage new development and redevelopment within the Powers Ferry study area. New development should be constructed in a manner that supports the goals and policies of the Powers Ferry Master Plan. The Board of Commissioners encourages sustainable mixed-use development, including residential, commercial and offices uses within the Village Center and catalysts sites, as well as the rehabilitation and redevelopment of multi-family dwellings within the Redevelopment Area as defined by the Powers Ferry Master Plan.

SHORT TERM WORK PROGRAM AMENDMENTS:
Project – Establish an area specific ROD for Powers Ferry Road; Timeframe – 2010; Responsible party Economic Development; Community Development, Planning Commission, and the Board of Commissioners; Cost estimate – NA; and Funding source – Economic Development and Community Development budgets.

Project – Create a marketing plan for undeveloped/underdeveloped lands that can be used for business recruitment; Timeframe – 2011; Responsible party Economic Development; Community Development, and the Cumberland Community Improvement District; Cost estimate – NA; and Funding source – Economic Development and Community Development budgets.

Project – Incorporate appropriate parcels along Powers Ferry Road into the Redevelopment sites list; Timeframe – 2010; Responsible party Economic Development, Community Development, and the Board of Commissioners; Cost estimate – NA; and Funding source – Economic Development and Community Development budgets.

Project – Create database and marketing materials for undeveloped/underdeveloped lands in Powers Ferry area to assist with Economic Development efforts; Timeframe – 2010; Responsible party Economic Development, Community Development, and the Board of Commissioners; Cost estimate – NA; and Funding source – Economic Development and Community Development budgets.

Project – Work with Terrell Mill HOA and Parkwood Business Association to develop grassroots community improvement plans for the Powers Ferry area; Timeframe – 2011; Responsible party Community Development and Economic Development; Cost estimate – NA; and Funding source – Community Development and Economic Development budgets.

Project – Alter trail map to indicate new alignment for Powers Ferry Road trail per Powers Ferry Master Plan; Timeframe – 2010; Responsible party Department of Transportation; Cost estimate – NA; and Funding source – Department of Transportation budget.

Project – Add sidewalk gap closures to sidewalk project list; Timeframe – 2010; Responsible party Department of Transportation; Cost estimate – NA; and Funding source – Department of Transportation budget.

Project – Include bike lanes and trails into prioritization for the Bicycle and Pedestrian Improvement Plan; Timeframe – 2011; Responsible party Department of Transportation; Cost estimate – NA; and Funding source – Department of Transportation budget.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.

2) Applicable Policies from the Comprehensive Plan:

1. Increase the economic vitality of underserved areas through programs and incentives.
2. Provide transitions in scale and/or land use between high and low intensity land uses.
3. Promote smart growth policies and encourage the creative design of residential developments that meet the needs of the human and natural environment.
4. Provide sufficient opportunities for each land use type to serve the needs of the community, maintain the current tax base, and balance/sustain a desired mix of residential types.
5. Encourage reuse, redevelopment, and/or revitalization of brownfield and greyfield (dark/vacant store fronts) sites as a means to accommodate new growth in appropriate areas of the county.
6. Promote the construction of mixed-use developments in appropriate areas.
7. Promote the creation of community gathering spaces.

3) Consistency with existing Corridor Studies and Other Plans:

This proposal is consistent with the findings and analysis contained in the Powers Ferry Master Plan.

4) Adherence to Nodal Development Patterns:
Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. The development of this plan incorporates policies and action items that will assist in limiting the expansion of the Powers Ferry activity nodes by establishing overlay district with criteria protecting adjacent uses from commercial encroachment and allowing for the development of an access management plan.

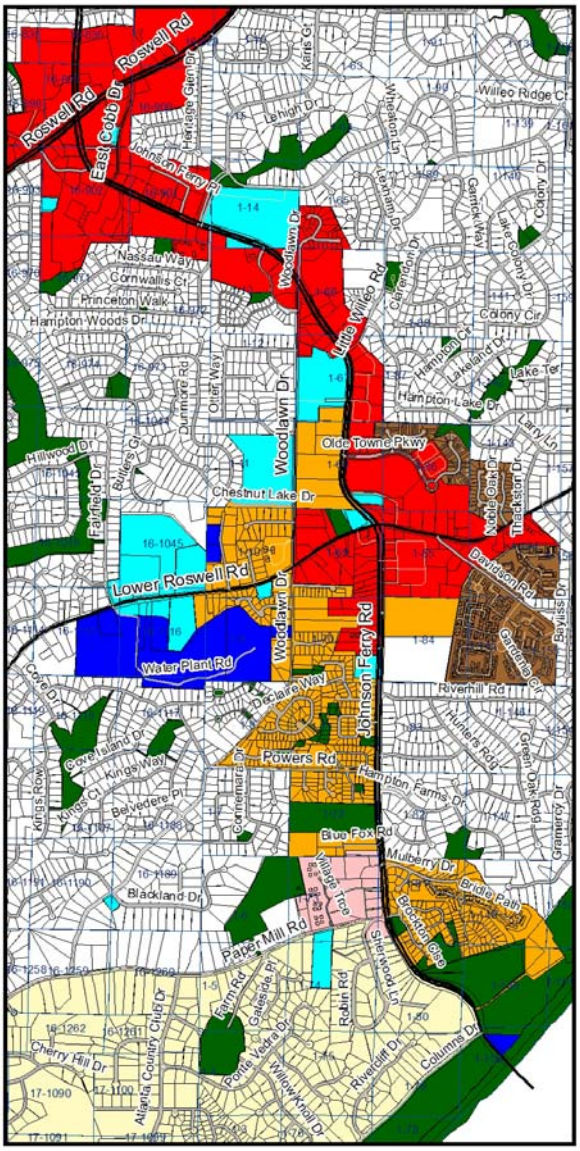
5) Consistency with Revitalization Goals:
Proposed amendment is consistent with the revitalization goals of the Comprehensive Plan and the Powers Ferry Master Plan. Staff is proposing the incorporation of the northern commercial area into the Commercial Property Tax Abatement program and will be working with the community on developing a specific Redevelopment Overlay District (ROD) in 2010.

6) Environment Impact:
The establishment of the greenbelt buffer along Rottenwood Creek would assist in improving existing environmental conditions by managing encroachment onto this tributary.

7) Transportation Analysis

1. Major Thoroughfare Plan (Roadway Classification): Terrell Mill Road: Arterial; Powers Ferry Road: Arterial; Delk Road: Arterial.
2. Number of Lanes (Existing): Terrell Mill Road: 4 lanes w/ two way left turn lane; Powers Ferry Road: 6 lanes divided (raised median) south of Terrell Mill Road, 4 lanes w/ two way left turn lane north of Terrell Mill Road; Delk Road: 4 lanes w/ two way left turn lane.
3. Number of Lanes (Proposed): Terrell Mill Road: 4 lanes w/ two way left turn lane; Powers Ferry Road: 6 lanes divided (raised median) south of Terrell Mill Road, 4 lanes w/ two way left turn lane north of Terrell Mill Road; Delk Road: 4 lanes w/ two way left turn lane.
4. Traffic Volume (ADT): Terrell Mill Road: 17,700; Powers Ferry Road: 30,300; Delk Road: 19,100.
5. Sidewalks: Sidewalks are present on both sides of Powers Ferry, Terrell Mill and Delk Roads.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Routes 50 and 15 are accessible from Powers Ferry Road. Route 50 provides service between the Cumberland and Marietta Transfer Centers, and Route 15 provides service between the Marietta Transfer Center and Wildwood Office park.
8. Proposed Projects of Impact:
    a. None of significant impact.
9. CTP Recommendations:
    a. Bob Callan/Rottenwood Creek Trail Extension: Estimated cost: $16,500,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-9

District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CP-9
Johnson Ferry Rd
Urban Design Plan
Text Amendment Only

Cobb County...Expect the Best!

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-9

COMMISSIONER DISTRICT: 2 & 3

ACREAGE: Not applicable

PARCEL ID NUMBER: Various

PROPOSED ADDITION TO THE SHORT TERM WORK PROGRAM: Add a text amendment that includes a Johnson Ferry Road Urban Design Plan to the short term work program and other appropriate areas of the Comprehensive Plan, which would be slated for completion in 2010.

GENERAL LOCATION: All parcels along Johnson Ferry Road from the Roswell Road Activity Center to the Chattahoochee River.

BACKGROUND:

Intent of Proposed Amendment:

To add an item into the Short Term Work Program to assist in creating public and private guidelines on new construction along Johnson Ferry Road.

Definitions:

Not applicable

Planning History:

In 2008, the Community Development Agency Director and Planning Division held a number of public meetings with residential and commercial property owners along Johnson Ferry Road to gain a greater understanding of the concerns within this area of eastern Cobb County. In 2009, a focus group of community leaders was formed to discuss, in detail, the existing conditions and possible future for Johnson Ferry Road. From these discussions, it has been suggested that the concerns within the community relate to public and private urban design.

In 2009, Cobb County approved a Complete Street Policy, which encourages new transportation infrastructure to be designed in a manner that meets the needs of the population by accommodating multiple modes of travel. In addition to the policy, Cobb County and the Atlanta Regional Commission worked on a series of best practices that have the intention of assisting with the implementation of the Complete Street Policy through planning, programming, and new construction. Urban Design plans of this nature should be designed in a way that is compatible with the purpose and intent of this policy.

ANALYSIS:

The subject properties are of a variety of residential, commercial, office, and institutional land uses. Johnson Ferry Road serves as a main thoroughfare, which provides accessibility for residents in eastern Cobb County and Cherokee County to Sandy Springs, Perimeter Center, and I-285. The parcels are located on the east and west sides of Johnson Ferry Road from the Roswell Road Community Activity Center (CAC) to the Chattahoochee River.

The intention of this Comprehensive Plan alteration is to assist with programming staff time and resources to meet the current and future needs of the community. On numerous occasions, Planning Division staff has received comments from elected officials, appointed officials, and the community-at-large concerning their desire to create more of a sense-of-place along Johnson Ferry Road. The Urban Design Plan will assist in creating public and private elements that can be added to the corridor as part of transportation improvements and private investment that will assist in creating this desired environment.

SHORT TERM WORK PROGRAM AMENDMENT:

Project - Prepare a Urban Design Plan for Johnson Ferry Road; Timeframe – 2010; Responsible party Community Development, Department of Transportation, and the Board of Commissioners; Cost estimate – $10,000; and Funding source – General Fund.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County's transportation system will be environmentally compatible financially sound, safe, and an efficient and functional network providing multimodal services to all areas of the county. Founded on partnerships between public, private, and non-profit organizations, Cobb County's transportation network will be integrated with local and regional land use and transportation plans, supportive of a variety of uses including significant greenspace and live-work-play communities.
3. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Encourage nodal development at appropriate major intersections and discourage land use changes that lead to "strip" development patterns with multiple driveways.
2. Promote smart growth policies and encourage creative design of residential developments that meet the needs of the human and natural environment.
3. Promote transportation alternatives such as transit, bicycle facilities, pedestrian infrastructure, car pooling, and other forms of alternative modes of travel.
4. Encourage a safe and efficient transportation network for all modes of travel.
5. Continue efforts to maintain a low tax environment in Cobb County and continue the tradition of quality service provision for the community.

3) Consistency with existing Corridor Studies and Other Plans:

This project will be consistent with the County's adopted Complete Street Policy, which was adopted in 2009.

4) Adherence to Nodal Development Patterns:

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. The development of this plan will assist in creating policies and regulations that will visually improve the corridor, while ensuring a transportation infrastructure that will meet the needs of multiple modes of travel.

5) Consistency with Revitalization Goals:

Not applicable

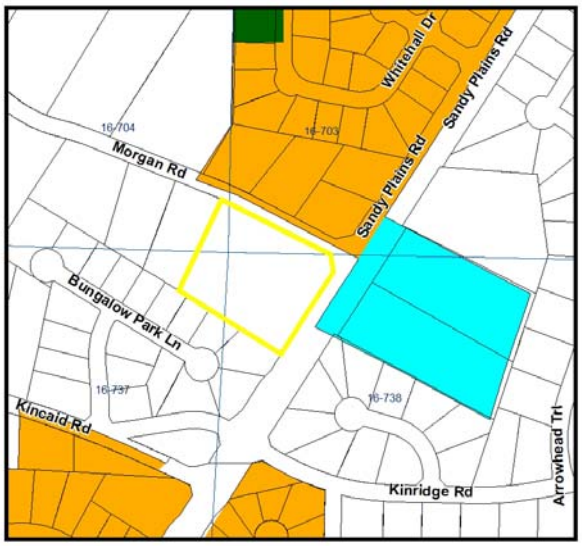
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Johnson Ferry Road: Arterial; Roswell Road: Arterial; Lower Roswell Road: Arterial; Woodlawn Drive: Major Collector (north of Lower Roswell Road), Minor Collector (south of Lower Roswell Road); Paper Mill Road: Minor Collector; Little Wileo Road: Minor Collector.
2. Number of Lanes (Existing): Johnson Ferry Road: 6 lanes divided (raised median); Roswell Road: 4 lanes divided (raised median); Lower Roswell Road: 4 lanes w/ two way left turn lane; Woodlawn Drive: 2 lanes w/ two way left turn lane, between Lower Roswell Road and Johnson Ferry Road; 2 lanes, north of Johnson Ferry Road and between Lower Roswell Road and Paper Mill Road; Paper Mill Road: 2 lanes; Little Wileo Road: 2 lanes.
3. Number of Lanes (Proposed): Johnson Ferry Road: 6 lanes divided (raised median); Roswell Road: 4 lanes divided (raised median); Lower Roswell Road: 4 lanes w/ two way left turn lane; Woodlawn Drive: 2 lanes w/ two way left turn lane, between Lower Roswell Road and Johnson Ferry Road; 2 lanes, north of Johnson Ferry Road and between Lower Roswell Road and Paper Mill Road; Paper Mill Road: 2 lanes; Little Wileo Road: 2 lanes.
4. Traffic Volume (ADT): Johnson Ferry Road: 45,600; Roswell Road: 29,300; Lower Roswell Road: 21,600; Woodlawn Drive: 13,000; Paper Mill Road: 10,200; Little Wileo Road: 5,900.
5. Sidewalks: Sidewalks are present on both sides of Johnson Ferry, Roswell and Lower Roswell Road. Woodlawn Drive has sidewalk on both sides, with a few gaps in coverage present. Little Wileo Road has sidewalk on the west side of the roadway. Paper Mill Road does not have sidewalks.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 65 is accessible via Johnson Ferry Road and Woodlawn Drive, with service between the Marietta Transfer Center and the Dunwoody MARTA Station.
8. Proposed Projects of Impact:
   a. Little Wileo Road Sidewalks (SPLOST D7200): Sidewalk on east side of Little Wileo Road from Johnson Ferry Road to Timber Ridge Road; Preliminary Design in progress.
   b. East Cobb Trail Extension Phase 1 (SPLOST D11G0): Roswell Road, from Merchants Walk to Shady Hill Drive; Final design and right-of-way acquisition in progress
9. CTP Recommendations:
   a. Johnson Ferry Road at Paper Mill Road: Intersection improvements; Estimated cost: $2,000,000.00.
   b. Lower Roswell Road – Johnson Ferry Road to Davidson Road: Access management improvements (narrow median); Estimated cost: $2,000,000.00; with inflation: $3,600,000.00.
   c. Johnson Ferry Road – Chattahoochee River to Lower Roswell Road: Access management improvements; Estimated Cost: $6,000,000.00; with inflation: $10,800,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010

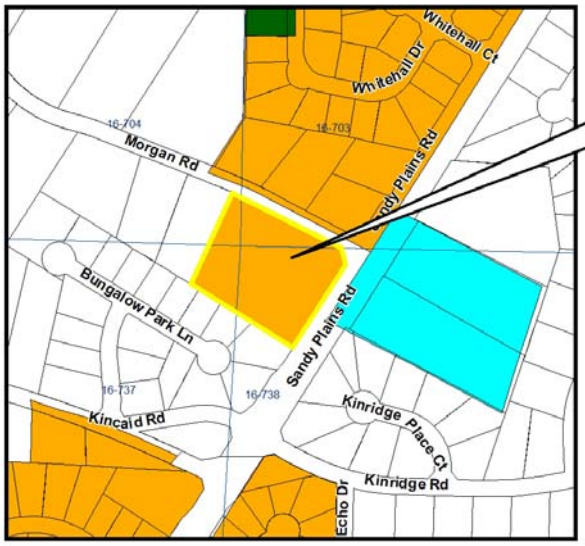


CP-10
District 3

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



CP-10
Low Density Residential
to
Medium Density Residential

Cobb County...Expect the Best!

0 250 500
Feet

N

PROPOSED

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-10

COMMISSIONER DISTRICT: 3

ACREAGE: 2.9 acres

PARCEL ID NUMBER: 16073800050 (D 16/LL 703, 704, 737 and 738)

EXISTING FUTURE LAND USE: Low Density Residential (LDR)

PROPOSED FUTURE LAND USE: Medium Density Residential (MDR)

GENERAL LOCATION: 2101 Morgan Road, the subject parcel is located at the southwest corner of the Sandy Plains Road and Morgan Road intersection.

BACKGROUND:
Intent of Proposed Amendment:
Possible residential development

Definitions:
The purpose of the Low Density Residential (LDR) category is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre. This category presents a range of densities.

The purpose of the Medium Density Residential (MDR) category is to provide for areas that are suitable for moderate density housing, between two and one-half (2.5) and five (5) dwelling units per acre.

Planning History:
No Comprehensive Plan changes have been proposed on this subject property.

ANALYSIS:
The subject property consists of 2.9 acres and is located at the southwest corner of the Sandy Plains Road and Morgan Road intersection. It is currently in the Low Density Residential (LDR) category on the future land use map. West, south and east of the site is LDR. Medium Density Residential (MDR) is to the north across Morgan Road. There is also a Public/Institution use to the east across Sandy Plains Road.

There is already expansion of MDR in the area with the MDR development to the north of the subject parcel and a large area of MDR already exits south of the site near the Kincaid Road/Kinridge Road and Sandy Plains Road intersection. Bungalow Park, a subdivision located to the south of the subject property, is in the LDR category. However, it was developed at approximately 2.7 units per acre, which is in the MDR range.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.

2) Applicable Policies from the Comprehensive Plan:

1. Encourage flexible site design to accommodate site specific conditions to encourage innovative land development techniques and uphold an individual's property rights.
2. Address compatibility between land uses when making land use decisions.
3. Provide sufficient opportunities for each land use type to serve the needs of the community, maintain the current tax base, and balance/sustain a desired mix of residential types.

3) Consistency with existing Corridor Studies and Other Plans:

This property is not located within the boundaries of an approved Corridor Study, therefore is not impacted by applicable study requirements, but has been analyzed as part of the 2009 Sandy Plains Road Existing Conditions Study.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

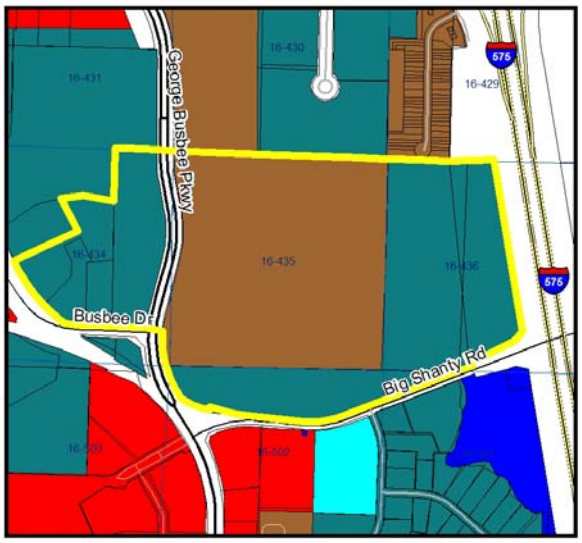
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Sandy Plains Road: Arterial; Morgan Road: Minor Collector.
2. Number of Lanes (Existing): Sandy Plains Road: 4 lanes divided (raised median); Morgan Road: 2 lanes.
3. Number of Lanes (Proposed): Sandy Plains Road: 4 lanes divided (raised median); Morgan Road: 2 lanes.
4. Traffic Volume (ADT): Sandy Plains Road: 31,700; Morgan Road: 2,200.
5. Sidewalks: Sidewalks are present on both sides Sandy Plains Road. Morgan Road has no sidewalks.
6. Bicycle Lanes/Trails: None present.
7. Transit: None present.
8. Proposed Projects of Impact:
    a. None of significant impact
9. CTP Recommendations:
    a. None.

COMPREHENSIVE PLAN AMENDMENTS 2010



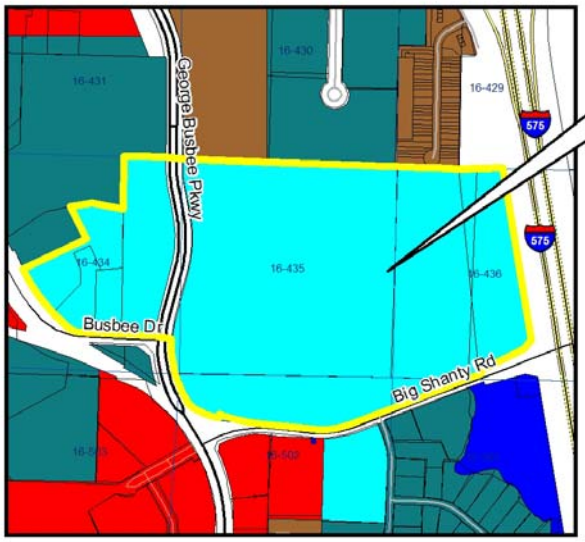
CURRENT

CP-11

District 3

Regional Activity Center (RAC) Sub-Categories

- low density residential
- medium density residential
- high density residential
- office
- retail services
- open space/recreation
- industrial
- tansportation/communication/utilities
- public/institution
- park/recreation/conservation
- transition



PROPOSED

CP-11
office & high density residential
to
public/institution

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0 500 1,000
Feet

N

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-11

COMMISSIONER DISTRICT: 3

ACREAGE: 83.9 acres

PARCEL ID NUMBER: 16043400030, 16043400100, 16043400080, 16043400110, 16043500010, 16043600030 (D 16 / LL 434, 435, 436, & 502)

EXISTING FUTURE LAND USE: Regional Activity Center sub-category office (RAC/off), Regional Activity Center sub-category high density residential (RAC/hdr)

PROPOSED FUTURE LAND USE: Regional Activity Center / sub-category public/institutional (RAC/pi)

GENERAL LOCATION: Located at the northwesterly intersection of Busbee Drive and George Busbee Parkway, and at the northeasterly intersection of Big Shanty Road and George Busbee Parkway

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BACKGROUND:

Intent of Proposed Amendment:

To establish institutional uses for above parcels based on existing and changing conditions concerning Kennesaw State University (KSU) within the Town Center CID.

Definitions:

The purpose of the Regional Activity Center (RAC) category is to provide for areas that can support a high intensity of development, which serves a regional market.

Regional Activity Center – Sub Area Classification public/institutional provides for certain state, federal or local government uses and institutional land uses such as government building complexes, police, fire stations, colleges, churches, hospitals, etc.

Planning History:

No Comprehensive Plan changes have been proposed on this subject property.

ANALYSIS:

In July of 2009, the aforementioned parcels were approved during a rezoning request to the Regional Retail Commercial (RRC) zoning district for the purpose of sporting fields, a soccer stadium, and passive recreation. The recreational facilities will be utilized to enhance and enrich the faculty and students of Kennesaw State University (KSU). The rezoning applicant and titleholder of the property is a non-profit corporation that provides support, knowledge, and gifts to KSU.

Due to the unique planned recreational/institutional use for this site, the future use proposal is to be amended to Regional Activity Center/public institutional (RAC/pi). Since the property will be developed and utilized for the purpose of competitive recreation for KSU, it is staff's opinion that the Future Land Use Map be amended to the Regional Activity Center, sub-category public/institutional category.

1) Applicable Goals from the Comprehensive Plan:

1. Residents in Cobb County live comfortably in a safe community that has quality jobs, cultural activities, recreational opportunities, and state of the art educational/health services.

2) Applicable Policies from the Comprehensive Plan:

1. Promote tourism through marketing the numerous arts and recreational opportunities in Cobb, as well as the area's unique cultural history.
2. Maximize the use of public land and facilities for recreation and cultural affairs.

3) Consistency with existing Corridor Studies and Other Plans:

This property is located within the boundaries of the Town Center Community Improvement District and might be subject to further requirements and guidelines.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

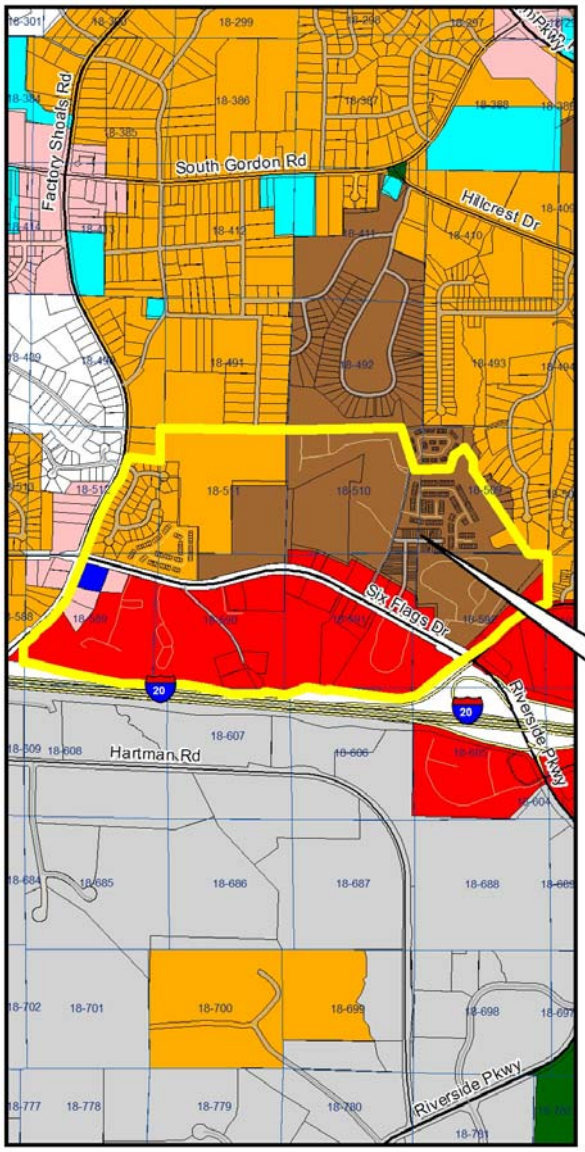
6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Big Shanty Road: Major Collector; Busbee Drive: Major Collector; Busbee Parkway: Arterial.
2. Number of Lanes (Existing): Big Shanty Road: 2 lanes; Busbee Drive: 2 lanes w/ two-way left turn lane; Busbee Parkway: 4 lanes divided (raised median).
3. Number of Lanes (Proposed): Big Shanty Road: 4 lanes divided (raised median); Busbee Drive: 2 lanes w/ two-way left turn lane; Busbee Parkway: 4 lanes divided (raised median).
4. Traffic Volume (ADT): Big Shanty Road: 7,600; Busbee Drive: 13,400; Busbee Parkway: 16,000.
5. Sidewalks: Sidewalks are present on both sides of Busbee Parkway and Busbee Drive.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 40 is accessible via Busbee Drive and Busbee Parkway, with service between Kennesaw State University and the Marietta Transfer Center. CCT Route 45 is accessible via Busbee Drive and Big Shanty Road, with service between Town Center and the Marietta Transfer Center. GRTA Xpress Route 480 provides express bus service between the Acworth Park and Ride Lot and the Five Points MARTA Station, with a stop at the nearby Busbee Park and Ride Lot.
8. Proposed Projects of Impact:
    a. Big Shanty Extension Phases 1, 2 and 3 (SPLOST D4020, D4030 and D4040): New 4 lane divided roadway from Chastain Road to Chastain Meadows Parkway; Phase 1: construction out for bid; Phase 2: Final design and right-of-way acquisition in progress; Phase 3: Construction in progress.
9. CTP Recommendations:
    a. Big Shanty Road Extension Phase 4: Widen to 4 lane divided roadway from Chastain Meadows Parkway to Bells Ferry Road; Estimated cost: $8,400,000.00; with inflation: $15,100,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-12

District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CP-12
Six Flags Drive
Redevelopment Overlay District
with Text Amendment

Cobb County...Expect the Best!

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Feet

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-12

COMMISSIONER DISTRICT: 4

ACREAGE: Not applicable

PARCEL ID NUMBER: Not applicable

PROPOSED ADDITION: Revise a text amendment and add an appendix map to aid in the creation of a Six Flags Drive Redevelopment Overlay District.

GENERAL LOCATION: All parcels along Six Flags Drive from Factory Shoals Road to the I-20 interchange that were included in the 2006 Six Flags Drive Corridor Study.

BACKGROUND:

Intent of Proposed Amendment:

To revise a text amendment and add an appendix map to assist in establishing a Redevelopment Overlay District (ROD) for the Six Flags Drive corridor.

Definitions:

Not applicable

Planning History:

A corridor study for a 1.1-mile stretch of Six Flags Drive was completed by staff in 2006. One of the short-term goals of that corridor study was to consider amendments to the zoning ordinance and Comprehensive Plan to encourage revitalization and redevelopment along Six Flags Drive. Two main steps to achieve this goal were to establish a ROD for the study area and amend the future land use map to promote mixed-use development. The future land use change proposed in the corridor study, which involved changing a large area of High Density Residential (HDR) south of Six Flags Drive to a Community Activity Center (CAC), was completed in 2007. A text amendment was also added to the Comprehensive Plan encouraging redevelopment of the area through higher density and mixed-use developments.

ANALYSIS:

The subject properties consist of residential, commercial and some industrial land uses. Six Flags Drive is a main thoroughfare, with access to both I-285 and I-20. Most of the residential units in the area are multi-family properties built during the 1970's and 1980's. While the area is more heavily renter-occupied, there are some single family subdivisions built in the 1960's. Because of the age of the current housing and the numerous older multi-family properties, the corridor is an excellent site for redevelopment with mixed-uses. The establishment of a Redevelopment Overlay District would assist the county in promoting this corridor for revitalization and therefore achieve the goals set out in the Six Flags Drive Corridor Study. The parcels within the proposed Redevelopment Overlay District are located on both the north and south sides of Six Flags Drive, east of Factory Shoals Road and west of the I-20 interchange.

TEXT AMENDMENT:
The following changes are proposed to the existing text amendment:

In an effort to encourage redevelopment in areas along Six Flags Drive between Factory Shoals Road and I-20 high density developments and mixed-use developments are encouraged. To facilitate this redevelopment, Cobb County is proposing a Redevelopment Overlay District (ROD) for the Six Flags Drive corridor from Factory Shoals Road to the I-20 interchange. The ROD regulations, which encourage compatible mixed-uses in redevelopment areas designated in the Comprehensive Plan, can be found in the Cobb County zoning code. The proximity and accessibility of this area to I-20, I-285, and downtown Atlanta and the age of the existing housing stock make it a prime candidate for redevelopment opportunities. Redevelopment fronting Six Flags Drive may require additional donation of right-of-way so that planned streetscape improvements can be implemented along the corridor. Refer to the Six Flags Road Corridor Study for additional details. See appendix map for proposed ROD boundaries.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play,

2) Applicable Policies from the Comprehensive Plan:

1. Promote smart growth policies and encourage the creative design of residential developments that meet the needs of the human and natural environment.
2. Encourage adequate amounts, types, and densities of housing needed to support desired commercial and industrial growth.
3. Promote the construction of mixed-use developments in appropriate spaces.

3) Consistency with existing Corridor Studies and Other Plans:
This project is consistent with the findings and analysis contained in the Six Flags Drive Corridor Study completed in 2006.

4) Adherence to Nodal Development Patterns:
Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. A mixed-use development along this corridor will assist in redeveloping and revitalizing this portion of Six Flags Drive and is in compliance with nodal development policies.

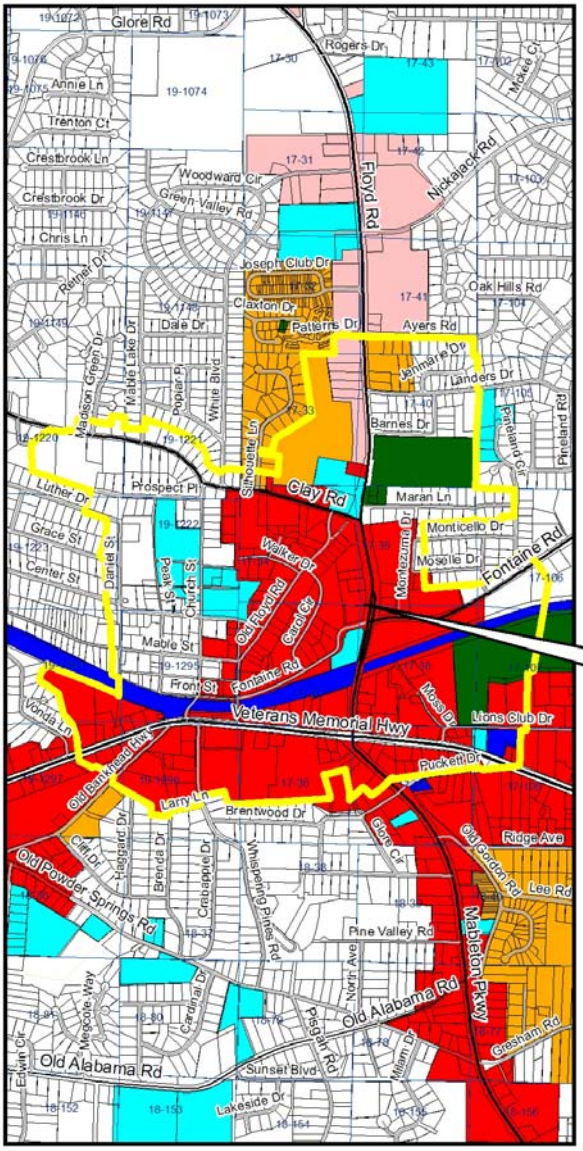
5) Consistency with Revitalization Goals:
The Six Flags Drive area has been a priority for redevelopment for the past few years. Based on concerns expressed by the south Cobb community, staff developed the Six Flags Drive Corridor Study. The proposed text amendment, map, and establishment of the Redevelopment Overlay District for Six Flags Drive will aid in this revitalization goal for the corridor and the county as a whole.

6) Environment Impact:
Staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this Comprehensive Plan change.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Six Flags Drive: Arterial; Factory Shoals Road: Arterial (north of Six Flags Drive), Major Collector (south of Six Flags Drive).
2. Number of Lanes (Existing): Six Flags Drive: 4 lanes w/ two-way left turn lane; Factory Shoals Road: 4 lanes.
3. Number of Lanes (Proposed): Six Flags Drive: 4 lanes w/ two-way left turn lane; Factory Shoals Road: 4 lanes.
4. Traffic Volume (ADT): Six Flags Drive: 20,800; Factory Shoals Road: 15,000.
5. Sidewalks: Sidewalk is present on the north side of Six Flags Drive. Factory Shoals Drive has sidewalk on the east side of the roadway between Six Flags Drive and Tanneyhill Trail. From Tanneyhill Trail northward, sidewalk is present on both sides of Factory Shoals Road.
6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 30 is accessible via Six Flag Drive, with service between the Holmes MARTA Station and the Marietta Transfer Center. GRTA Xpress Route 475 travels along Six Flags Drive and Factory Shoals Road, with express service between Downtown Atlanta and park and ride lots at Six Flags Amusement Park and The Highest Praise Church on Hurt Road.
8. Proposed Projects of Impact:
    a. Six Flags Drive Sidewalks (SPLOST D7030): Install sidewalk on south side of Six Flags Drive between Crestside Drive and Riverside Parkway; Preliminary design in progress.
9. CTP Recommendations:
    a. Six Flags Drive – Factory Shoals Road to Riverside Parkway/I-20: Access management improvements; Estimated cost: $2,000,000.00; with inflation: $3,600,000.00.
    b. Six Flags Drive at Factory Shoals Road: Intersection improvements; Estimated cost: $2,000,000.00; with inflation: $3,600,000.00.
    c. Limited Stop Bus Service: To parallel CCT Route 30, from the Holmes MARTA Station to the Marietta Transfer Center; Estimated cost: $1,500,000.00 (initial capital), $3,100,000.00 (annual operating).
    d. Six Flags Drive Multi-Use Trail: North side of Six Flags Drive from Blairs Bridge Road to Riverside Parkway/I-20; Estimated cost: $4,000,000.00.

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-13

District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-13

COMMISSIONER DISTRICT: 4

ACREAGE: Not applicable

PARCEL ID NUMBER: Not applicable

PROPOSED TEXT AMENDMENT: Add a text amendment that would incorporate concepts from the Lifelong Communities Program to assist with the redevelopment of Mableton.

PROPOSED ADDITION TO THE SHORT TERM WORK PROGRAM: Add a short term work program item for creating Form Based Codes in Mableton and add references in other appropriate areas of the Comprehensive Plan which would be slated for completion in 2010.

GENERAL LOCATION: The Lifelong Communities covers all parcels located within the boundaries of Downtown Historic Mableton.

BACKGROUND:

Intent of Proposed Amendments:

To add a text amendment that will assist in the redevelopment of the Mableton Community by incorporating concepts from the Lifelong Communities Program into the county's Comprehensive Plan and add an implementation item to the Short Term Work Program.

Definitions:

Not applicable

Planning History:

In 2009, Cobb County and the Barnes Land and Investment Trust, Inc. worked with the Atlanta Regional Commission as part of the Lifelong Communities Program to contemplate and visualize how this area could be retrofitted to meet the needs of existing and future population in all stages of life. This area of Cobb County contains superb potential for retrofitting an older community, back into a town center that can form the backbone for revitalization in South Cobb. There is a desire within the community to develop innovative strategies that will establish the regulatory framework in a way to encourage this type of community building that is desired by the residential and business population in this area.

ANALYSIS:

In order to promote Lifelong Communities and redevelopment efforts in the southern portion of the County, the Board of Commissioners has requested staff to continue working towards fostering quality redevelopment in the Mableton Community by incorporating concepts from the Atlanta Regional Commission's Lifelong Communities Program into future development efforts of this area. Staff is encouraged to take the lead in implementing new ways of organizing multi-generational communities through the use of fundamental principles of good urban design.

The Short Term Work Program will assist with programming staff time and resources to meet the current and future needs of the community. The Form Based Codes will assist in creating a regulatory

environment that blends land use, infrastructure, and physical design into a single environment. The new code will assist in creating new housing opportunities, create a walkable neighborhood, establish an attractive community with a sense-of-place, and make development decisions fair, predictable, and cost effective.

TEXT AMENDMENT:

In recognition of the efforts to improve the quality-of-life of residents and businesses in the Mableton area, the Board of Commissioners encourages adherence to the fundamental principles of New Urbanism to reflect places where all people can live throughout their lifetime. Specific approaches to the design of social spaces, streetscapes, recreation and entertainment facilities, transportation options, retail and residential buildings that incorporate the needs of an aging population are especially promoted in this area as discussed during the Atlanta Regional Commissions Lifelong Communities Program.

With increasing life expectancies and varying levels of ability of the county's aging population, traditional building forms may be modified to reflect this new reality. Also connectivity, diversity of housing stock, range of transportation options, walkable environment and access to retail, social and health services that provide quality of life at younger ages, become essential for older adults. The Board of Commissioners supports staff coordination with other county departments and the community through public involvement to encourage these goals.

Due to the physical layout of Mableton, development effort will require assemblage and phased redevelopment. This area provides an excellent opportunity to develop innovative land management techniques such as land bank, land trust, tax allocation districts, or other such policies and programs that could assist in meeting this desire. This proposed design could substantially improve the areas economy and standard of living.

In addition, it is essential to repair the local infrastructure to provide the connectivity, diversity, and walkability missing in most of the Mableton area. Staff is committed to focusing on street network and safety in order to provide ample passive opportunities for healthy living and combining these with the flagship Mable House property enhancements this would provide an exemplary healthy living environment for Lifelong Communities.

SHORT TERM WORK PROGRAM AMENDMENT:

Project – Mableton Form Based Code; Timeframe – 2010; Responsible party Community Development, Economic Development, Department of Transportation, Planning Commission, and the Board of Commissioners; Cost estimate – $300,000; and Funding source – South Cobb Development Authority.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Residents in Cobb County live comfortably in a safe community that has quality jobs, cultural activities, recreational opportunities and state of the art educational/health services.
3. Cobb County's transportation system will be environmentally compatible financially sound, safe, and an efficient and functional network providing multimodal services to all areas of the county. Founded on partnerships between public, private, and non-profit organizations, Cobb County's transportation network will be integrated with local and regional land use and transportation plans, supportive of a variety of uses including significant greenspace and live-work-play communities.
4. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding

record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Promote smart growth policies and encourage creative design of residential developments that meet the needs of the human and natural environment.
2. Promote revitalization or redevelopment of declining residential areas through economic incentives, code changes, and/or land use changes.
3. Encourage a safe and efficient transportation network for all modes of travel.
4. Promote land use transportation linkages to ensure an adequate transportation system for anticipated future populations and their corresponding travel behaviors.
5. Continue efforts to maintain a low tax environment in Cobb County and continue the tradition of quality service provision for the community.
6. Proactively plan for the aging of the county's population by developing programs and ordinances to better integrate these individuals into the community and improve quality of life.

3) Consistency with existing Corridor Studies and Other Plans:

This amendment, in addition to the existing Historic Mableton Design Guidelines will provide the necessary framework for the implementation of the Lifelong Communities Program goals and policies. This area of Mableton is covered by the Historic Mableton Preservation and Improvement Plan, the Mableton LCI Five-year update, the Historic Mableton Design Guidelines, and the Lifelong Communities Program. This text amendment is in compliance with all of these studies and programs.

4) Adherence to Nodal Development Patterns:

Nodal development is encouraged at appropriate major intersections and discourages land use changes that lead to "strip" development with multiple driveways. By encouraging the fundamental principles of New Urbanism to create places where people can live throughout their lifetime, this proposal discourages "strip" development patterns into other areas.

5) Consistency with Revitalization Goals:

The proposed text amendment, for Lifelong Communities will aid in the revitalization and redevelopment goals for the Mableton community and the county as a whole.

6) Environment Impact:

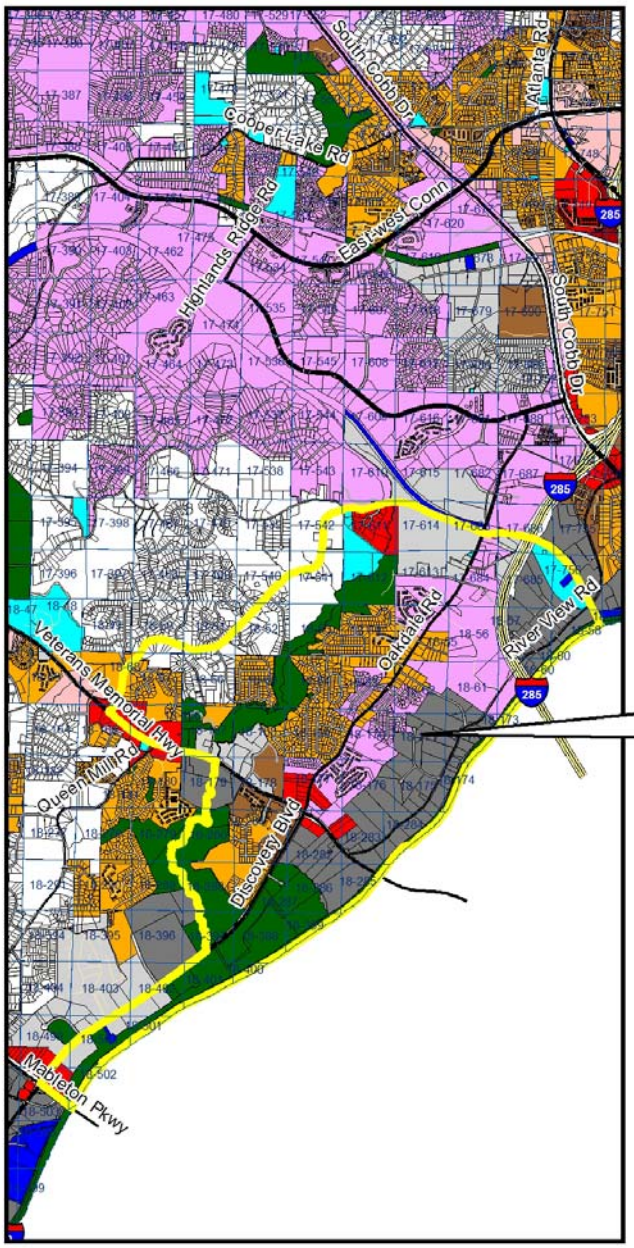
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

7) Transportation Analysis:

1. Major Thoroughfare Plan (Roadway Classification): Floyd Road: Arterial; Clay Road: Arterial; Fontaine Road: Arterial (east of Floyd Road); Veterans Memorial Highway: Arterial.
2. Number of Lanes (Existing): Floyd Road: 4 lanes w/ two-way left turn lane; Clay Road: 2 lanes; Fontaine Road: 2 lanes; Veterans Memorial Highway: 4 lanes w/ two-way left turn lane.
3. Number of Lanes (Proposed): Floyd Road: 4 lanes divided (raised median); Clay Road: 2 lanes; Fontaine Road: 2 lanes; Veterans Memorial Highway: 4 lanes w/ two-way left turn lane.
4. Traffic Volume (ADT): Floyd Road: 36,100; Clay Road: 11,300; Fontaine Road: 5,900; Veterans Memorial Highway: 30,200.
5. Sidewalks: Sidewalk is present on the east side of Floyd Road from Clay Road northward, and on both sides of the roadway between Clay Road and Veterans Memorial Highway. Clay Road has sidewalk on the south side of the roadway. Veterans Memorial Highway has sidewalk on both sides of the roadway. Fontaine Road does not have sidewalks.

6. Bicycle Lanes/Trails: None present.
7. Transit: CCT Route 30 is accessible via Floyd Road, with service between the Holmes MARTA Station and the Marietta Transfer Center. GRTA Xpress Route 475 travels along Floyd Road, with express service between Downtown Atlanta and park and ride lots at Six Flags Amusement Park and The Highest Praise Church on Hurt Road, with pending service to the new Mableton Park and Ride Lot, adjacent to the Mable House Amphitheater.
8. Proposed Projects of Impact:
    a. Floyd Road Widening and Pedestrian Enhancements (ARC TIP Project CO-337): From Clay Road to Hicks Road, widen Floyd Road to 4 standard-width lanes and add a raised median. Pedestrian enhancements include a 10-foot wide multi-use path on the west side of the roadway, and an improved 6-foot wide sidewalk on the east side of the Roadway; Final design and right-of-way acquisition in progress.
    b. Clay Road Sidewalks (SPLOST D7210): Sidewalk on Clay Road between Austell and Floyd Roads; Preliminary design in progress.
9. CTP Recommendations:
    a. Veterans Memorial Highway at Floyd Road/Mableton Parkway: Intersection improvements; Estimated cost: $2,000,000.00; with inflation: $3,600,000.00.
    b. Mableton Trail: Floyd Road/Mableton Parkway from Veterans Memorial Highway to the Chattahoochee River; Estimated cost: $4,000,000.00.
    c. Limited Stop Bus Service: From the Marietta Transfer Center to the Bankhead MARTA Station via Atlanta Road, Austell Road and Veterans Memorial Highway; Estimated cost: $1,500,000.00 (initial capital), $3,200,000.00 (annual operating).
    d. Express Bus Service: From Downtown Austell to the Holmes MARTA Station via Veterans Memorial Highway; Estimated Cost: $957,000 (initial capital), $2,000,000.00 (annual operating).

COMPREHENSIVE PLAN AMENDMENTS 2010



CP-14

District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CP-14
River Line Master Plan
Implementation Items
Text Amendments Only

Cobb County...Expect the Best!

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Feet

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2010 CPA- Commissioner Proposal Analysis

AMENDMENT NUMBER: CP-14

COMMISSIONER DISTRICT: 4

ACREAGE: Not applicable

PARCEL ID NUMBER: Various

PROPOSED ADDITION TO THE SHORT TERM WORK PROGRAM: Add a text amendment that would incorporate implementation items from the River Line Master Plan into the short term work program and other appropriate areas of the Comprehensive Plan.

GENERAL LOCATION: The River Line Master Plan covers an area in south Cobb that spans the Chattahoochee River, up along Nickajack Creek, and across to almost South Cobb Drive.

BACKGROUND:

Intent of Proposed Amendment:

To add items into the short term work program to assist in managing work flow and expectations for various county departments based upon the approved River Line Master Plan.

Definitions:

Not applicable

Planning History:

In 2009, Cobb County approved the River Line Master Plan, which is a study developed by AECOM to improve an area of southern Cobb County that has experienced both growth in some areas and neglect in other areas. The lack of a clear vision for the future of this area of the county has resulted in these separate expectations. The master plan established a vision, goals, and an implementation program on how this area can be improved over time to assist residential, commercial, and industrial areas, all of which are present in the vicinity. The focus of the master plan is on building a preferred community that has a mixture of land uses, transportation alternatives, a strong business environment, and an identity that takes advantage of greenspace and historic features located throughout this area.

ANALYSIS:

The area covered by the River Line Master Plan has potential to be a community center for southern Cobb County. The multitude of natural and historic resources, as well as frontage on the Chattahoochee River makes it a great place to create a sense of community and encourage new business development.

The intention of this Comprehensive Plan alteration is to assist with programming staff time and resources to meet the current and future needs of the community. The implementation of the River Line Master Plan is an important investment in the future of the community and will assist in creating the desired environment.

SHORT TERM WORK PROGRAM AMENDMENT:

Project - Explore development incentives to encourage preferred development in the River Line area; Timeframe – 2010; Responsible party Economic Development, Community Development, Planning Commission, and the Board of Commissioners; Cost estimate – NA; and Funding source – Economic Development and Community Development budgets.

Project – Develop a pattern book, Design Guidelines, and a Streetscape Plan for the River Line area; Timeframe – 2011; Responsible party - Community Development, Department of Transportation, and the Board of Commissioners; Cost estimate – $150,000; and Funding source – General Fund, and/or Community Development and Department of Transportation budgets.

Project – Establish the River Line Oversight Committee; Timeframe – 2011; Responsible party Community Development and the Board of Commissioners; Cost estimate – NA; and Funding source – Community Development budget.

Project – Conduct transportation studies to evaluate future infrastructure (to be accomplished via Veterans Memorial LCI study); Timeframe – 2010; Responsible party Department of Transportation, Community Development, Planning Commission, and the Board of Commissioners; Cost estimate – $15,000; and Funding source – SPLOST.

Project - Conduct water studies to evaluate future infrastructure needs; Timeframe – 2011; Responsible party Water Agency; Cost estimate – NA; and Funding source – Water budget.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County's transportation system will be environmentally compatible financially sound, safe, and an efficient and functional network providing multimodal services to all areas of the county. Founded on partnerships between public, private, and non-profit organizations, Cobb County's transportation network will be integrated with local and regional land use and transportation plans, supportive of a variety of uses including significant greenspace and live-work-play communities.
3. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Promote smart growth policies and encourage creative design of residential developments that meet the needs of the human and natural environment.
2. Promote transportation alternatives such as transit, bicycle facilities, pedestrian infrastructure, car pooling, and other forms of alternative modes of travel.
3. Encourage a safe and efficient transportation network for all modes of travel.
4. Continue efforts to maintain a low tax environment in Cobb County and continue the tradition of quality service provision for the community.

3) Consistency with existing Corridor Studies and Other Plans:
This addition of implementation items from the River Line Master Plan into the short term work program will assist in programming staff time to undertake the additional projects that were identified in the project and will be consistent with the County's adopted Complete Street Policy, which was adopted in 2009.

4) Adherence to Nodal Development Patterns
Not applicable

5) Consistency with Revitalization Goals:
Veterans Memorial Highway is listed as a redevelopment corridor where new investment is encouraged. This is indicated on Appendix 18 of the Comprehensive Plan, which allows this area to utilize the Commercial Property Tax Abatement Program. The River Line Master Plan provides further guidance on how new investments in this area can improve quality of life and generate sustainable development.

6) Environment Impact:
The implementation of the River Line Master Plan will have substantial benefits to the natural environment, especially as it relates to water quality and flood control. The Chattahoochee River is prone to flooding in this area of southern Cobb County. By improving stream banks and managing storm water along Nickajack Creek and the Chattahoochee River, public and private investments can be made that will greatly assist new and existing users of property, especially along Riverview Road, which generally is burdened during flood events. By creating new facilities, ensuring over detention with new development, stabilizing stream banks, and other innovative techniques, the impact of flooding can be mitigated to assist all that want to live, work, and play near the Chattahoochee River.

7) Transportation Analysis:
1. Major Thoroughfare Plan (Roadway Classification): Oakdale Road: Arterial; Discovery Boulevard: Arterial; Veterans Memorial Highway: Arterial; Riverview Road: Major Collector.
2. Number of Lanes (Existing): Oakdale Road: 2 lanes w/ two-way left turn lane; Discovery Boulevard: 2 lanes; Veterans Memorial Highway: 4 lanes w/ two-way left turn lane; Riverview Road: 2 lanes.
3. Number of Lanes (Proposed): Oakdale Road: 2 lanes w/ two-way left turn lane; Discovery Boulevard: 2 lanes; Veterans Memorial Highway: 4 lanes w/ two-way left turn lane; Riverview Road: 2 lanes.
4. Traffic Volume (ADT): Oakdale Road: 8,700; Discovery Boulevard: 8,100; Veterans Memorial Highway: 26,600; Riverview Road: 4,200.
5. Sidewalks: Sidewalk is present on both sides of Oakdale Road. Sidewalks on Veterans Memorial Highway and Discover Boulevard are present adjacent to existing development near the intersection of the two roadways. Riverview Road does not have sidewalks.
6. Bicycle Lanes/Trails: None present.
7. Transit: Beginning in January 2010, the new CCT Route 35 will be accessible via Veterans Memorial Highway, with service between the Holmes MARTA Station and Wellstar Cobb Hospital.
8. Proposed Projects of Impact:
    a. Veterans Memorial Highway at Oakdale Road/Discovery Boulevard (ARC TIP CO-395): Intersection improvements; Received $1,172,000.00 in Federal funding to complete project; Preliminary design in progress.
9. CTP Recommendations:

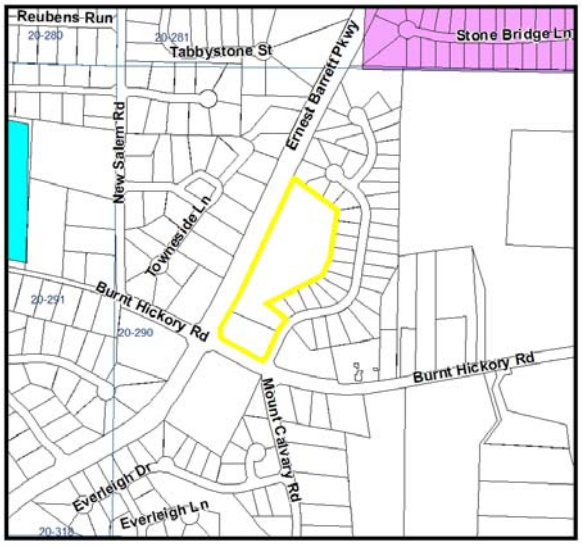
a. Limited Stop Bus Service: From the Marietta Transfer Center to the Bankhead MARTA Station via Atlanta Road, Austell Road and Veterans Memorial Highway; Estimated cost: $1,500,000.00 (initial capital), $3,200,000.00 (annual operating).
b. Express Bus Service: From Downtown Austell to the Holmes MARTA Station via Veterans Memorial Highway; Estimated Cost: $957,000 (initial capital), $2,000,000.00 (annual operating).
c. Veterans Memorial Highway Sidewalks: From Pebblebrook Road to the Chattahoochee River; Estimated cost: $2,000,000.00.

Staff Proposed Comprehensive Plan Amendments (SP's)

2010

SP #	DIST.	DESCRIPTION`	`	PROPOSED FLU	PAGE #
1	1,2,3,4	Identification of protected green space	LDR, MDR	PRC	74
2	1,2,3,4	Add items to short term work program	N/A	N/A	86
3	1,2,3,4	Add completed studies to Supplemental Plans	N/A	N/A	93
4	1,2,3.4	Add a mapping overlay highlighting Master Plans and Corridor Studies	N/A	N/A	95
5	1,2,3,4	Staff Corrections	PRC, VLDR	LDR, PRC	101

COMPREHENSIVE PLAN AMENDMENTS 2010

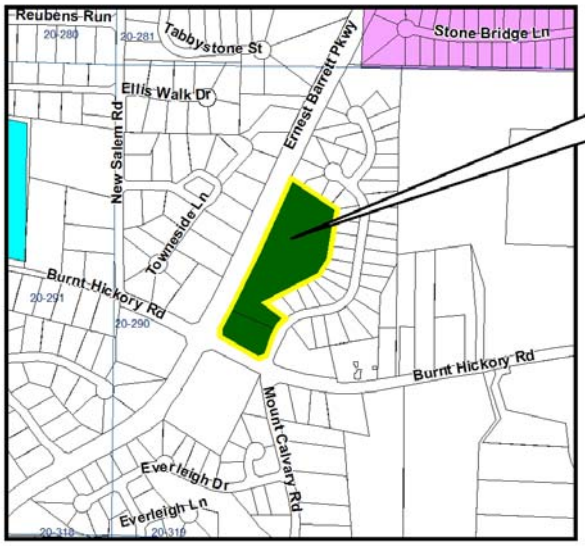


SP-1A
District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



SP-1A
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

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PROPOSED

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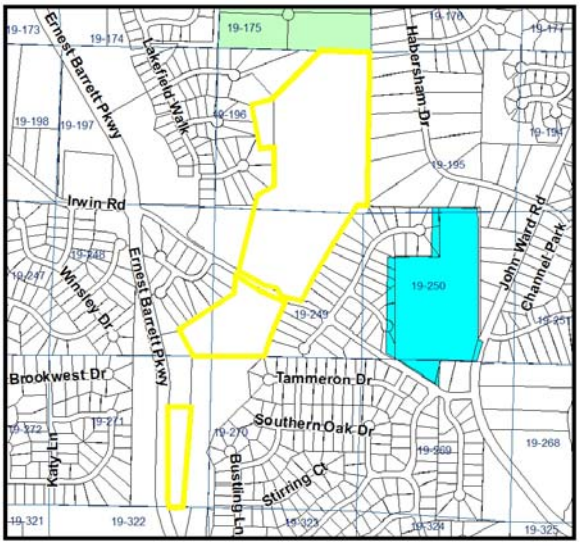
COMPREHENSIVE PLAN AMENDMENTS 2010

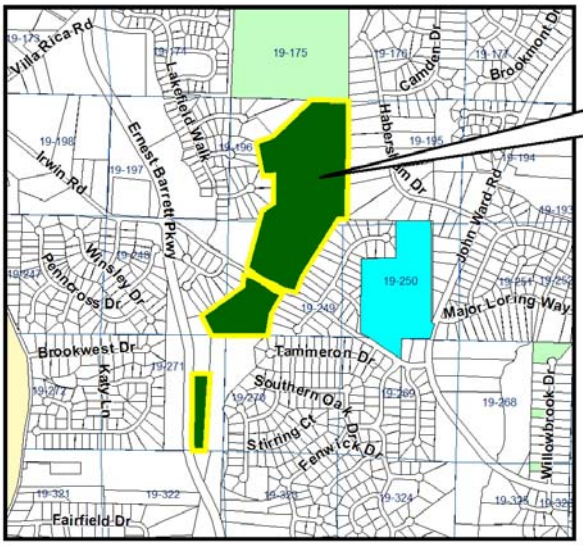


CURRENT

SP-1B
District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1B
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

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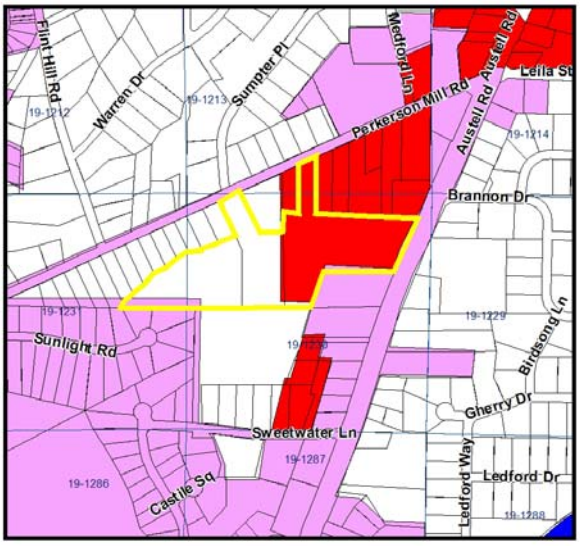
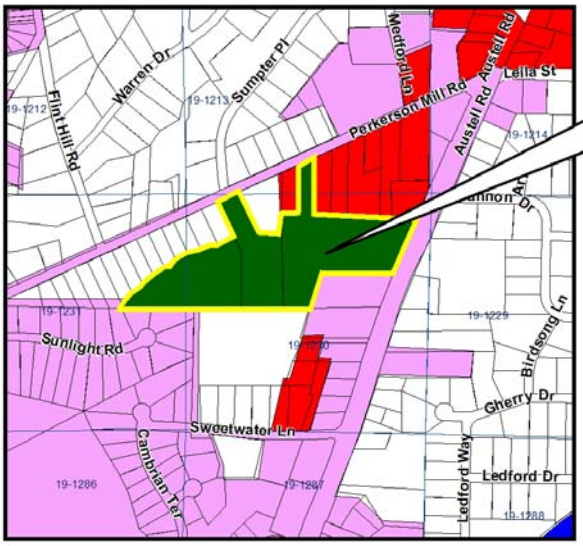


CURRENT

SP-1C
District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1C
Low Density Residential
Community Activity Center
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 500 1,000
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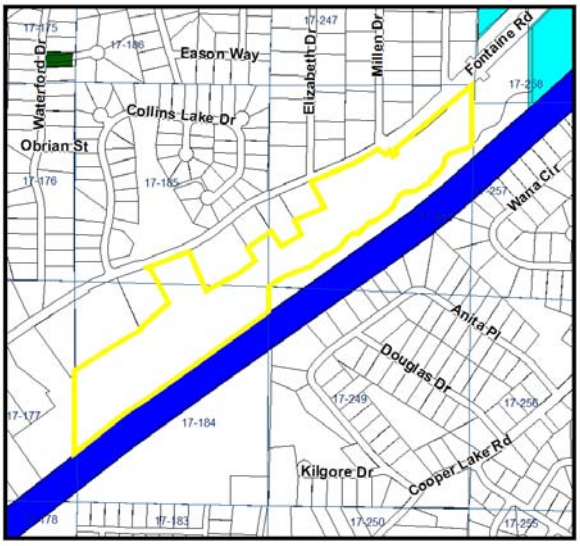
COMPREHENSIVE PLAN AMENDMENTS 2010

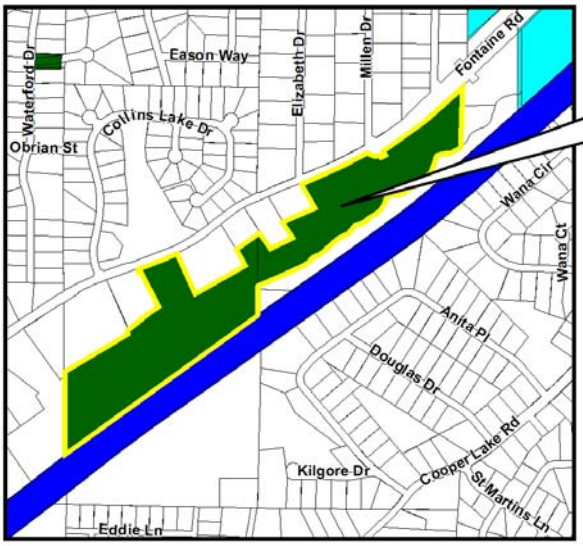


CURRENT

SP-1D
District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1D
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 500 1,000
Feet

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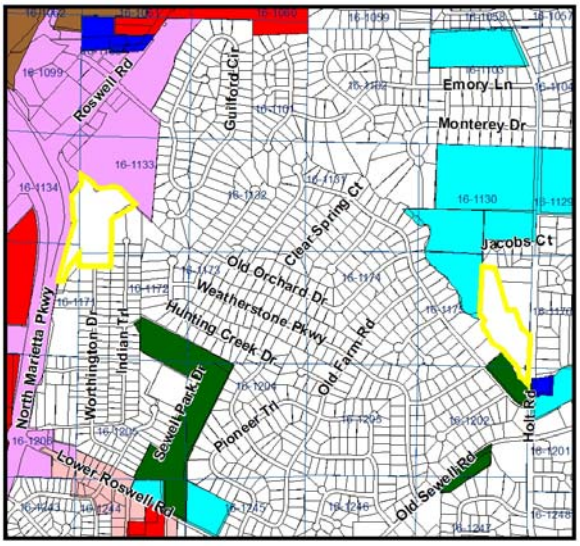
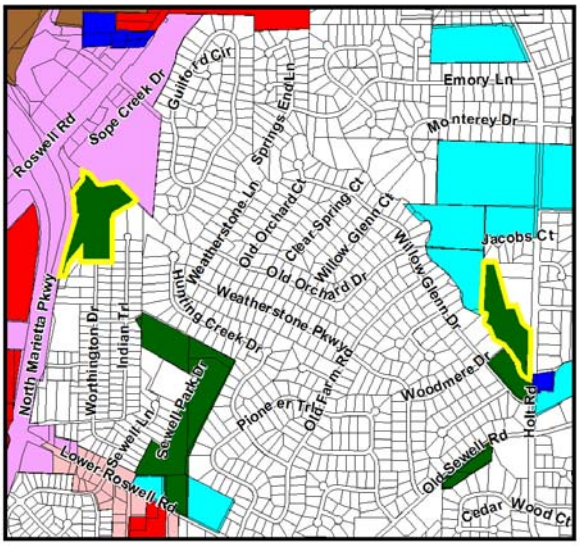


CURRENT

SP-1E
District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1E
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

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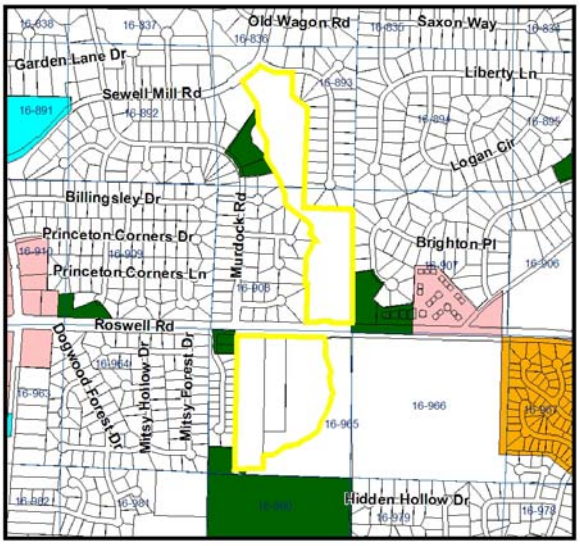
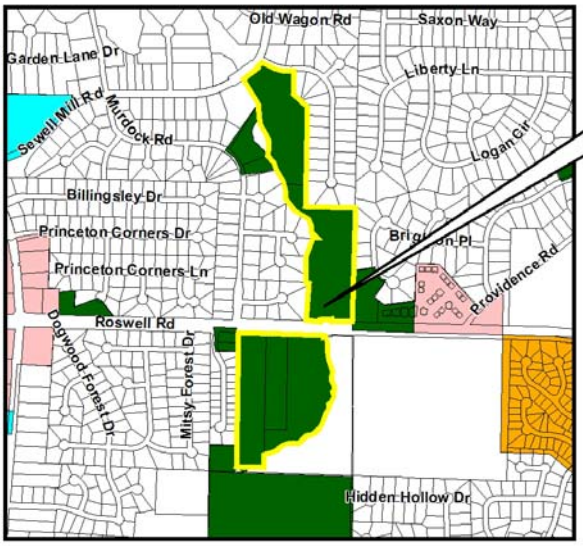


CURRENT

SP-1F
District 2 & 3

FUTURE LAND USE
- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1F
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

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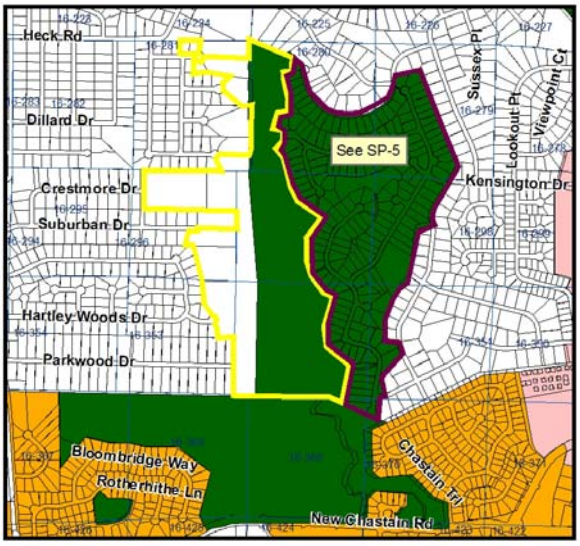
COMPREHENSIVE PLAN AMENDMENTS 2010

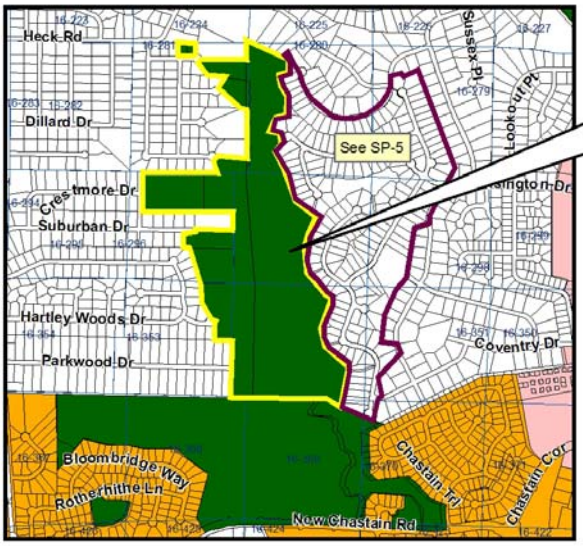


CURRENT

SP-1G
District 3

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

SP-1G
Low Density Residential
Park/Recreation/Conservation
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 750 1,500
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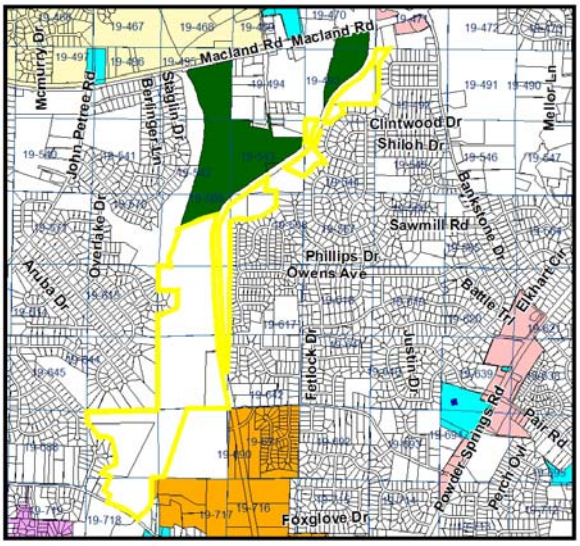
COMPREHENSIVE PLAN AMENDMENTS 2010

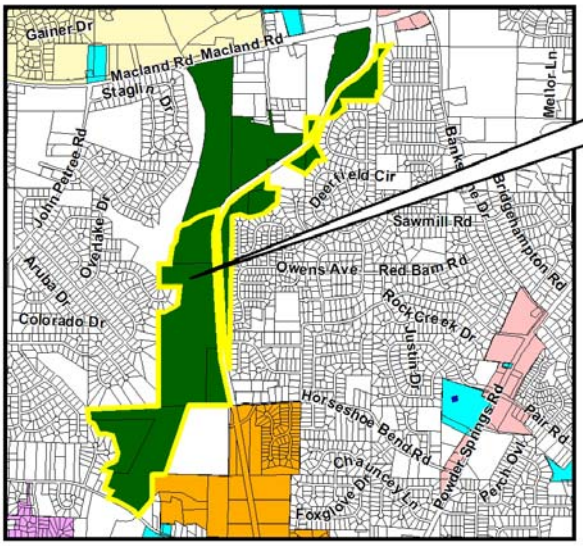


CURRENT

SP-1H
District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



SP-1H
Low Density Residential
to
Park/Recreation/Conservation

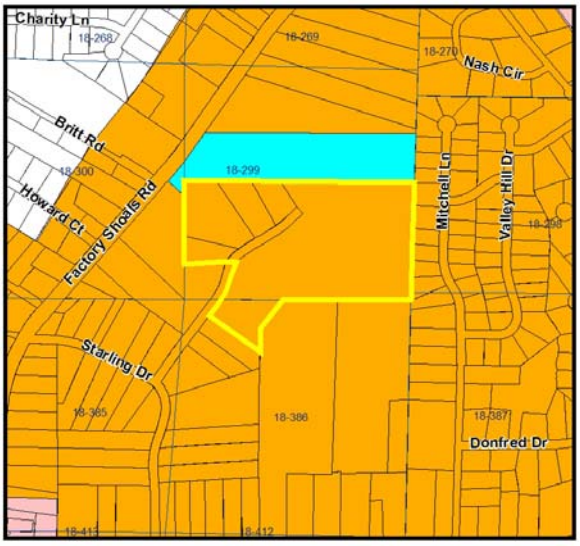
Cobb County...Expect the Best!

0 1,500 3,000
Feet

N

PROPOSED

COMPREHENSIVE PLAN AMENDMENTS 2010



CURRENT

SP-1I
District 4

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

PROPOSED

SP-1I
Medium Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 500 1,000
Feet

N

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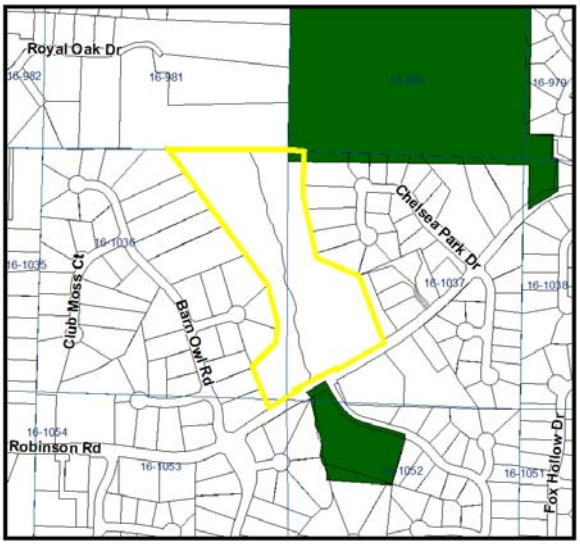
COMPREHENSIVE PLAN AMENDMENTS 2010



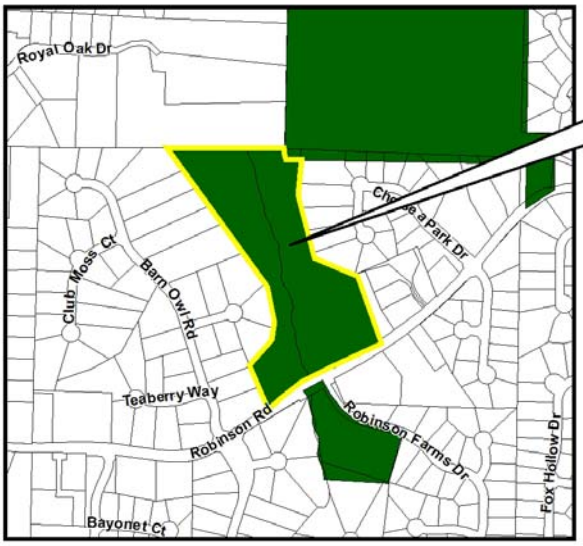
SP-1J

District 2

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



SP-1J
Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 500 1,000
Feet

N

PROPOSED

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2010 CPA- Staff Proposal Analysis

AMENDMENT NUMBER: SP – 1 (SP-1A – SP-1J)

COMMISSIONER DISTRICT: 1, 2, 3, 4

ACREAGE: ~ 446 acres combined

PARCEL ID NUMBER: Not applicable

EXISTING FUTURE LAND USE: Low Density Residential (LDR), Medium Density Residential (MDR)

PROPOSED FUTURE LAND USE: Park/Recreation/Conservation (PRC)

GENERAL LOCATION: Through out the county

BACKGROUND:

Intent of Proposed Amendment:

To delineate properties that were donated or purchased by Cobb County through the State of Georgia Greenspace Program or for water quality protection, flood protection and buffering from highly traveled roadways.

Definitions:

Low Density Residential (LDR) category provides for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre, and non supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc in order to provide compatibility with adjacent residential uses.

Medium Density Residential (MDR) category provides for areas that are suitable for moderate density housing between two and one-half (2.5) and five (5) dwelling units per acre.

Park/Recreation/Conservation (PRC) category provides for land dedicated to active or passive recreational uses, either publicly or privately owned including playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, etc.

Planning History:

SP-1A – No Comprehensive Plan changes. Property was rezoned in 2002 to R-20 OSC.
SP-1B – No planning history
SP-1C – No planning history
SP-1D – No planning history
SP-1E – Parcel adjacent to City of Marietta was considered for annexation in 2003.
SP-1F – The 4 parcels on the south side of Roswell Road were approved to PRC in January of 2004, but were never amended on the map.
SP-1G – No Comprehensive Plan changes. Property was rezoned in 1982 to R-15.
SP-1H – No Comprehensive Plan changes. Four properties were rezoned to RA-4 in 1986 and 1991.
SP-1I – No planning history

SP-1J – No planning history

ANALYSIS:
The subject properties are considered either Low Density Residential (LDR) or Medium Density Residential on the future land use map. Most of the subject properties have been acquired by Cobb County through the State of Georgia Greenspace program, which provided an opportunity for urban and rapidly developing counties to preserve at least 20% of the land and water within their communities as permanently protected greenspace by acquiring and protecting land using state appropriated funds and local comprehensive land-use planning. Other properties such as SP-1G and SP-1H were acquired either for flood mitigation purposes or left over right-of-way acquisitions offering buffer and preservation of environmentally sensitive lands.

1) Applicable Goals from the Comprehensive Plan:

1. Out of respect for its natural resources, Cobb County promotes and preserves parks, trails, greenspace, tree canopy, and sensitive habitat. Due to the county's unique history, we continue to educate the public on the importance of historic preservation, as well as protecting, documenting, and maintaining historic features.
2. Cobb County takes pride in actively preserving its natural resources with excellence. We have achieved adequate water supply to support the need of our citizens and businesses. In addition, we have taken steps to ensure superior water and air quality for the community.

2) Applicable Policies from the Comprehensive Plan:

1. Maximize the use of public land and facilities for recreation and cultural affairs.
2. Develop and implement a strategy for preserving the beauty and integrity of natural features such as trees, slopes, streams, and lakes.
3. Actively protect areas containing floodplains and wetlands.
4. Proactively plan for the preservation of greenspace/open space throughout the county.

3) Consistency with existing Corridor Studies and Other Plans:
The subject properties are not located within the boundaries of any approved Corridor Study, therefore is not impacted by applicable study requirements.

4) Adherence to Nodal Development Patterns:
Not applicable.

5) Consistency with Revitalization Goals:
Not applicable

6) Environment Impact:
Specific properties within this proposal contain environmentally sensitive resources and therefore were acquired by Cobb County for the purpose of preservation. Staff recognizes the positive environmental influences that take place when greenspace is permanently protected, such as the protection of sensitive habitats, an increase in water quality, stormwater protection and in some instances providing recreational needs for the community.

2010 CPA- Staff Proposal Analysis

AMENDMENT NUMBER: SP-2

COMMISSIONER DISTRICT: 1, 2, 3 & 4

ACREAGE: Not applicable

PARCEL ID NUMBER: Various

PROPOSED UPDATE TO THE SHORT TERM WORK PROGRAM: Add new work program items, reprioritize existing work program items, and update the status on items that have been completed or are underway.

GENERAL LOCATION: Short term work program items cover all areas of Cobb County.

BACKGROUND:

Intent of Proposed Amendment:

To add items into new items onto the county's short term work program, reprioritize existing work program items, and update the status on completed work program items to assist in managing work flow and expectations for various county departments.

Definitions:

Not applicable

Planning History:

In 2009, Cobb County Community Development; Department of Transportation; Parks Recreation and Cultural Affairs; and Economic Development completed numerous studies and analyses. These documents contain action items that provide further research, policies, or proposals that will assist Cobb County in being a great place to live, work, and play. Given the substantial expectations that are created by these documents with the public, it is vital that we work towards implementing the study recommendations. The short term work program is one of the primary tools used to prioritize projects and provide staff with direction to implement various aspects of these plans.

ANALYSIS:

The 2009 alterations to the short term work program strives to incorporate additional action items from the Industrial Land Inventory, the Mableton LCI 5-year update, the Town Center LCI 5-year update, Blueprint Cumberland II (5-year LCI update), Mableton Lifelong Communities, Veterans Memorial/Hollowell Parkway LCI study, River Line Master Plan, Powers Ferry Master Plan, and Austell Road Corridor Study.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban and rural life to appeal to a broad spectrum of people.
2. Cobb County's transportation system will be environmentally compatible financially sound, safe, and an efficient and functional network providing multimodal services to all areas of the county. Founded on partnerships between public, private, and non-profit organizations, Cobb County's

transportation network will be integrated with local and regional land use and transportation plans, supportive of a variety of uses including significant greenspace and live-work-play communities.

3. Cobb County is known as a community with low taxes; effective, efficient, and trustworthy government; balanced attitude that supports both businesses and neighborhoods; an outstanding record of public safety that provides exemplary service; strong community pride; generosity of its citizens to those in need; and quality choices for its people.

2) Applicable Policies from the Comprehensive Plan:

1. Amend the 2030 Comprehensive Plan when necessary to incorporate findings and recommendations from Livable Centers Initiative and other transportation/land use master plans that will improve the county's ability to promote quality-of-life and attract additional employment opportunities.
2. Promote smart growth policies and encourage creative design of residential developments that meet the needs of the human and natural environment.
3. Promote transportation alternatives such as transit, bicycle facilities, pedestrian infrastructure, car pooling, and other forms of alternative modes of travel.
4. Continue efforts to maintain a low tax environment in Cobb County and continue the tradition of quality service provision for the community.

3) Consistency with existing Corridor Studies and Other Plans:

This addition of implementation items from the various planning documents into the short term work program will assist in programming staff time to undertake the additional projects that were identified based upon adopted studies in 2008 and 2009.

4) Adherence to Nodal Development Patterns:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

2007 Cobb County Short Term Work Program									
Project	On-going	2007	2008	2009	2010	2011	Responsible Party	Cost Estimate	Funding Source
Economic Development									
Industrial Land Inventory and Protection Policy									
Develop a marketing and education strategy in association with the Cobb County Chamber of Commerce and the South Cobb Development Authority to promote industrial development in Cobb County as a stable, economically viable, and unique area for business						X	ED, CCC, SCDA, PPO	NA	ED budget
Prepare a series of individual property brochures to assist in marketing industrial sites to prospective businesses					X		ED, CD	NA	ED & CD budget
Mableton LCI – 5-year update									
Reenergize the South Cobb Development Authority					X		ED	NA	ED budget
Investigate the use of Recovery Zone Bonds for Mableton					X		ED	NA	ED budget
Investigate the use of Recovery Facility Bonds for Mableton					X		ED	NA	ED budget
Powers Ferry Master Plan									
Create a marketing plan for undeveloped/underdeveloped lands that can be used for business recruitment.						X	ED, CD, CID	NA	ED and CD budgets
River Line Master Plan									
Explore development incentives to encourage preferred development in the River Line area					X		ED, CD, PC, and BOC	NA	ED & CD budget

2007 Cobb County Short Term Work Program									
Project	On-going	2007	2008	2009	2010	2011	Responsible Party	Cost Estimate	Funding Source
Land Use									
Industrial Land Inventory and Protection Policy									
Identify Priority Industrial Areas and amend Comprehensive Plan and future land use map to encourage the protection of these Priority Industrial Areas to maintain economic vitality and to enhance the areas capacity to accommodate future growth					X		CD	NA	CD budget
Prepare model freight-related land use guidelines and site design standards						X	CD	NA	CD budget
Establish additional approval criteria for Comprehensive Plan Map amendments from Industrial and Industrial Compatible designations to non-industrial designations					X		CD	NA	CD budget
Mableton LCI – 5-year update									
Participate in implementation of a Naturally Occurring Retirement Community concept for Mableton					X		CD, ARC, and Senior Service	$100,000	Senior Services budget
Expand the boundaries of the Mableton LCI area						X	CD, ED, and BOC	NA	CD and ED budget
Study the viability of creating an arts-focused live-work community					X		CD and ED	$40,000	ED budget
Develop Form Based Codes facilitate redevelopment in Mableton					X		CD, ED, DOT, PC, and BOC	$300,000	ED budget
Powers Ferry Master Plan									
Establish an area specific ROD for Powers Ferry Road.					X		CD, ED, PC, and BOC	NA	CD and ED budget
Include appropriate parcels in Powers Ferry area on Redevelopment sites list.					X		CD and ED	NA	CD and ED budget
Work with Terrell Mill HOA and Parkwood Business Association to develop grassroots community improvement plans for the Powers Ferry area						X	CD and ED	NA	CD and ED budget

2007 Cobb County Short Term Work Program									
Project	On-going	2007	2008	2009	2010	2011	Responsible Party	Cost Estimate	Funding Source
Land Use									
Powers Ferry Master Plan (continued)									
Revise Delk/Franklin LCI Plan to incorporate findings and implementation items from the Powers Ferry Master Plan					X		CD, ED, DOT, PC, BOC, and ARC	NA	CD, ED, and DOT budget
River Line Master Plan									
Develop a Pattern Book, Design Guidelines, and Streetscape Plan for River Line area						X	CD, DOT, and BOC	$150,000	General Fund, CD and DOT Budgets
Establish the River Line Oversight Committee					X		CD and BOC	NA	CD Budget
Conduct stormwater study to evaluate future infrastructure needs						X	Water	NA	Water budget
Town Center LCI 5-year update									
Coordinate with the Town Center CID on site plan reviews, rezoning activity, and land use amendments	X						CD	NA	CD budget
Other Initiatives									
Complete a Master Plan for the Historic Vinings Village					X		CD, DOT, PC, BOC, VHA, and GT	$150,000	GT
Complete a Urban Design Plan for Johnson Ferry Road					X		CD, ED, DOT, PC, and BOC	NA	CD, ED, and DOT budget
Complete a Urban Design Plan for Dallas Highway (2012)							CD, ED, DOT, PC, and BOC	$200,000	General Fund

2007 Cobb County Short Term Work Program									
Project	On-going	2007	2008	2009	2010	2011	Responsible Party	Cost Estimate	Funding Source
Transportation									
Industrial Land Inventory and Protection Policy									
Update freight prioritization and policy recommendations within the Comprehensive Transportation Plan						X	DOT	NA	DOT budget
Update truck route map in coordination with the Atlanta Regional Commission to ensure safe and efficient truck mobility throughout the county					X		DOT	NA	DOT budget
Mableton LCI – 5-year update									
Incorporate transportation infrastructure improvements into the county's Transportation Improvement Program.					X		DOT	NA	DOT budget
Powers Ferry Master Plan									
Alter trail map to indicate new alignment for Powers Ferry Road trail per Powers Ferry Master Plan					X		DOT	NA	DOT budget
Add sidewalk gap closures to sidewalk project list					X		DOT	NA	DOT budget
Include bike lanes and trails into prioritization for the Bicycle and Pedestrian Improvement Plan						X	DOT	NA	DOT budget
Town Center 5-year update									
Incorporate transportation infrastructure improvements into the county's Transportation Improvement Program.					X		DOT	NA	DOT budget
Blueprint Cumberland II									
Incorporate transportation infrastructure improvements into the county's Transportation Improvement Program.					X		DOT	NA	DOT budget
Other Initiatives									
Implement the Bicycle and Pedestrian Improvement Plan	X						DOT	Varies	SPLOST
Complete update to the Transit Planning Study						X	DOT	NA	SPLOST
Veterans Memorial Highway LCI					X		DOT, CD, ED, PC, BOC	$15,000	SPLOST

2007 Cobb County Short Term Work Program									
Project	On-going	2007	2008	2009	2010	2011	Responsible Party	Cost Estimate	Funding Source
Transportation									
Other Initiatives									
Implement Safe Routes to Schools Program					X		DOT, BOE	Varies	SPLOST
Implement the Complete Streets Implementation Strategies and Best Practices					X		DOT, CD, PC, BOC	NA	DOT and CD budget
Implement Guaranteed Paratransit Transfer with CCT	X						DOT	NA	DOT budget
"Get on the bus" travel training for seniors	X						DOT	NA	DOT budget
Senior Transportation Voucher Program	X						DOT	NA	DOT budget
Implement Austell Road Access Management Plan	X						DOT, CD	Varies	DOT and CD budget
Update the Clean Air and Alternative Transportation Plan	X						DOT	NA	DOT budget
Incorporate recommendations from the Regional Transportation Plan into the Comprehensive Plan and Comprehensive Transportation Plan	X						DOT and CD	NA	DOT and CD budgets
Incorporate recommendations from the Regional Development Plan into the Comprehensive Plan and Comprehensive Transportation Plan	X						DOT and CD	NA	DOT and CD budgets
Incorporate recommendations from the TIB Concept 3 Regional Transit Plan into the Comprehensive Plan and Comprehensive Transportation Plan	X						DOT and CD	NA	DOT and CD budgets
Incorporate recommendations from Revive 285 into the Comprehensive Plan and Comprehensive Transportation Plan	X						DOT and CD	NA	DOT and CD budgets
Incorporate recommendations from the Radial Freeway Strategic Implementation Plan into the Comprehensive Plan and Comprehensive Transportation Plan	X						DOT and CD	NA	DOT and CD budgets
Update Transportation Improvement Program	X						DOT	NA	DOT budget

2010 CPA- Proposed Staff Proposal Analysis

AMENDMENT NUMBER: SP-3

COMMISSIONER DISTRICT: 1, 2, 3, 4

ACREAGE: Not applicable

PARCEL ID NUMBER: Not applicable

EXISTING FUTURE LAND USE: Not applicable

PROPOSED FUTURE LAND USE: Not applicable

GENERAL LOCATION: County-wide

BACKGROUND:

Intent of Proposed Amendment:

To revise the text of the Supplemental Plans section of the Implementation Program in the Comprehensive Plan.

Definitions:

Not applicable

Planning History:

The Cobb County Comprehensive Plan, completed in 2007, contains a Supplemental Plans section in the Implementation Program. This section is designed to reference local area master plans and corridor studies that have been approved or accepted by the Board of Commissioners in order to incorporate them into the Comprehensive Plan.

ANALYSIS:

There are six master plans and corridor studies that need to be added to the Supplemental Plans section. These studies cover a wide range of the county and have been approved or accepted by the Board of Commissioners.

TEXT AMENDMENT:

The following is the proposed text revision for the Supplemental Plan:

Supplemental Plans

Upon final passage of the Comprehensive Plan by the Board of Commissioners, the findings, policies, and recommendations of local area master plans/corridor studies that have been approved or accepted are to be incorporated into this document by reference. The list of plans includes: the Historic Mableton Preservation and Improvement Plan (LCI); Mableton LCI Five-Year Update; ~~Town Center~~ Town Center SuPurb LCI Plan; Town Center LCI Five-Year Update; Delk/Franklin LCI Plan; ~~Road Transit Oriented Development~~, Austell Road Corridor Study LCI; ~~and Cumberland LCI plans~~ Blueprint Cumberland I; Blueprint Cumberland II; the Atlanta Road Corridor Study; C. H. James Parkway Corridor Study; Macland Road Corridor Study; the Powder

Springs, Flint Hill Master Plan; the Cumberland Far South Area Plan; Comprehensive Transportation Plan; Parks and Recreation Master Plan; Cobb Senior Services 10-year Master Plan; Canton Road Corridor Plan; Six Flags Road Corridor Plan; SR6 Corridor Plan; Kennesaw Mountain National Battlefield Lost Mountain to Brushy Mountain Earthworks Preservation Plan; Senior Adult Transportation Study; the Greenprint study; the Industrial Land Inventory and Protection Policy; River Line Master Plan; Austell Road Access Management Plan; the Powers Ferry Master Plan; and the Complete Streets Implementation Strategies and Best Practices. The majority of the recommended actions and Future Land Use Map alterations have been incorporated into the document. These studies help form a backbone for the county's overall growth and service delivery strategy and are integral to achieving the Community Vision and addressing many of the Community Issues and Opportunities.

1) Applicable Goals from the Comp. Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.

2) Applicable Policies from the Comp. Plan:

1. Amend the 2030 Comprehensive Plan when necessary to incorporate findings and recommendations from approved Livable Centers Initiative and other similar transportation/land use master plans that will improve the county's ability to promote quality-of-life and attract additional employment opportunities.
2. Explore opportunities to improve quality-of-life through land use and transportation analysis in specific areas when necessary.

3) Consistency with existing Corridor Studies and Other Plans:

The incorporation of these plans into the Comprehensive Plan ensures consistency in goals and policies that help direct future efforts and investments.

4) Adherence to Nodal Development Pattern:

Not applicable

5) Consistency with Revitalization Goals:

Not applicable

6) Environment Impact:

At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

2010 CPA- Proposed Staff Proposal Analysis

AMENDMENT NUMBER: SP-4

COMMISSIONER DISTRICT: All Districts

ACREAGE: Not applicable

PARCEL ID NUMBER: Not applicable

EXISTING FUTURE LAND USE: Not applicable

PROPOSED FUTURE LAND USE: Not applicable

GENERAL LOCATION: County-wide

BACKGROUND:

Intent of Proposed Amendment:

To add an overlay to the Future Land Use Map that highlights master plan areas, corridor studies and Livable Centers Initiatives (LCI) throughout Cobb County that have been conducted and approved or accepted by the Cobb County Board of Commissioners.

Definitions:

Not applicable

Planning History:

As a way of achieving the community vision and addressing many of the community's issues and opportunities in the county, Cobb periodically conducts special sub-area plans of various types. The Cobb County Comprehensive Plan, completed in 2007, contains a Supplemental Plans section in the Implementation Program. This section is designed to reference these sub-area plans that have been approved or accepted by the Board of Commissioners.

ANALYSIS:

There are fourteen master plans, corridor studies or LCI's that have been accepted and approved over the course of the last 10 years. This particular amendment will propose to add one appendix map to the comprehensive plan highlighting each plan.

1) Applicable Goals from the Comp. Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Cobb is proud of being a regional leader and supportive partner in making the Atlanta Region a great place to live, learn, work, and play.

2) Applicable Policies from the Comp. Plan:

1. Amend the 2030 Comprehensive Plan when necessary to incorporate findings and recommendations from approved Livable Centers Initiative and other similar

transportation/land use master plans that will improve the county's ability to promote quality-of-life and attract additional employment opportunities.

2. Explore opportunities to improve quality-of-life through land use and transportation analysis in specific areas when necessary.

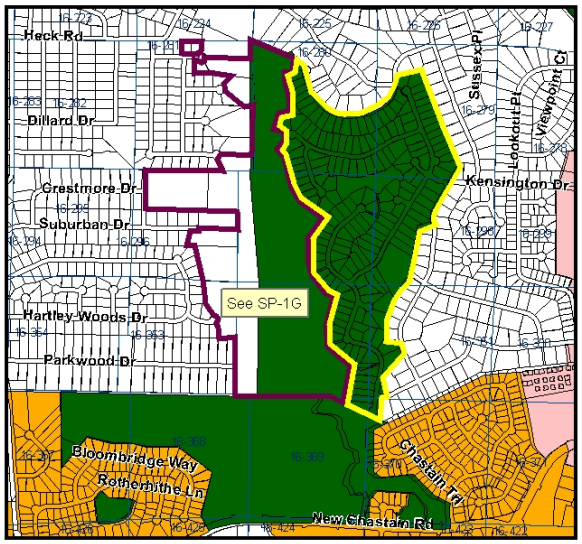
3) Consistency with existing Corridor Studies and Other Plans:
Not applicable

4) Adherence to Nodal Development Pattern:
Not applicable

5) Consistency with Revitalization Goals:
Not applicable

6) Environment Impact:
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.

COMPREHENSIVE PLAN AMENDMENTS 2010



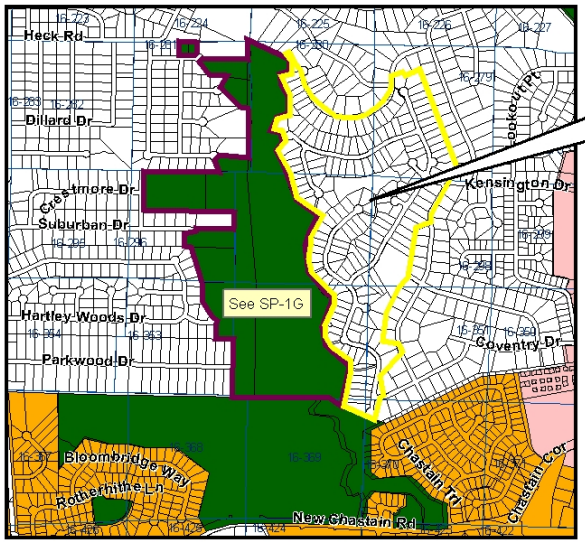
CURRENT

SP-5A

District 16, Land Lots 280, 279, 297, 298, 352, 351, 369, 370
Commissioner District 3

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City



PROPOSED

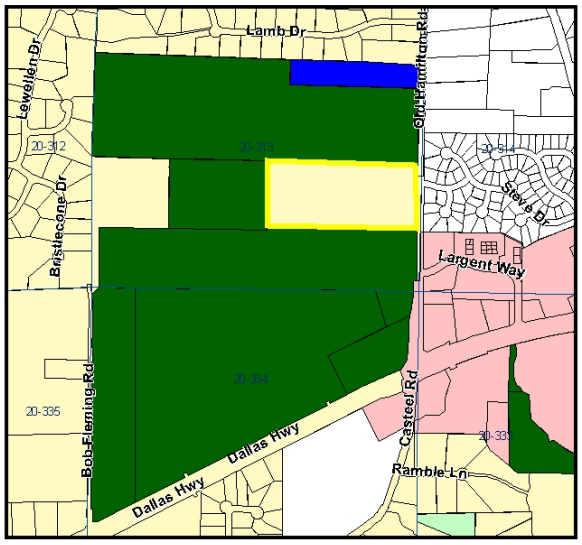
SP-5A
Park/Recreation/Conservation
to
Low Density Residential

Cobb County...Expect the Best!

0 810 1,620
Feet

N

COMPREHENSIVE PLAN AMENDMENTS 2010



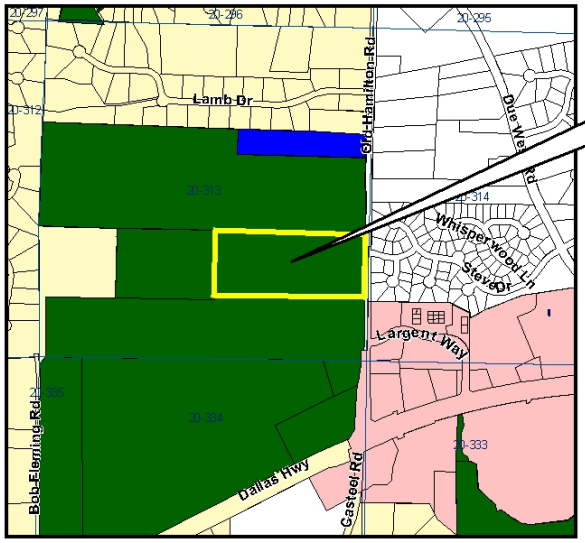
SP-5B

District 20, Land Lot 313
Commissioner District 1

FUTURE LAND USE

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Industrial Compatible
- Industrial
- Transportation/Communication/Utilities
- Public/Institutional
- Park/Recreation/Conservation
- City

CURRENT



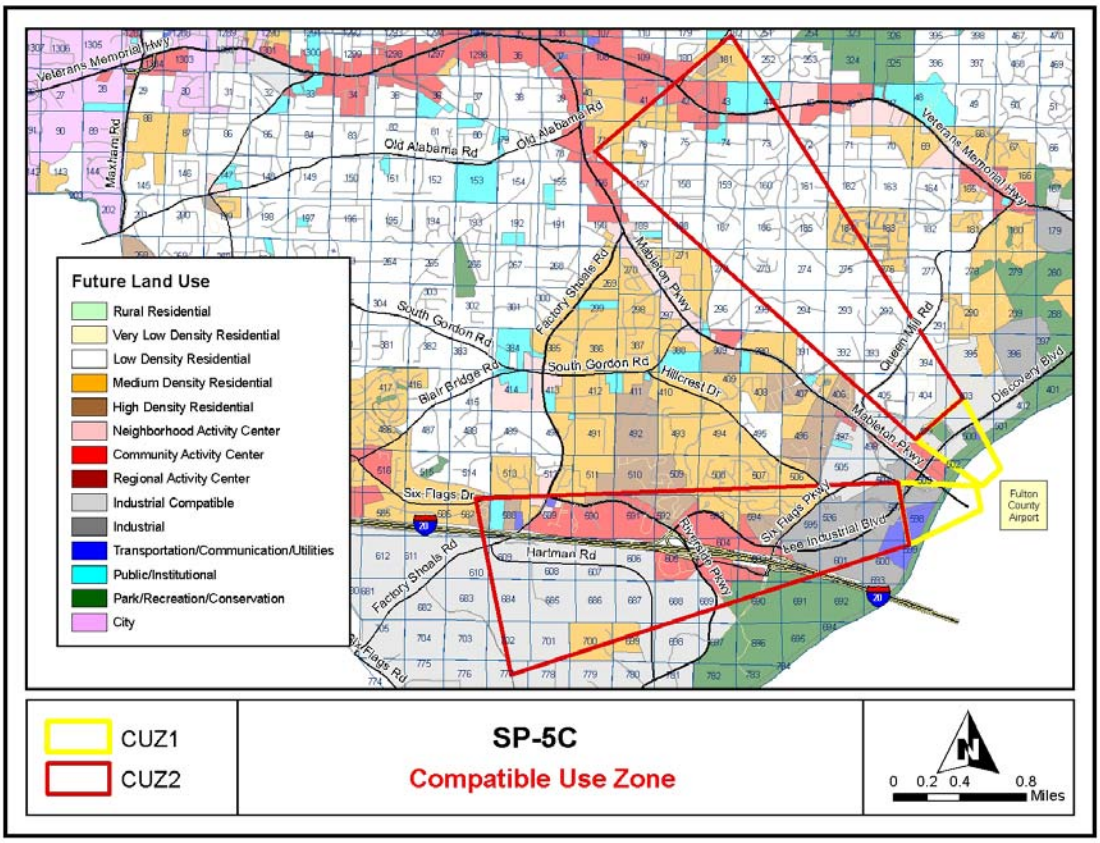
SP-5B
Very Low Density Residential
to
Park/Recreation/Conservation

Cobb County...Expect the Best!

0 570 1,140
Feet

N

PROPOSED


Future Land Use
Rural Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
High Density Residential
Neighborhood Activity Center
Community Activity Center
Regional Activity Center
Industrial Compatible
Industrial
Transportation/Communication/Utilities
Public/Institutional
Park/Recreation/Conservation
City
Veterans Memorial Hwy
Maxham Rd
Old Alabama Rd
Factory Shoals Rd
Mableton Pkwy
South Gordon Rd
Blair Bridge Rd
Hillcrest Dr
Queen Mill Rd
Discovery Blvd
Six Flags Dr
Six Flags Pkwy
Lee Industrial Blvd
Hartman Rd
Six Flags Rd
Fulton County Airport
CUZ1
CUZ2
SP-5C
Compatible Use Zone
0 0.2 0.4 0.8 Miles

2010 CPA- Staff Proposal Analysis

AMENDMENT NUMBER: SP – 5 (SP-5A, SP-5B, SP-5C & SP-5D)

COMMISSIONER DISTRICT:
SP-5A = 3
SP-5B = 1
SP-5C = 4

ACREAGE:
SP-5A = 93 Acres
SP-5B = 13.75 Acres
SP-5C = Not applicable

PARCEL ID NUMBER:
SP-5A = Subdivision 4300 (D 16 / LL 280, 279, 297, 298, 352, 351)
SP-5B = 20031300100 (D 20 / LL 313)
SP-5C = Not applicable

EXISTING FUTURE LAND USE:
SP-5A = Park/Recreation/Conservation (PRC)
SP-5B = Very Low Density Residential (VLDR)
SP-5C = Not applicable

PROPOSED FUTURE LAND USE:
SP-5A = Low Density Residential (LDR)
SP-5B = Park/Recreation/Conservation (PRC)
SP-5C = Not applicable

GENERAL LOCATION:
SP-5A = Along Noonday Creek west of Canton Road. Access via Kensington Dr. District 16, Land Lots: 280, 279, 297, 298, 352, 351, 369, 370
SP-5B = On the west side of Old Hamilton Road north of Dallas Highway. District 20, Land Lot 313
SP-5C = Cobb side of Fulton County Airport (a.k.a Brown Field)

BACKGROUND:

Intent of Proposed Amendment:
To amend subject properties to the appropriate future use category and the compatible use zone (CUZ) surrounding the Cobb County side of the Fulton County Airport to the Cobb County Comprehensive Plan.

Definitions:
Park/Recreation/Conservation (PRC) category provides for land dedicated to active or passive recreational uses, either publicly or privately owned including playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, etc.

Low Density Residential (LDR) category provides for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre, and non supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc in order to provide compatibility with adjacent residential uses.

Very Low Density Residential (VLDR) category provides for areas that are suitable for very low density housing, particularly in locations which may not have basic services such as sewer, or where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.

Planning History:
No Comprehensive Plan changes have been proposed on this subject property.

ANALYSIS:
SP-5A = Subject site was previously the Canterbury Golf course zoned R-15 and appropriately designated PRC on the future land use map, however the property was purchased by a developer and was developed as an R-15 subdivision with an approximate density of 1.9 units per acre, which is allowable within the Low Density Residential (LDR) future use category. The entire subdivision is surrounded to the north and east by LDR and to the south and west by PRC. Due to existing and changing conditions over the last 5 years surrounding this property or properties, the most appropriate future use category would be Low Density Residential.

SP-5B = Subject site was privately owned and utilized as a golf driving range. Due to additional needs surrounding the adjacent existing Oregon Park and the master planning of the adjacent newly acquired Bullard/Stockton site Cobb County approved the purchase of the 13.75 acres to be incorporated into the overall Parks and Recreation master plan. Due to the existing and changing conditions surrounding the most recent purchase and future plans for the site, the most appropriate use recommended is Parks/Recreation/Conservation.

SP-5C = The purpose of the compatible use zone (CUZ) is to protect the health, safety and welfare from hazards through compatible development surrounding the airport environment.

1) Applicable Goals from the Comprehensive Plan:

1. In the year 2030, Cobb is recognized as Georgia's most complete community, a place that combines the best of urban, suburban, and rural life to appeal to a broad spectrum of people.
2. Residents in Cobb County live comfortably in a safe community that has quality jobs, cultural activities, recreational opportunities, and state of the art educational/health services.

2) Applicable Policies from the Comprehensive Plan:

1. Monitor and assess recreational facility needs/demands and consider improvements/additions where necessary to fully serve the entire community.
2. Address compatibility between land uses when making land use decisions.
3. Promote revitalization or redevelopment of declining residential areas through economic incentives, code changes, and/or land use changes.

3) Consistency with existing Corridor Studies and Other Plans:
SP-5C overlaps several studies and plans and is consistent with the implementation and recommendations of those plans.

4) Adherence to Nodal Development Patterns:
Not applicable

5) Consistency with Revitalization Goals:
Not applicable

6) Environment Impact:
At this level of analysis, staff is not able to identify any known environmental resources, restraints or concerns that may be affected by this application.