

## **Pederson, John**

---

**From:** Bells Ferry Civic Association <bellsferrycivicasociation@gmail.com>  
**Sent:** Monday, August 27, 2018 2:16 PM  
**To:** Williams, Judy  
**Cc:** Smith, Andy; Gunther, Skip; Porter, Galt; Birrell, JoAnn; Pederson, John; Campbell, Jason; shepard45@comcast.net; Cecilia Hart; Tullan Avard; Erin Mulgrew; Garvis Sams  
**Subject:** RE: Application of Jim Chapman Communities to Rezone a 35.8 Acre Tract from R-20 to RSL (Non-Supportive) - No. Z-40  
**Attachments:** Prado Lane houses.jpg; Colored Map Impervious Surfaces z40.jpg

Dear Planning Commissioner Williams:

The BFCFA supports and has always encouraged residential in this undeveloped parcel at N. Booth and Bells Ferry Roads. We have no opposition to the idea of an unsupported RSL, but we do have outstanding concerns with this proposed rezoning, including the additional traffic, the density, and lack of comprehensive and carefully considered landscape and fencing buffers.

In our last meeting with the developer, the Commissioner, and Cobb County DOT, we recommended moving the single entrance/exit to the subdivision from Bells Ferry Road and onto N. Booth Road near the I-575 overpass, further west from Chalker Elementary School. It was agreed a new traffic study would be performed and which was conducted. However, the newly-proposed entrance is between the Chalker and the Bells Ferry Station subdivision entrance, a much busier location along N. Booth than was discussed in our meeting. If it remains where it is now situated on the site map, a traffic light to direct traffic from Chalker Elementary School, Bells Ferry Station/Junction Road, and this new development should be considered, and not at taxpayers' expense. We support the idea of keeping this property residential, and appreciate that an unsupported RSL will contribute less traffic than other residential alternatives. However, people aged 55 and up still hold jobs and are indeed active, so there will be a recognized increase in traffic which needs to be managed as best in the planning phase as possible.

We have also raised community concerns with the congestion during drive times of the southbound Bells Ferry Road lane at N. Booth Road. There is no dedicated right turn-lane onto N. Booth and traffic currently backs up along Bells Ferry Road. While this may not be the applicant's responsibility, we do want to suggest that if the County does decide to create this dedicated turning lane in the future, that site plans include this possibility and allow enough space and required donated land for future development.

The public sidewalks are missing from the site map, which are to be built along the development side of N. Booth and Bells Ferry Roads. Although they are mentioned generally in the stipulation letter, seeing them in relation to the property and its surroundings is necessary to define and clarify the site in its future state.

The entire 35-acre property will be clear cut to the property line, including the side up against I-575 and the Exit 4 ramp. The developer's plan is to build only a 6-foot-high berm on that side, with landscaping on top to help mitigate noise. Our concern is that the noise levels will significantly rise due to the removal of the dense forest of trees on the property. In addition, no sound barriers will be added to that section of I-575 for the Northwest Corridor Express Lanes project. A detailed and comprehensive landscaping plan including anticipated and adequate heights and plant spacing is necessary to ensure proper screening and protection from not only noise but pollution generated from cars and trucks that pass directly behind some of these new homes' backyards. Since the property is bounded by roads on all sides, proper landscaping is essential not only for the new homeowners, but to shield this dense community from the view of its neighbors and the noise and pollution from I-575.

When looking at the map of this development, it appears that the site may be greater than 55% impervious surface. While the colored site map provided by the applicant is flooded with green, this is not a true representation of greenspace. Our colored map indicates what is impervious versus pervious surfaces. With the additional option for homeowners to add patios and porches, which isn't revealed on the map, we want to ensure that this is indeed the case and impervious surface will not exceed 55% in the future. We would like to ascertain how the applicant calculated impervious surface and validation that it will not exceed 55% at build (see map).

The applicant is also seeking a variance for this development, from the 15' allowable for unsupported RSL, to 10'. This hardship request makes the property both more dense and more impervious. We've attached a photo from nearby homes at Prado Lane which are 10' apart. This variance, along with the clear cutting of trees and the amount of proposed impervious surface, will increase water run-off and affect the nearby area. There are spots, particularly where the I-575 ramp meets Bells Ferry Road, where water now continually collects and is constantly wet.

The Bells Ferry Civic Association appreciates the applicant's efforts to work with the community and the County to make necessary adjustments to plan. However, some issues remain, carried over from previous iterations of the plan which we'd like addressed.

Regards,  
BFCA Board of Directors