




REGIONAL REVIEW NOTICE

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

DATE: November 2, 2015

ARC REVIEW CODE: R1511021

TO: Chairman Tim Lee
ATTN TO: John Pederson, Zoning Division Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



for Douglas Hooker

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Skyline II

Review Type: DRI

Submitting Local Government: Cobb County

Date Opened: November 2, 2015 **Deadline for Comments:** November 17, 2015

Date to Close: November 22, 2015

Description: This proposed development is located south of Interstate 20 in unincorporated Cobb County, on Hartman Road between the intersections at Factory Shoals Road and Riverside Parkway and adjacent to Hartman Industrial Drive. It will include 823,600 square feet of light industrial/warehouse space.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Developing Suburbs area of the region, as well as an Industrial and Logistics Area.

The UGPM and RDG state that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these areas.

The UGPM and RDG state that Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

The site is also located partially within the Six Flags Activity Center Livable Centers Initiative (LCI) study area. As a result, the development should be consistent with the recommendations of the LCI plan, adopted in 2012. The development site appears to be largely consistent with the LCI vision as it is located in the Industrial Employment area of the plan's Future Land Use Concept map. The development type also appears to support the LCI plan goals of retaining and expanding industrial employment in existing firms and encouraging new industrial business. Another key plan goal is to clearly define truck travel paths and routes

(both officially designated and heavily traveled routes) and develop a project to safely accommodate trucks and residential traffic. The developer and Cobb County should work together to ensure that the proposed development aligns with any truck signage or wayfinding system that is planned or currently under development, as well as any planned local gateway at Factory Shoals Road and Hartman Road as shown in the LCI plan.

See additional staff comments included in this review report.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF DOUGLASVILLE

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
DOUGLAS COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

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



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Skyline II** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: ***November 17, 2015***



MEMORANDUM

TO: Jon Tuley, Community Development Division

FROM: Leslie Caceda, Transportation Access and Mobility Division

DATE: November 2, 2015

SUBJECT: **Transportation Division Review of DRI # 2513**
Project: Skyline II
County: Cobb
Location: Intersection of Factory Shoals Road and Hartman Road, Cobb County GA
Analysis:
Expedited ☒
Non-Expedited ☐

cc: David Haynes and Daniel Studdard
TAMD TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by South Eastern Engineering on behalf of Oakmont Industrial Group. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process.

The proposed development of an approximately 823,600 ft² of general warehouse space in Cobb County, GA is planned to be completed in 2017. The development is located south of I-20 on Hartman Road between the intersections of Factory Shoals Road and Riverside Parkway and adjacent to Hartman Industrial Drive. The development will be accessed via one new full access driveway on Hartman Road.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to a preliminary Skyline II conceptual plan and the development's corresponding Traffic Impact Study.

INFRASTRUCTURE

Transportation

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

The proposed development will be served by 1 full access driveway to intersect with Hartman Road; Driveway A and 434 total parking spaces. Approximately 200 for trailer parking and the remaining 234 spaces for automobile parking.

The Hartman Road and Driveway A intersection for the Skyline II Distribution Center is expected to operate at an acceptable level of service, LOS B, in the future with the development as proposed. The proposal involves modifying Hartman Road to include a right-turn lane on the eastbound approach of the Skyline Driveway. This will be constructed to accommodate the high volume of right-turning vehicles into the new driveway. A full-access driveway will serve as the sole driveway for the development. The intersection should operate as Side Street Stop Controlled.

Parking will be provided throughout the development as follows:

- Parking Provided: 434 spaces

How much average daily traffic will be generated by the proposed project?

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9th edition and Trafficware's Trip Generation software, were used to conduct trip generation for this development. Full build-out and occupancy was assumed when applying trip generation rates and equations.

Table 1. Trip Generation – Proposed Development

Land Use	ITE Code	Average Daily Trips		AM-Peak (7-9)		PM Peak (4-6)	
		Enter	Exit	Enter	Exit	Enter	Exit
823,600 ft ² General Warehouse	150	1466	1466	195	52	66	195

Source: *Skyline II DRI #2513 Traffic Impact Study*

Summarize the transportation improvements as recommended by the traffic study consultant

With the proposed development, two of the three intersections of study continue to operate at acceptable levels of service with the site-generated traffic. One intersection has a failing LOS on the side street approach. After recommended modifications have been made, the intersection can return to an accepted level of service. Based on the analyses conducted in the study traffic impacts of the proposed development on the surrounding roadway network were determined to be negligible after all modifications had been carried out.

The intersection of Factory Shoals Road at Hartman Road is expected to operate at an acceptable level of service, LOS C, in the future with the development after road modifications are complete. The addition of a separate left-turn lane would alleviate the delay enough to return the level of service to an

acceptable status, LOS C. Without modifications, the northbound approach of Hartman Road fails with a LOS F.

No modifications are recommended for Riverside Drive and Hartman Road is expected to operate at an acceptable level of service, LOS D.

Hartman Road at Driveway A is expected to operate at an acceptable level of service, LOS B, when the driveway and development are in place. The proposal involves modifying Hartman Road to include a right-turn lane on the eastbound approach of Skyline Drive. This will be constructed to accommodate the high volume of right-turning vehicles into the new driveway.

List the transportation improvements that would affect or be affected by the proposed project.

A list of previously planned transportation projects in the vicinity of the proposed development was not provided in the traffic study.

ARC reviewed the Transportation Improvement Program (TIP) and the Plan 2040 Regional Transportation Program (RTP). This review found that four projects are programmed or planned to be completed within the vicinity of the proposed development.

Table 2: Programmed Improvements

#	Year	Project Number	Project Description
1	2020	DO-295	This is a congestion reduction and traffic flow improvements project. The extents of this project along SR 6 (Thornton Road) are I-29 in Douglas County to Garrett Road in Cobb County. The project will implement 1) overhead signage for navigation to I-20, 2) nearside signal heads on the right side of the intersection to improve visibility of signals, 3) modification of medians to extend left turn lanes at Bankhead Highway, Maxham Road, and Skyview Drive, 4) signal system communications upgrades to provide fiber optic interconnect from Bankhead Highway to Garrett Road, Ethernet cards for communication, and uninterrupted power supply systems to signal controllers, 5) CCTV cameras for traffic monitoring, and 6) truck roll over warning systems. This corridor has been identified to be part of the ASTRoMAP truck route network.
2	2030	DO-299	This project will implement truck friendly lanes along SR 6 (Thornton Road). The project will begin at I-20 West in Douglas County and terminate at the SR 6 Spur (Garrett Road) in Cobb County. This corridor has been identified to be part of the ASTRoMAP truck route network.
3	2030	FS-003	This project involves adding one general purpose lane in each direction along SR 70 (Fulton Industrial Boulevard) between SR 6 (Camp Creek Parkway) and I-20 West. This corridor has been identified to be part of the ASTRoMAP truck route network.
4	2040	FS-225	This project will widen SR 70 (Fulton Industrial Boulevard) from SR 166 (Campbellton Road) to SR 6 (Camp Creek Parkway) from 4 to 6 lanes. This corridor has been identified to be part of the ASTRoMAP truck route network.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The closest transit route is CCT bus route 30 which operates from Floyd Road in the City of Austell to the MARTA Holmes Transit Station. The closest the route stops to the site is roughly a mile north of Hartman Road. This route operates Monday – Saturday. The closest bus stop is located near the South Cobb Recreation Center on Six Flags Drive which would require a one mile walk along Flat Shoals Road and Hartman Drive before arriving at the Skyview II site. Sidewalks exist on Six Flags Drive and on a Northern portion of Flat Shoals Rd. No plans exist to expand transit service or sidewalk facilities closer to the project site.

What other issues should be considered during the traffic study or in general for the proposed development?

The applicant should ensure that adequate truck parking is located on-site. Truck parking is needed at each building for loading/unloading. Additionally, adequate parking is needed for trucks that are waiting to load/unload at the warehouse. A lack of parking for trucks that are waiting to access a warehouse is an issue at some existing developments, and results in trucks parking on the side of nearby roadways to wait. This creates potential congestion and safety issues along these roadways. Providing adequate on-site parking for these trucks will help mitigate this issue.

SKYLINE II DRI
Cobb County
Natural Resources Division Review Comments
October 30, 2015

Watershed Protection and Stream Buffers

The proposed project is located in the Chattahoochee River watershed, but it is outside the 2000-foot Chattahoochee River Corridor. It is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

The project site plan shows streams along the eastern and southern boundaries of the property. The site plan also shows the 25-foot State Sediment and Erosion buffer and Cobb County's 50-foot buffer and additional 25-foot impervious surface setback along both banks of both. Any other state waters that may be on the property are subject to the requirements of the State 25-foot Erosion and Sedimentation Act buffers.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Region. Where the actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	76.45	98.62	1309.59	8715.30	54126.60	113.15	14.53
TOTAL:	76.45	98.62	1309.59	8715.30	54126.60	113.15	14.53

Total % impervious 70%

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

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas and other paved open areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Developments of Regional Impact

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DRI #2513

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local
Government:

Cobb County

Individual completing form:

John P. Pederson

Telephone:

770.528.2024

E-mail:

John.Pederson@cobbcounty.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:

Skyline II

Location (Street Address,
GPS Coordinates, or Legal
Land Lot Description):

Hartman Road - LL. 609-610, 683-684, 18th District

Brief Description of Project:

Warehousing with a building not to exceed 823,600 square feet. Single access point requested from Hartman Road.

Development Type:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☐ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply
Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational
Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care
Facilities

☐ Post-Secondary Schools

☐ Truck Stops

<input type="radio"/> Housing <input type="radio"/> Waste Handling Facilities <input type="radio"/> Any other development types	
<input checked="" type="radio"/> Industrial <input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe:	
Project Size (# of units, floor area, etc.):	823,600 SF
Developer:	The CRP Oakmont Skyline II, LLC
Mailing Address:	3520 Piedmont Road
Address 2:	Suite 100
	City:Atlanta State: GA Zip:30305
Telephone:	404.869.9990
Email:	tcobb@oakmontre.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	same
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	NA
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: NA
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	NA
Estimated Project Completion Dates:	This project/phase: 1st quarter 2017 Overall project: 1st quarter 2017
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Developments of Regional Impact

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DRI #2513

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	Cobb County
Individual completing form:	John P. Pederson
Telephone:	770.528.2024
Email:	John.Pederson@cobbcounty.org

Project Information

Name of Proposed Project:	Skyline II
DRI ID Number:	2513
Developer/Applicant:	The CRP Oakmont Skyline II, LLC
Telephone:	404.869.9990
Email(s):	tcobb@oakmontre.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	38,900,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be	400,000

generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): NA	
Water Supply	
Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04 MGD (average)
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: NA	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? NA	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04 MGD (average)
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: NA	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?NA	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	2932 (DAILY) 263 (AM) 261 (PM)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:Restripe Hartman Road at Factory Shoals to convert hatched lane into an exclusive left turn lane.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	275 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:NA	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:NA	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	Approx 60%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stream buffers to remain, stormwater ponds	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: NA	
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