

REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: November 3, 2017

ARC REVIEW CODE: R1711031

TO: Mayor Derek Easterling, City of Kennesaw
ATTN TO: Darryl Simmons, Planning and Zoning Administrator
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



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Original on file

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 its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Cherokee Street Mixed Use Project (DRI 2724)

Review Type: DRI

Submitting Local Government: City of Kennesaw

Date Opened: Nov. 3, 2017

Deadline for Comments: Nov. 18, 2017

Date to Close: Nov. 22, 2017

Description:

This DRI is located on an approximately 50-acre site in the City of Kennesaw along Cherokee Street, south of McCollum Parkway. The project is planned as a mixed-use redevelopment consisting of approximately 885 residential units (multifamily, townhomes, senior living); a 102-room hotel; 298,800 sq. ft. of office, retail, restaurant and storage space; and a community park project. The local trigger for this DRI review is a rezoning and variance.

PRELIMINARY COMMENTS:

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developed/Established Suburbs Area of the region. ARC's Regional Development Guide or RDG details recommended policies for areas and places on the UGPM. RDG information and recommendations for Developed/Established Suburbs are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy in that it creates an infill, walkable, mixed-use activity center with significant pedestrian and park amenities – in reasonably close proximity to existing retail and activity nodes in downtown Kennesaw to the south and as Cherokee Street approaches I-75 to the north. These characteristics collectively offer the potential for site residents to work and shop on site or nearby, and for workers and visitors to park once or arrive via alternative modes and conduct multiple trips on foot.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site, particularly around retail and restaurant uses.

The project could further support The Atlanta Region's Plan if it incorporated other aspects of regional policy detailed at the bottom of this report, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

–CONTINUED ON NEXT PAGE–

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Developed/Established Suburbs Area of the region. In terms of land use, the project is in an area predominated by lower density and/or residential uses, some of which are outside the City, in unincorporated Cobb County. City leadership and staff, along with the applicant team, should therefore collaborate to ensure sensitivity to nearby local governments and land uses.

Additional preliminary ARC staff comments, related to natural resources and transportation, are attached.

Developed/Established Suburbs are areas of development that occurred from roughly 1970 to 1995 and are projected to remain suburbs through 2040. Regional policy recommendations for Developed/Established Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH AND ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
COBB COUNTY

ARC TRANSPORTATION ACCESS AND MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ACWORTH

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY
TOWN CENTER CID

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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 scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Cherokee Street Mixed Use Project** *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:

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: ***November 18, 2017***

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1711031

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Name of Proposal: Cherokee Street Mixed Use Project (DRI 2724)

Review Type: Development of Regional Impact

Description: This DRI is located on an approximately 50-acre site in the City of Kennesaw along Cherokee Street, south of McCollum Parkway. The project is planned as a mixed-use redevelopment consisting of approximately 885 residential units (multifamily, townhomes, senior living); a 102-room hotel; 298,800 sq. ft. of office, retail, restaurant and storage space; and a community park project. The local trigger for this DRI review is a rezoning and variance.

Submitting Local Government: City of Kennesaw

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]

3550 CHEROKEE DRI
City of Kennesaw
Natural Resources Group Comments
October 30, 2017

Watershed Protection and Stream Buffers

The project property is in the Noonday Creek basin, which is in the Allatoona Lake Water Supply watershed. The Allatoona Lake Water Supply watershed is a large water supply watershed (more than 100 square miles) as defined in the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds). Under the current Criteria, because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no special Part 5 requirements apply to the project.

The USGS coverage for the project area shows no blue-line streams on the project property, and the site plan does not identify any flowing streams on the property. Any unmapped streams on the property may be subject to the City of Kennesaw's Stream Buffer Ordinance. Any waters of the State on the property will be subject to the requirements may be subject to the requirements of the State 25-foot sediment and erosion buffer. Any proposed intrusions into the City stream buffers may require a variance from the City. Any intrusions into the State sediment and erosion buffer will also require variances.

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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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

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

- 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.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2724
DRI Title Cherokee Street Multi Use Development
County Cobb County
City (if applicable) Kennesaw
Address / Location Along Cherokee Street and Russell Drive from McCollum Parkway to Dogwood Drive

Proposed Development Type:

Mixed-use redevelopment consisting of approximately 885 residential units (multifamily, townhomes, senior living); a 102-room hotel; 298,800 sq. ft. of office, retail, restaurant and storage space; and a community park project

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date November 3, 2017

TRAFFIC STUDY

Prepared by: Marc R Acampora, PE LLC
Date October 11, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

Page 28 of the Traffic Analysis identifies all programmed projects in the study network area that are in the fiscally constrained RTP.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

The development proposes site access points from Dobbins Drive, Maple Drive Russell Drive and Smith Drive, all local streets. Site access is also proposed from Cherokee Street and McCollum Parkway; neither is designated as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

[Click here to enter name of operator and rail line](#)

Nearest Station

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) Kennesaw State University Transit

Bus Route(s) NA

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NO
- ☒ YES

In addition to the Kennesaw State University transit system , Cobb Community Transit also operates in the County however service is not available in the vicinity of the site.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

- ☒ NOT APPLICABLE (nearest path or trail more than one mile away)
- ☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

- Distance
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

- Walking Access*
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

The proposed development includes local road connectivity between parcels internal to the site.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☒ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

The site plan and Traffic study indicate sidewalks and walking paths will be developed providing internal pedestrian connectivity. No bicycle lanes are existing or proposed.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

Sidewalks are currently available along major roadways adjacent to the development and some interior local roadways. Sidewalks are proposed internal to the site. No bicycle facilities currently exist or are being proposed.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☒ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

Site is accessed by several local and major arterial roadways. Local roads may experience limited to no truck traffic generation by the development. Retail and restaurant uses that may generate truck traffic are accessed from Major arterials. The grocery store which may be the most significant generator of truck traffic is located in the center of the development and access by local roads shared by vehicles.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

The design of the site should consider the needs of the senior in the senior housing units in relation to where such amenities as open space, grocery stores and necessary office and retail shops are located within the development. A more suitable design would be to switch the senior housing location with the apartment housing across the street.



Developments of Regional Impact

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DRI #2724

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: Kennesaw

Individual completing form: Darryl Simmons

Telephone: 770-590-8268

E-mail: dsimmons@kennesaw-ga.gov

*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: Cherokee Street Mixed Use project

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 20th District , landlots 99, 130

Brief Description of Project: 1. 49.92 acres 2. 230,600 SF of Mixed Use: office, retail, restaurant, storage. 3. 860 Dwelling Units: restricted senior housing, apartments, attached single family. 4. A community park enhancement project.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 36,500 ft² of restaurants. 29,000 ft² office. 68,000 ft² self-storage facility. 870 residential units

Developer: Sanctuary Properties Inc.

Mailing Address: 3745 Cherokee St NW

Address 2: STE 206

City: Kennesaw State: Ga Zip: 30144

Telephone: 770-702-1223

Email: chowie@sanctuarycompanies.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: All under contract, multiple parcels

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

- ☒ Rezoning
- ☒ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent? 100%

Estimated Project Completion Dates: This project/phase: one phase
Overall project: five years

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DRI #2724

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: Kennesaw
Individual completing form: Darryl Simmons
Telephone: 770-590-8268
Email: dsimmons@kennesaw-ga.gov

Project Information

Name of Proposed Project: Cherokee Street Mixed Use project
DRI ID Number: 2724
Developer/Applicant: Sanctuary Properties Inc.
Telephone: 770-702-1223
Email(s): chowie@sanctuarycompanies.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.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$263,017,096

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$7,820,667.54

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc): 59 Residential Units = 76,900SF 23 Office / Neighborhood Commercial = 36,465SF

Water Supply

Name of water supply: Cobb County

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

.25

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Cobb County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

.14

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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.)

758 am peak hr new trips, 928 pm peak hr new trips 11,035 daily new trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Refer to Transportation Analysis for Cherokee Street DRI #2724, prepared by Marc R. Acampora, PE, LLC, dated October 23, 2017

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

1,700

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be

58%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers and natural passive greenspace areas

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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WEST 22

DEVELOPMENT DATA

SPECIAL DISTRICTS 1-6 54.29 Acres

TOTAL DWELLING UNITS: 850 at 54.29 Acres
(15.65 Units/Acre)

SPECIAL DISTRICT 1 MIXED-USE 15.0 Acres One to Six Stories

964 Time-Shared Parking Spaces total
(475 in 1/3-4 Levels of Structured Parking
Under Building)

COMMERCIAL
RETAIL (Street Level Indoor) 27,000sf
Parking @ 1/200sf: 135 spaces
GROCERY (at top level parking deck)
36,000sf Heated + Covered Dock
OUTDOOR MARKET
Parking @ 1/200sf: 8 spaces
RESTAURANTS 14,500sf
Parking @ 1/100: 145 spaces
OFFICES 81,800sf
Parking @ 1/280sf: 288 spaces
HOTEL: 90,000sf + 102 Rooms
APARTMENTS (235 Units)
235,000sf
Parking Spaces 300/unit: 1.27
STORAGE 105,000sf
Unit Density/Acre: 15.8
Mixed-Use Heated: 524,000sf +500,000sf

SPECIAL DISTRICT 2 MIXED-USE 10.24 Acres 2 & 3 Story Apartment Flats for 55+ 233 Surface Parking Spaces shown One Parking Space/Unit minimum

MULTI-FAMILY
APARTMENTS (210 Units) 213,000sf
Unit Density 20.5/Acre

SPECIAL DISTRICT 3 MARKET TOWNHOMES FOR SALE 12.44 Acres One to Three Stories 90 Townhomes with 2.35 cars/Unit 212 Parking Spaces Minimum

APARTMENTS (210 Units) 213,000sf
Unit Density 20.5/Acre

SPECIAL DISTRICT 4 COMMERCIAL RESTAURANT & RETAIL 1.61 Acres One to Two Stories

101 Surface Off-Street Parking Spaces shown
Time-Shared between Breakfast/Lunch &
Lunch/Dinner Restaurants & Retail Shops

COMMERCIAL:
RESTAURANTS Up to 18,000sf
Parking @ 1 Spaces/100sf: Up to 200
RETAIL Up to 12,000sf
Parking @ 1 Spaces/200sf: x 1.5
Time-Shared: 30,000sf total Commercial

SPECIAL DISTRICT 5 OPEN SPACE & MULTI-FAMILY 5.46 Acres

Parking Spaces for Park
Public Park

SPECIAL DISTRICT 6 MULTI-FAMILY SENIOR BTR RENTAL HOUSING 11.0 Acres One to Four Stories

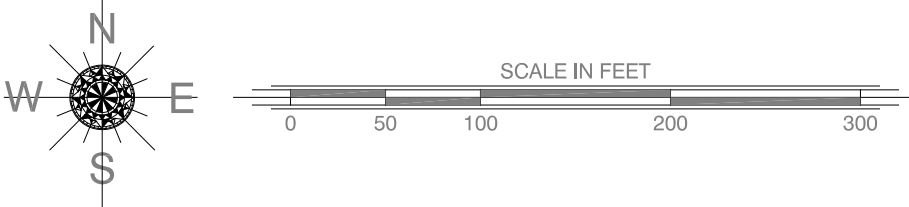
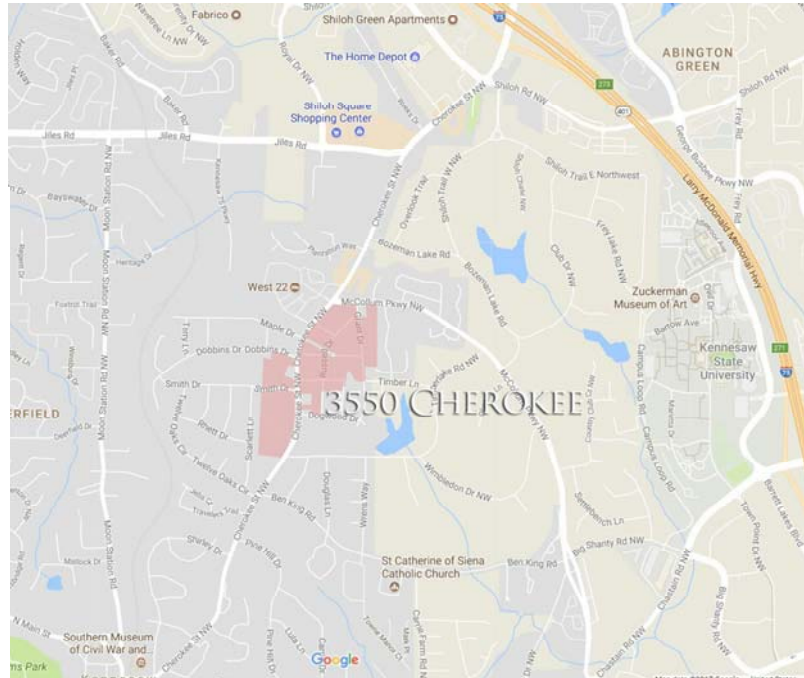
350+ Parking Spaces in Structured, Surface
& Detached Garages
VARIETY OF BUILDING TYPES (350 Units)
Parking @ 1 Space/Bedroom

REGIONAL IMPACT THRESHOLDS

OFFICE	500,000 Gross SF
COMMERCIAL	400,000 Gross SF
HOUSING	500 New Lots or Units
MIXED-USE	500,000sf with 1,800sf/RU or Over 120 ACRES

Total Parking Provided (Time-Share):142

VICINITY MAP



CHEROKEE STREET MIXED USE PROJECT

DRI #2724

TRAFFIC ENGINEER
Marc R. Acampora, PE, LLC
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Atlanta, Georgia 30308
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678-637-1763

OWNER
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SITE PLANNER
Miller Architecture
715 North Church Street, Unit 140
Charlotte, North Carolina 28202
Tony F. Miller, AIA LEED AP
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704-377-8500

ISSUED FOR: DRI Review
ISSUE DATE: 10/30/17
REVISIONS:

MILLER ARCHITECTURE