



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: March 5, 2019

ARC REVIEW CODE: R1903051

TO: Chairman Mike Boyce, Cobb County Board of Commissioners
ATTN TO: John Pederson, Zoning Division Manager
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact 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: McCamy Mixed-Use Development (P & L Big Shanty Road)

Review Type: DRI

Submitting Local Government: Cobb County

Date Opened: 3/5/2019

Deadline for Comments: 3/20/2019 by 5:00 PM

Date to Close: 3/25/2019*

If no significant issues are identified during the 15-day comment period, the review will close on **March 20, 2019 per the LCI Expedited Review process outlined in ARC's DRI Rules.*

Description: This DRI, previously known during the pre-review process as P & L Big Shanty Road, is on 62.5 acres in unincorporated Cobb County east of I-575, south of Chastain Road and west of Chastain Meadows Parkway. The proposed mixed-use development consists of 1,064 residential units (600 multifamily units, 164 townhomes, 300 senior living units); 190,500 SF of commercial space (retail, restaurant, supermarket); 190,000 SF of office space; and 250 hotel rooms (two 125-room hotels). Site access is proposed via four driveways: one full access driveway and one right-in/right-out driveway on Chastain Road, and one full access driveway and one right-in/right-out driveway on Chastain Meadows Pkwy. The local trigger for this DRI review is a rezoning application filed with Cobb County. The estimated buildout year is 2022.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Center as well as a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Regional Centers and Regional Employment Corridors are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those in the RDG, listed at the bottom of these comments. The development plan contemplates an infill, mixed-use development featuring residential, office, hotel and retail uses. The project also features pedestrian-friendly streetscaping along internal roadways and site frontages. The DRI can also support alternative transportation modes given its mix of uses and streetscaping; its proximity to Kennesaw State University (KSU); and its proximity to multiple bus transit routes, including CobbLINC route 45 (adjacent to the DRI site) and CobbLINC route 40 and the KSU Big Owl Bus (on the west side of I-575). Many of these characteristics will collectively offer the potential for site residents to work and shop on-site, and for non-resident workers and visitors to park once or arrive via alternative modes and circulate on foot – thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. This is particularly important in terms of creating a strong pedestrian connection between the retail/hotel/office area of the project, closer to Chastain Rd., and the townhome area of the project father south (the multifamily components are already woven into the retail/hotel/office

area). The applicant 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. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, 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.

Critically, the applicant team, Cobb County, Town Center CID and other planning partners should continue coordinating to enhance existing bike/ped facilities along both Chastain Rd. and Big Shanty Rd. to the west side of I-575. Creating meaningful bike/ped connections on these corridors will better connect the DRI area to Kennesaw State University, additional CobbLINC bus routes, and the GRTA Xpress lot on Big Shanty Rd. and CobbLINC lot on Busbee Drive. It will also help justify the applicant's use of an alternative mode-based reduction in its traffic study required as part of the SRTA/GRTA DRI process. Enhanced east-west bike/ped facilities are even more important in view of the fact that the current DRI scope does not include a potential future phase that would extend the project site all the way to Big Shanty Rd.

The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height in Regional Centers and Regional Employment Corridors. The land use mix is also generally consistent with the RDG. County leadership and staff, along with Town Center CID and the development team, should collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses, structures and natural resources. This includes areas and properties outside unincorporated Cobb County's jurisdiction, e.g., Kennesaw to the west, Marietta to the south, and Woodstock to the north.

This DRI is located in the Town Center Area Livable Centers Initiative (LCI) study area. With the most recent update completed in 2015, the LCI area is in good standing. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program and the recommendations of that specific LCI plan. The LCI plan contemplates future high-density mixed-use development within a broad area east of I-575 and west of Chastain Meadows Pkwy., from Chastain Rd. south to (and beyond) Barrett Pkwy. The LCI plan also envisions a new street grid to enhance connectivity on the east side of I-575, between Chastain Rd. and Big Shanty Rd., including across the DRI property. The DRI plan similarly contemplates the development of this site into a mixed-use center featuring multifamily and townhome residential, office, hotel and retail uses, configured on a new street grid breaking the site into smaller blocks and connecting the adjacent arterials. The development team should ensure that the DRI, as constructed, reflects and supports the LCI plan. Likewise, Cobb County, Town Center CID and other area planning partners ultimately incorporate the key attributes and impacts of this DRI into any future updates to this part of the LCI plan.

Additional preliminary ARC staff comments, related to transportation and water resources, are attached to this report. Of note are ARC Natural Resources staff comments related to the stream that starts in the center of the site. Specifically, the State 25-foot sediment and erosion buffer is shown for most of the stream length. The buffer area widens out to an approximately 50-foot/75-foot buffer in roughly the last 400 feet before the property line. The 25-foot State buffer is not shown in this area, and the wider buffers are not identified, but they may indicate the County stream buffers. Much of the stream will be covered by parking, roads and buildings, and the plans show a section that will be culverted. Intrusions into the County buffers may require a variance. Any intrusions into the State sediment and erosion buffer will also require variances. Along those lines, it is worth emphasizing that the Town Center LCI plan contemplates keeping this specific stream daylit or in a more natural condition. The DRI plan diverges from the LCI plan in that regard.

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

Further to the above, Regional Employment Corridors, along with the Region Core (roughly Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of the region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CHEROKEE COUNTY
CITY OF KENNESAW

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
COBB COUNTY
CITY OF MARIETTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
TOWN CENTER CID
CITY OF ACWORTH
CITY OF WOODSTOCK

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: **McCamy Mixed-Use Development (P & L Big Shanty Road)** *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: 3/20/2019, 5:00 PM

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: March 5, 2019

ARC REVIEW CODE: R1903051

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

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: McCamy Mixed-Use Development (P & L Big Shanty Road)

Review Type: Development of Regional Impact

Description: This DRI, previously known during the pre-review process as P & L Big Shanty Road, is on 62.5 acres in unincorporated Cobb County east of I-575, south of Chastain Road and west of Chastain Meadows Parkway. The proposed mixed-use development consists of 1,064 residential units (600 multifamily units, 164 townhomes, 300 senior living units); 190,500 SF of commercial space (retail, restaurant, supermarket); 190,000 SF of office space; and 250 hotel rooms (two 125-room hotels). Site access is proposed via four driveways: one full access driveway and one right-in/right-out driveway on Chastain Road, and one full access driveway and one right-in/right-out driveway on Chastain Meadows Pkwy. The local trigger for this DRI review is a rezoning application filed with Cobb County. The estimated buildout year is 2022.

Submitting Local Government: Cobb County

Date Opened: March 5, 2019

Deadline for Comments: March 20, 2019

Date to Close: March 25, 2019*

If no significant issues are identified during the 15-day comment period, the review will close on **March 20, 2019 per the LCI Expedited Review process outlined in ARC's DRI Rules.*

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:



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
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DRI #2860

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

Individual completing form: John 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: P & L Big Shanty Road

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): The south side of Chastain Road in between I-575 and Chastain Meadows Parkway.

Brief Description of Project: Mixed used development consisting of 1000 residential units (senior living, apartments, townhouses), retail, office, and a hotel.

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.): 1000 residential units, 380,500 sf office and retail, and a 250 room hotel.

Developer: Pope and Land Enterprises, Inc.

Mailing Address: 3330 Cumberland Blvd, Suite 300

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: 770-980-0808

Email: hmzimmer@popeandland.com

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

If yes, property owner: BK Properties LP, VKEP-T LLC, McCamy Properties, McCamy Investments

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?

Estimated Project Completion Dates:

This project/phase: 3 years

Overall project: 3 Years

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Developments of Regional Impact

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DRI #2860

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
Individual completing form: John Pederson
Telephone: 770-528-2024
Email: john.pederson@cobbcounty.org

Project Information

Name of Proposed Project: P & L Big Shanty Road
DRI ID Number: 2860
Developer/Applicant: Pope and Land Enterprises, Inc.
Telephone: 770-980-0808
Email(s): hnzimmer@popeandland.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: \$440,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$6,220,000

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):

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)?

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 Water System

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

0.33

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? 0.066 miles

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.)

AM: 957 / PM: 1,260 / DAILY: 15,546

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: Please refer to the traffic impact study for recommended improvements

Solid Waste Disposal

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

3,760

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 impervious surface once the proposed development has been constructed?

67%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The facility will utilize the central park space consisting of underground storage and infiltration combined with bio-retention systems.

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:

The small section of wetlands on the property will be mitigated through on site bio-retention and off-site mitigation.

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[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)

MCCAMY MIXED-USE DRI #2860
Cobb County
ARC Natural Resources Group Comments
January 28, 2019

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, but the project site plan shows a stream starting near the center of the property and then running south to the project property line. The State 25-foot sediment and erosion buffer is shown for most of the stream length. The buffer area widens out to an approximately 50-foot/75-foot buffer in about the last 400 feet before the property line. The 25-foot State buffer is not shown in this area, and the wider buffers are not identified, but they may indicate the County stream buffers. Much of the stream will be covered by parking, roads and buildings, and the plans show a section that will be culverted. Intrusions into the County buffers may require a variance. Any intrusions into the State sediment and erosion buffer will also require variances. Any unmapped streams on the property may also be subject to the State 25-foot buffer and Cobb County Stream Buffer Ordinance. Any unmapped waters of the State on the property will be subject to the requirements of the State 25-foot sediment and erosion buffer.

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 #2860
DRI Title McCamy Mixed Use
County Cobb County
City (if applicable) Kennesaw
Address / Location Southeast Corner of I 575 and Chastain Road

Proposed Development Type:

Mixed use development consisting of 70,000 sq ft of retail, 52,000 Sq ft Supermarket, 68,500 sq ft restaurant space, 190,000 sq ft of office, 250 room hotel, 164 townhomes, 300 attached senior living and 600 multifamily units.

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 January 30, 2019

TRAFFIC STUDY

Prepared by A & R Engineering
Date January 24, 2019

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*)

The traffic analysis includes fact sheets of programmed projects in the network study area as identified in the Atlanta Region's Plan in the appendix. A table of programmed projects is also found on page 18 of the traffic study.

☐ 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 site access is proposed one full movement access points on Chastain Road and Chastain Meadows Parkway.

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

Nearest Station

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

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) Cobb Linc

Bus Route(s) CCT Route #45

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

Cobb Linc

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 Noonday Creek Trail, Big Shanty Road Trail

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)

Internal driveways and local roadways provide internal pedestrian and vehicular access to adjacent parcels.

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)

Site plan does depict internal sidewalks. The traffic analysis does not indicate whether bicycle facilities will be constructed internally. Pedestrian and bike facilities currently exist along Chastain Road.

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)

The site plan does not provide specific information or depictions of bicycle and pedestrian facilities, however existing bike ped facilities provide connectivity to adjacent parcels.

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)

The mix of uses may cause minor truck traffic for retail deliveries, but limited freight traffic is expected to be generated by the proposed uses.

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):

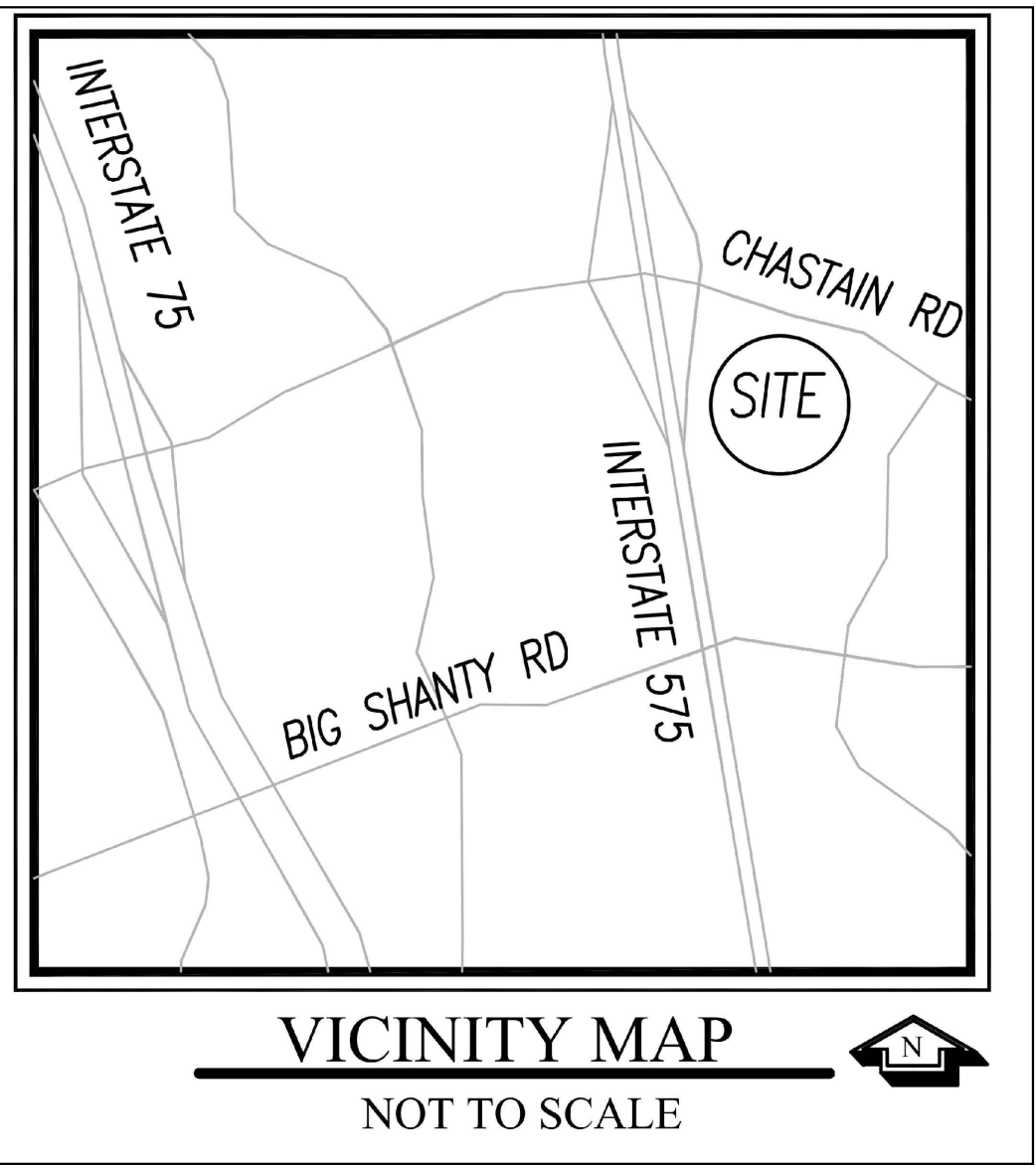
None

McCamy Development- Proposed PUD Standards		
Site Description	Values	Notes
DRI Number	2860	
Parcel Size (Overall)	62.5	Overall Tract
Parcel Size (Retail)	9.69 AC	Total Retail AC
Parcel Size (Multi-Family)	9.33 AC	
Parcel Size (Senior Living)	5.8 AC	
Parcel Size (Townhomes)	15.66 AC	
Parcel Size (Hotels)	3.4 AC	
Parcel Size (Offices)	7.37 AC	190,000 sqft
Number of Units- Multi-Family	600	
Number of Units- Senior Living	300	
Number of Units- Townhomes	164	
Number of Units- Hotel	250	
Floor Area of Commercial Retail	190,500 sqft	70,000 sqft under multifamily
Gross Residential Units per Acre	16.96 units per acre	
Floor Area Ratio	82.22%	
Overall Open and Civic Space	2.5% (1.56 AC)	Landscaped Park
Retail Parking Required	1 per 200 sqft	
Retail Parking Provided	1 per 200 sqft	(20% shared with Hotel)
Office Parking Required	1 per 285 sqft	
Office Parking Provided	1 per 285 sqft	
Multi-Family Parking Required	1.75 spaces per unit	
Multi-Family Parking Provided	1.75 spaces per unit	(20 % Shared with Retail)
Senior Housing Parking Required	1.75 spaces per unit	
Senior Housing Parking Provided	1.75 spaces per unit	(20 % Shared with Retail)
Hotel Parking Required	1.25 spaces per unit	
Hotel Parking Provided	1.25 spaces per unit	(20 % Shared with Retail)
Total Parking Required	3505 spaces	
Total Parking Provided	3114 spaces	(20% shared parking overall)

DRI NUMBER: 2860

NOTES:

1. BOUNDARY SURVEY INFORMATION TAKEN FROM McCAMY INVESTMENTS, L.P., A GEORGIA LIMITED PARTNERSHIP; McCAMY PROPERTIES, LLC, A GEORGIA LLC, AND FIRST AMERICAN TITLE INSURANCE COMPANY
2. ADDRESS OF PROPERTY IS: CHASTAIN ROAD, KENNESAW, GEORGIA (NOT IN CITY LIMITS)
3. PROPERTY ZONE: RRC
4. TOTAL SITE AREA: 62.5 ACRES
5. CONTOUR INFORMATION BASED UPON A FIELD RUN TOPOGRAPHIC SURVEY, SUPPLEMENTED WITH COBB COUNTY GEORGIA GIS DATA, AS NOTED.
6. DOMESTIC WATER SUPPLY PROVIDED BY COBB COUNTY
7. SEWAGE DISPOSAL SHALL BE PROVIDED BY COBB COUNTY
8. EXISTING USE: VACANT PROPERTY, HOME
9. PROPOSED USE: MIXED-USE DEVELOPMENT
10. SITE IS UNDEVELOPED WITH AREAS OF HARDWOODS AND PINES
11. ENVIRONMENTAL ASSESSMENT FOR THE SITE PREPARED BY CORBLU ECOLOGY GROUP, LLC, COMPLETED ON 4/26/2017
12. THIS PROPERTY DOES NOT LIE IN A DESIGNATED FLOOD HAZARD AREA PER F.I.R.M. COMMUNITY PANEL NO. 1306700041H, WITH AN EFFECTIVE DATE OF 03/04/2013
13. BUILDINGS IN EXCESS OF 1 STORY:
 - 13.1. OFFICE BUILDING = 6 STORIES TOTAL
 - 13.2. OFFICE BUILDING = 2 STORIES TOTAL
 - 13.3. MULTI-FAMILY BUILDING = 6 STORIES TOTAL
 - 13.4. MULTI-FAMILY BUILDING = 6 STORIES TOTAL
 - 13.5. SENIOR- LIVING BUILDING = 6 STORIES TOTAL
 - 13.6. HOTEL BUILDING = 5 STORIES TOTAL
 - 13.7. HOTEL BUILDING = 5 STORIES TOTAL
14. JURISDICTION: COBB COUNTY



OWNER/DEVELOPER:

POPE AND LAND REAL ESTATE
3330 CUMBERLAND BOULEVARD SE, SUITE 300
ATLANTA, GA 30339
770-980-0808

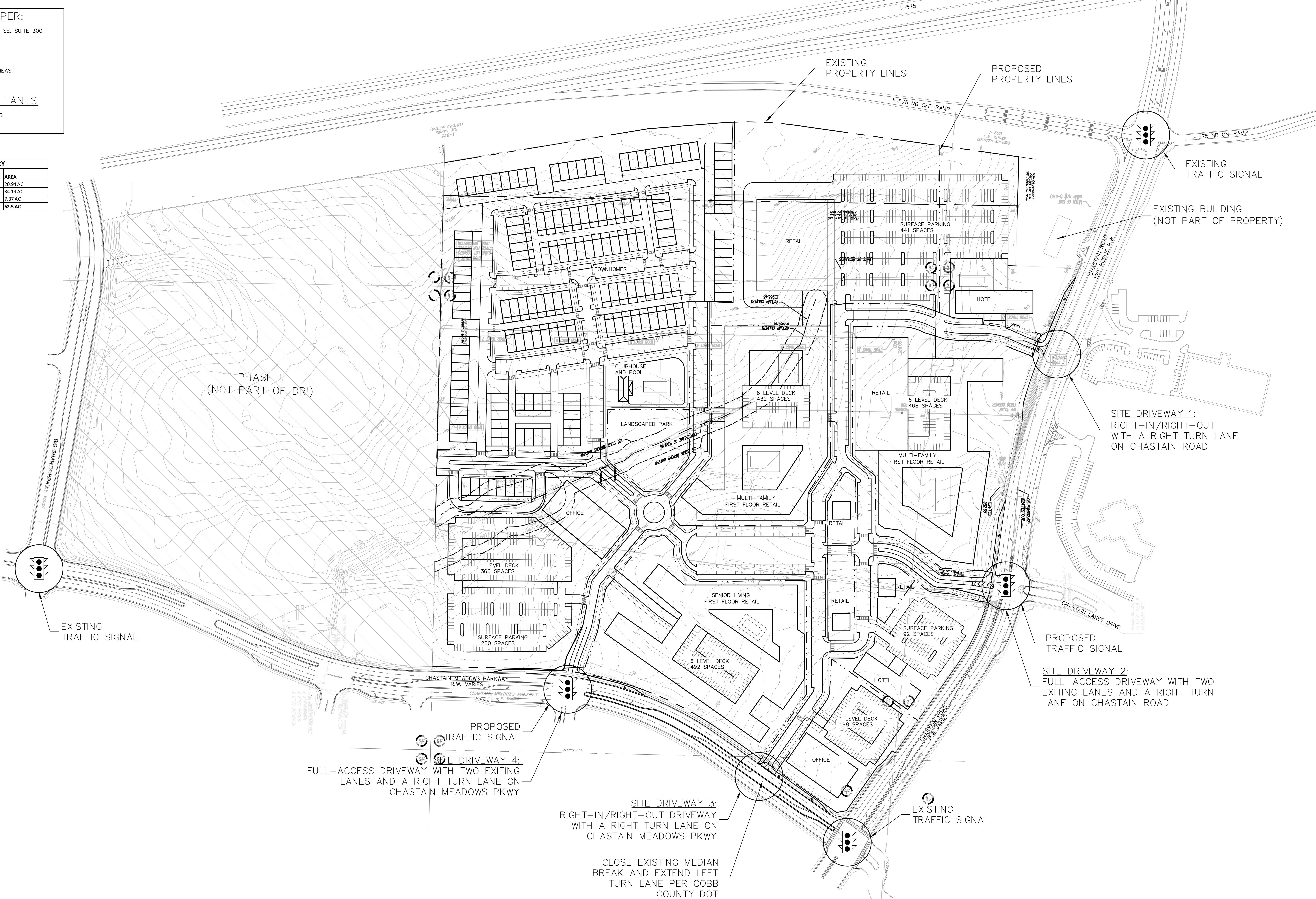
SITE PLANNER:

HGOR
3445 PEACHTREE ROAD, NORTHEAST
ATLANTA, GA 30326
404-246-1960

TRAFFIC CONSULTANTS

A&R ENGINEERING
2160 KINGSTON COURT, SUITE O
MARIETTA, GA 30067
770-690-9255

LOT SUMMARY	
LOT TYPE	AREA
RETAIL	20.94 AC
HOUSING	34.19 AC
OFFICE	7.37 AC
TOTAL SITE ACREAGE	62.5 AC



REVISIONS		
NO.	DATE	ISSUE
1	12-18-18	Survey
2		
3		
4		
5		
6		
7		
8		