

REGIONAL REVIEW FINDING

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

DATE: July 3, 2019

ARC REVIEW CODE: R1906171

TO: Mayor Joe Jerkins, City of Austell
ATTN TO: Darrell Weaver, Assistant Director of Community Affairs
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Austell Site (DRI 2964)

Submitting Local Government: City of Austell

Review Type: DRI

Date Opened: June 17, 2019

Date Closed: July 2, 2019

Description: This DRI is on an approximately 47-acre site in the City of Austell, west of Austell Powder Springs Road, north of Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR 6 Spur), and east of the Norfolk Southern Whitaker Intermodal Facility and rail corridor. The area is northeast of C.H. James Parkway (SR 6/US 278). The project is proposed to consist of approximately 547,500 SF of warehouse/distribution space in one building. Site access is proposed via two driveways on Dr. Luke Glenn Garrett, Jr. Mem. Hwy. The estimated buildout year is 2020. The local trigger for this DRI review is a permit application filed with the City of Austell.

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

This DRI manifests certain aspects of regional policy. The plan contemplates a warehouse/distribution facility, supporting regional economic development. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its adjacency to the Norfolk Southern Whitaker Intermodal Facility; its proximity to SR 6/US 278 to the southwest, which connects to US 78 and I-20 to the south; and its proximity to existing industrial and warehouse/distribution facilities to the south along SR 6/Thornton Rd.

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 best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

Additionally, the development team should ensure that project driveways and associated improvements are implemented in full coordination with GDOT (Dr. Luke Glenn Garrett, Jr. Mem. Hwy. is a spur of SR 6) and the City of Austell to safely and efficiently accommodate the DRI's projected traffic, especially trucks. This is

particularly important given that proposed Driveway A will require a median opening and eastbound left turn lane on Dr. Luke Glenn Garrett, Jr. Mem. Hwy. (GDOT will require a full traffic study during its consideration of the median opening) and that Driveway B is proposed to connect to a dedicated westbound right turn lane leading directly into the adjacent Norfolk Southern facility.

Along the same lines, information from the City and the applicant team indicates that truck traffic is currently prohibited on Dr. Luke Glenn Garrett, Jr. Mem. Hwy. east of the entrance to the Norfolk Southern intermodal facility – and that upon completion of this DRI, trucks will be prohibited east of the proposed full-movement DRI Driveway A, in the direction of Austell Powder Springs Rd. ARC strongly recommends signage at Driveway A clearly indicating that exiting trucks are not permitted to turn left. Signage should be posted not only on the DRI site approaching the Driveway A exit, but also across (on the south side of) Dr. Luke Glenn Garrett, Jr. Mem. Hwy. from the driveway, facing exiting traffic. Similarly, ARC strongly recommends signage on the south side of Dr. Luke Glenn Garrett, Jr. Mem. Hwy. facing west, clearly directing approaching (eastbound) trucks to turn left into the DRI site at Driveway A and indicating that trucks are prohibited beyond that point. It appears that trucks exiting the site at Driveway B will be physically prohibited from turning left (east) given the driveway's proposed right-in/right-out only configuration and the existing median. Finally, the DRI site design should provide sufficient truck parking to prevent trucks from queuing or waiting on any adjacent or nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for Developing Suburbs. In terms of land use, the project is in a part of the region that is experiencing rising demand for warehouse/distribution development. The site is also immediately adjacent to the Norfolk Southern intermodal facility and is in relatively close proximity to existing warehouse/distribution uses to south along SR 6/Thornton Rd.

However, many areas adjacent to and near the site – particularly to the north and east – are unlike this DRI in that they are predominated by single-family residential uses and lightly developed properties. This includes land outside the City of Austell's jurisdiction, e.g., the Clarkdale community in unincorporated Cobb County immediately north of the site. Austell's own comprehensive plan also appears to show that the DRI site is in the Conservation/Greenspace Character Area. In view of these factors, it will be critical for Austell leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

Additional ARC staff comments focused on transportation and water resources planning, along with external comments received from contacted parties during the review period, are attached to this report. Of note are the following:

GDOT Aviation staff comments indicate that, while the DRI does not appear to directly impact Fulton County Airport – Brown Field (FTY), it is in proximity to a navigation facility and may impact the assurance of navigation signal reception. Therefore the applicant will need to file an FAA Form 7460-1 at least 120 days before construction.

Comments from Cobb County reflect concerns about potential negative impacts on the historic Clarkdale Mill Village, which is just north of the DRI site and is in unincorporated Cobb County.

- County staff note a history of incidents of trucks clogging the Clarkdale community's narrow streets when attempting to cut through to the nearby Norfolk Southern intermodal yard, even though no connection exists and trucks are clearly prohibited in the area. Staff believe a new warehouse abutting the community could create confusion for truck drivers and/or induce more of these incidents.
- County staff detail the need for buffering between the north side of the DRI site and the Clarkdale community, and they outline a proposed plan to implement same using a combination of berms, tree planting and fencing.

- County staff indicate the importance of the DRI site's existing vegetation in terms of air/water quality, soil stabilization and stormwater flow within this watershed (the site is in the Sweetwater Creek watershed, upstream of Sweetwater Creek State Park). The County therefore details recommended best practices to help mitigate the impacts of site clearing and increased impervious surface coverage.

Comments from Georgia Department of Natural Resources (DNR), Wildlife Resources Division, detail the occurrences of natural communities, plants and animals of highest priority conservation status in the area of the DRI, including state-protected species. Given the DRI site's mostly undisturbed nature, DNR staff recommend surveying the property for species of concern prior to any clearing or construction activity, along with best practices around erosion control and stream buffering, particularly to protect aquatic species on-site.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General policy recommendations for Developing 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 & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
DOUGLAS COUNTY

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

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COBB COUNTY
CITY OF POWDER SPRINGS

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>.



Developments of Regional Impact

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DRI #2964

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: Austell
 Individual completing form: Darrell Weaver
 Telephone: 770-944-4309
 E-mail: darrell@austellga.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: Austell Site
 Location (Street Address, GPS west side of Austell Powder Springs Road, north of Dr. Luke Glenn Garret Jr.
 Coordinates, or Legal Land Lot Memorial Hwy in Austell
 Description):
 Brief Description of Project: approximate 550,000 SF industrial development on an approximate 71.84-acre site

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): approximately 550,000 SF

Developer: Taylor & Mathis

Mailing Address: 400 Interstate North Parkway

Address 2: Suite 850

City: Atlanta State: GA Zip: 30339

Telephone: 770-795-1330

Email: mirby@taylormathis.com

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

If yes, property owner:

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 This project/phase: 2020
Dates: Overall project: 2020

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DRI #2964

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: Austell
Individual completing form: Darrell Weaver
Telephone: 770-944-4309
Email: darrell@austellga.gov

Project Information

Name of Proposed Project: Austell Site
DRI ID Number: 2964
Developer/Applicant: Taylor & Mathis
Telephone: 770-795-1330
Email(s): mirby@taylormathis.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: \$32,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$270,000

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: Austell Water System

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0145 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 Marietta Water Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.012 MGD

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.) Approximately: 910 net daily trips, 88 trips AM peak, 91 trips PM peak

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 Study performed by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 400 tons

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? 53.6%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed development will include stormwater management facilities designed in accordance with the Georgia Stormwater Management Manual.

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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From: [Hood, Alan C.](#)
To: [Andrew Smith](#)
Cc: [Brian, Steve](#); [Comer, Carol](#); [Edmisten, Colette](#); [Robinson, Joseph](#); [Beggerly, Timothy](#); [Kleine, Tracie](#)
Subject: RE: ARC DRI Review Notification - Austell Site (DRI 2964)
Date: Tuesday, June 18, 2019 2:21:13 PM
Attachments: [image003.png](#)
[ARC Preliminary Report - Austell Site DRI 2964.pdf](#)

Andrew,

The proposed development, consisting of 547,500 SF of warehouse/distribution space in one building, is on an approximately 47-acre site in the City of Austell, west of Austell Powder Springs Road, north of Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR 6 Spur), and east of the Norfolk Southern Whitaker Intermodal Facility and rail corridor. It is located approximately 7.5 miles north west of the Fulton County Airport – Brown Field (FTY) and is located outside any FAA approach or departure surfaces, and is outside the RPZ for each runway, and does not appear to impact the airport.

However the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). That submission may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Tim Beggerly with Fulton County Airport-Brown Field (FTY) on this email.
Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
Atlanta, GA, 30308
404.660.3394 cell

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, June 17, 2019 7:21 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol

From: [Finch, Ashley M](#)
To: [Andrew Smith](#)
Cc: [Mertz, Kaycee](#)
Subject: RE: ARC DRI Review Notification - Austell Site (DRI 2964)
Date: Friday, June 21, 2019 2:18:18 PM
Attachments: [image002.png](#)

Andrew,

Below are the GDOT Intermodal Rail DRI Review comments. Let me know if you have any questions.

GDOT Office of Intermodal Rail Division DRI Review Austell Site (DRI 2964)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. Adjacent to the DRI property is a Class 1 freight railroad yard operated by Norfolk Southern (Whitaker Intermodal Facility) at 6000 Dr. Luke Glenn Garrett, Jr. Memorial Highway Austell, GA 30106. The railroads and FRA report approximately 33 trains per day at this location on average.

While there are no rail crossings within this project footprint, several are located nearby. They are described below:

Public crossings in the vicinity of the project:

1. Crossing ID: 719830U
 - a. Location: Hutchenson Dr.
 - b. Operator: Norfolk Southern
 - c. Railroad Mile Post: 0133.810 H
 - d. Grade: At grade
 - e. Quiet Zone: No
2. Crossing ID: 719829A
 - a. Location: Joe Jenkins Boulevard
 - b. Operator: Norfolk Southern
 - c. Railroad Mile Post: 0133.670 H
 - d. Grade: At grade
 - e. Quiet Zone: No
3. Crossing ID: 719828T
 - a. Location: Garrett, Jr. Memorial Highway
 - b. Operator: Norfolk Southern
 - c. Railroad Mile Post: 0132.830 H
 - d. Grade: Under grade
 - e. Quiet Zone: No
4. Crossing ID: 925482J
 - a. Location: Joe Jerkins Blvd
 - b. Operator: Norfolk Southern
 - c. Railroad Mile Post: 0133.600 H
 - d. Grade: At grade
 - e. Quiet Zone: No

For more specifics about operations of this railroad, please contact Norfolk Southern at 800-635-5768.

Further information about crossings and freight rail in this area can be found at

<https://fragis.fra.dot.gov/GISFRASafety/>

Thanks,

Ashley

Ashley Finch

Rail Planner



GDOT Intermodal Division

600 West Peachtree Street

6th Floor

Atlanta, GA 30308

(404)631-1229

From: Andrew Smith [mailto:ASmith@atlantaregional.org]

Sent: Monday, June 17, 2019 7:21 PM

To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Williams, Davina <davinwilliams@dot.ga.gov>; Ensley, Ryan M <REnsley@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Gaines, Jason <Jason.Gaines@cobbcounty.org>; John.Pederson@cobbcounty.org; Northrup, Jay <Jay.Northrup@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; Ron Roberts <rroberts@co.douglas.ga.us>; mvalentin@co.douglas.ga.us; TGarver@cityofpowdersprings.org; pconner@cityofpowdersprings.org; smyers@cityofpowdersprings.org; jgraham@austell.org; Darrell Weaver <darrell@austellga.gov>; oclemons@austellga.gov; bogarrison@austell.org; 'Mike Irby' <mirby@taylormathis.com>; Walker, John <John.Walker@kimley-horn.com>; Seo, Jinwoo

From: [Nongame Review](#)
To: [Andrew Smith](#)
Subject: RE: ARC DRI Review Notification - Austell Site (DRI 2964)
Date: Friday, June 28, 2019 9:32:35 AM
Attachments: [ir-18885-lsc-2019-06-28.pdf](#)

Hi Andrew,

Please see the attached environmental review for the described project. If you have any questions, please let me know. Thank you for the opportunity to provide comments.

Laci Pattavina
Wildlife Biologist, Wildlife Conservation

Wildlife Resources Division
(706) 557-3228 | M: (470) 316-3071

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A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

Please note: We have updated our environmental review guidance. For details, visit this webpage: <https://georgiawildlife.com/environmental-review>

From: Andrew Smith <ASmith@atlantaregional.org>

Sent: Monday, June 17, 2019 7:21 PM

To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; PPeevy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Kathy Zahul (kzahul@dot.ga.gov) <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; davinwilliams@dot.ga.gov; rensley@dot.ga.gov; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; Mueller, Chuck <Chuck.Mueller@dnr.ga.gov>; Nongame Review <nongame.review@dnr.ga.gov>; Kevin Clark <kclark@gefa.ga.gov>; Swcd, Gaswcc <gaswcc.swcd@gaswcc.ga.gov>; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Gaines, Jason <Jason.Gaines@cobbcounty.org>; John.Pederson@cobbcounty.org; Northrup, Jay <Jay.Northrup@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; Ron Roberts <rroberts@co.douglas.ga.us>; mvalentin@co.douglas.ga.us; TGarver@cityofpowdersprings.org; pconner@cityofpowdersprings.org; smyers@cityofpowdersprings.org; jgraham@austell.org; Darrell



MARK WILLIAMS
COMMISSIONER

RUSTY GARRISON
DIRECTOR

June 28, 2019

Andrew Smith
Principal Planner, Community Development
Atlanta Regional Commission
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near DRI 2964 Austell Project, Cobb County, Georgia

Dear Mr. Smith:

This is in response to your request of June 17, 2019. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local HUC10 watershed for elements whose range distribution is limited by aquatic systems (AQ) and within 3 miles for all other EOs (TR).

(-84.649505, 33.827885, WGS84)

- GA *Cambarus howardi* (Chattahoochee Crayfish) [Historic?] in Sweetwater Creek (AQ), approx. 5.0 mi S of site
- Micropterus cataractae* (Shoal Bass) in Sweetwater Creek Huc 10 - 0313000202 (AQ), approx. 5.2 mi S of site
- Micropterus cataractae* (Shoal Bass) in Sweetwater Creek Huc 10 - 0313000202 (AQ), approx. 4.3 mi SE of site
- GA *Notropis hypsilepis* (Highscale Shiner) in Noses Creek at Candler Rd. (AQ), approx. 4.3 mi N of site
- GA *Notropis hypsilepis* (Highscale Shiner) in Lick Log Creek (AQ), approx. 6.2 mi W of site
- GA *Notropis hypsilepis* (Highscale Shiner) [Historic] in Powder Springs Creek at Oglesby Rd. (AQ), approx. 1.6 mi NW of site
- GA *Notropis hypsilepis* (Highscale Shiner) [Historic] in Sweetwater Creek (AQ), approx. 1.9 mi S of site
- GA *Notropis hypsilepis* (Highscale Shiner) [Historic] in Sweetwater Creek (AQ), approx. 2.2 mi SE of site
- Greenspace program acquisition [county] (TR), approx. 1.5 mi E of site
- Greenspace program acquisition [county] (TR), approx. 2.2 mi N of site
- Restrictive covenant [U.S. Army Corps of Engineers] (TR), approx. 0.4 mi S of site
- Bridge/Culvert Inspection (33.796561, -84.641084), Bats Present: No, Species: N/A (TR), approx. 2.0 mi S of site

Bridge/Culvert Inspection (33.81840, -84.62879), Bats Present: No, Species: N/A (TR),
approx. 1.1 mi SE of site

Bridge/Culvert Inspection (33.821117, -84.661487), Bats Present: No, Species: N/A (TR),
approx. 0.6 mi SW of site

Recommendations:

We do not have records of any federally listed species within the vicinity of this project. However, to ensure that there are no impacts to federally listed species, we recommend consultation with the United States Fish and Wildlife Service. In North Georgia, email Robin Goodloe at GAES_Assistance@fws.gov.

Please be aware that state protected species have been documented near the proposed project. For information about these species, including survey recommendations, please visit our webpage at <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>.

Because this area remains mostly undisturbed, we recommend completing surveys for species of concern before any construction or timber harvest begins. We are concerned about aquatic habitats that could be impacted by construction activities. To protect aquatic habitats and water quality, we recommend that all machinery be kept out of streams. We urge you to use stringent erosion control practices during construction or logging activities. Further, we strongly advocate leaving vegetation intact within 100 feet of streams, which will reduce inputs of sediments, assist with maintaining streambank integrity, and provide shade and habitat for aquatic species. We also urge you to consider preserving this site for conservation since it remains undeveloped. Please visit our website at www.georgiawildlife.com for more information on conservation opportunities in the state.

Please be aware that the type of erosion control material used during construction can impact wildlife. We strongly recommend using natural, biodegradable materials such as 'jute' or 'coir'. Mesh strands should be movable, as opposed to fixed. Use of plastic fencing frequently leads to wildlife entrapment and death.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://georgiawildlife.com/conservation/species-of-concern#rare-locations>) or by contacting our office. If we can be of further assistance, please let us know.



Laci Pattavina, Wildlife Biologist, Environmental Reviews
laci.pattavina@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>.
- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://georgiabiodiversity.org/>
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: <http://georgiabiodiversity.org/natels/natural-element-locations.html>

Andrew Smith

From: Gaines, Jason <Jason.Gaines@cobbcounty.org>
Sent: Tuesday, July 2, 2019 1:18 PM
To: Andrew Smith
Cc: Board of Commissioners; Hosack, Robert; Guinn, Jessica; Northrup, Jay
Subject: RE: ARC DRI Review Notification - Austell Site (DRI 2964)
Attachments: Updated_CommentsAustellDRI_02JUL19.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good Afternoon Andrew,

Please see the attached document containing comments regarding the above-referenced DRI review.

Thank you.

Jason S. Gaines, AICP

Cobb County Community Development Agency
Planning Division Manager
PO Box 649, Marietta, GA 30061
Phone: 770.528.2018 **Fax:** 770.528.2126
Email: jason.gaines@cobbcounty.org
Website: www.cobbcounty.org/comdev

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Monday, June 17, 2019 7:21 PM
To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; PPeivy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Kathy Zahul (kzahul@dot.ga.gov) <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; davinwilliams@dot.ga.gov; rensley@dot.ga.gov; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Gaines, Jason <Jason.Gaines@cobbcounty.org>; Pederson, John <John.Pederson@cobbcounty.org>; Northrup, Jay <Jay.Northrup@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; Ron Roberts <rroberts@co.douglas.ga.us>; mvalentin@co.douglas.ga.us; TGarver@cityofpowdersprings.org; Pam Conner <PConner@cityofpowdersprings.org>; smyers@cityofpowdersprings.org; jgraham@austell.org; Darrell Weaver <darrell@austellga.gov>; oclemons@austellga.gov; bogarrison@austell.org; 'Mike Irby' <mirby@taylormathis.com>;

Walker, John <John.Walker@kimley-horn.com>; Seo, Jinwoo <jinwoo.seo@kimley-horn.com>
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander
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<WWang@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Robert Herrig
<RHerrig@atlantaregional.org>

Subject: ARC DRI Review Notification - Austell Site (DRI 2964)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review of **Austell Site (DRI 2964)**.

This DRI is on an approximately 47-acre site in the City of Austell, west of Austell Powder Springs Road, north of Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR 6 Spur), and east of the Norfolk Southern Whitaker Intermodal Facility and rail corridor. This area is northeast of C.H. James Parkway (SR 6/US 278). The project is proposed to consist of approximately 547,500 SF of warehouse/distribution space in one building. The estimated buildout year is 2020. The local trigger for this DRI review is a permit application filed with the City of Austell.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments on the DRI to ARC by **Tuesday, July 2, 2019 at 5:00 PM**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, June 18 and entering “Austell Site” in the search field at the bottom of the page.

Comments may be directed via email to asmith@atlantaregional.org (strongly preferred) or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Best,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303



COBB COUNTY COMMUNITY DEVELOPMENT AGENCY

P.O. Box 649, Marietta, Georgia 30061
770-528-2018 fax: 770-528-2126
jason.gaines@cobbcounty.org

Jason S. Gaines, AICP
Planning Division Manager

July 2, 2019

Andrew Smith
Principal Planner, Community Development
Atlanta Regional Commission
International Tower
229 Peachtree St., NE, Suite 100
Atlanta, GA 30303

Re: DRI 2964 – Austell Site

Dear Mr. Smith,

Thank you for notifying us of the proposed Austell Site Development of Regional Impact (DRI). Although we support the positive economic impact that this project represents, we have concerns regarding the potentially negative impacts that this development could impose upon neighboring communities located in the jurisdiction of unincorporated Cobb County.

Potential impacts on nearby neighborhoods in unincorporated Cobb County include light pollution, noise pollution, dust, fumes, and stormwater runoff. More specifically, the area with the most significant potential impact from this development would be Clarkdale Mill Village, a historic neighborhood dating back to the early 1930's that directly abuts the subject property to the north. The village, which contains nearly 100 residential units, is listed on the National Register of Historic Places and the Cobb County Register of Historic Places. Prior to the proposed development, there has been a history of traffic issues created by trucks using the narrow streets within Clarkdale in search of a shortcut to the Norfolk Southern Whitaker Intermodal Yard, despite signs stating no truck traffic is allowed. It is anticipated that the presence of a 547,500-square foot warehouse/distribution center would only increase such incidents. In the pre-application meetings, there was discussion of providing buffering between the proposed development and the Clarkdale Mill Village to the north. No plans have been provided that indicate how these measures would be implemented. The lack of an adequate buffer would allow for noise, wind-born dust and exhaust from the operation of the proposed use to reach the village and other nearby neighborhoods. With these factors in mind, we encourage consideration of the following when this project is in the Austell site plan review process:

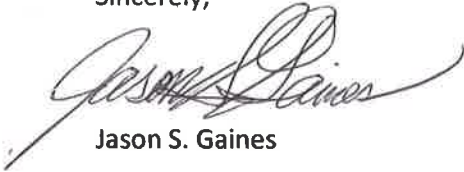
- With deference to the surrounding neighborhoods, a berm and landscape buffer should be installed along the northern circumferences of the two detention ponds north of the 135'-185' Truck Court, 67 Trailer Spaces parking area as identified on the conceptual plan. To maximize its effectiveness, the berm should be 6-8 feet in height, with a flattened top surface to allow the planting of large evergreen trees atop said berm. In addition to the trees, an 8-foot high privacy fence should be installed atop the berm along the lengths that are directly opposite the Clarkdale Mill Village. These features, in conjunction with the existing vegetation along the periphery of the site, would shield

the view of the facility from Clarkdale residents and help attenuate potential noise and light pollution. The fence, berm, and landscape plan should be reviewed with the Clarkdale Mill Village Community prior to the issuance of a land disturbance permit.

- The extensive existing tree stand and undergrowth provide significant air/water quality, soil stabilization and storm flow mitigation benefits for the watershed area. Construction of this project would eliminate the vast majority of this vegetation and increase impervious surface coverage, stormwater runoff and non-point source pollution. To compensate, it is highly recommended that the First Flush Water Quality Best Management Practices Requirements be elevated to the 1.5-inch rainfall event and each larger storm discharge control not to exceed the allowable discharge of the next lower, more frequent storm event (i.e. 5-year storm event released at 2-year rate; 10-year event at 5-year rate; etc. to 100-year event at 50-year rate).

As this proposed development moves forward, we desire for it to be established in a manner that will minimize adverse impacts on the historic Clarkdale Mill Village and surrounding neighborhoods, regardless of jurisdiction. Thank you again for the opportunity to comment on this proposed development.

Sincerely,



Jason S. Gaines

Cc: Board of Commissioners
Rob Hosack, County Manager
Jessica Guinn, Community Development Agency Director

DRI 2964 (AUSTELL SITE) DRI
City of Austell
ARC Natural Resources Review Comments
June 12, 2019

Watershed Protection and Stream Buffers

The project property is in the Sweetwater Creek Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. As withdrawals are drawn directly from Sweetwater Creek and not from a reservoir, the only protection measures required under the Part 5 Water Supply Watershed criteria in this portion of the Sweetwater Creek watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake. (East Point's Sparks Reservoir is located in the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed. This project is not in the Sparks Reservoir watershed.). The City of Austell requires buffers along streams in the Sweetwater Creek Water Supply Watershed in addition to its citywide stream buffer ordinance.

The property is also in the Chattahoochee River watershed, but is not within the Chattahoochee River Corridor. It is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

The USGS coverage for the project area and the submitted site plan show no perennial (blue line) streams on the property. Any unmapped streams on the property may be subject to the City of Austell's water supply watershed and citywide stream buffer ordinances. In addition, any unmapped streams on the property as well as any waters of the state are subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

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:

- Where possible, use green spaces and tree planting beds as stormwater controls. These can provide 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.
- Include 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 #2964

DRI Title Austell Site (Austell Intermodal Logistics Center)

County Cobb County

City (if applicable) Austell

Address / Location West side of Austell Powder Springs Road, north side of Dr. Luke Glen Garrett, Jr. Memorial Highway (SR-6 SPUR W)

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

The proposed development is a 547,500 square foot warehouse on approximately 47.12 acres.

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Marquitrice Mangham

Copied

Date June 13, 2019

TRAFFIC STUDY

Prepared by Kimley Horn

Date June 1, 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 date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

☒ NO (*provide comments below*)

No traffic study was completed or required due to trip generation under 1,000 trips per day.

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 plan identifies two (2) proposed driveway access points off Dr. Luke Glenn Garrett, Jr. Memorial Highway.

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*)

The site plan identifies two (2) proposed driveway access points off Dr. Luke Glenn Garrett, Jr. Memorial Highway.

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

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*)

Dedicated bicycle lanes currently do not exist along right of way adjacent to the project site. Low volume traffic and speeds of 35 mph along Northside Drive and 25mph along Cameron M Alexander Boulevard allow for shared bicycle use of the right of way.

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*)

** 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)

Bus Route(s)

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)

No sidewalk or bike facilities are present along the adjacent roadways.

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

CobbLinc

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 roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network 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*)
- ☐ 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 roadway connections*)

Access to adjacent parcels are provided by Dr. Luke Glenn Garrett, Jr. Memorial Highway, a local road.

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)

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)

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 development offers two shared access points for vehicles and freight traffic.

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):

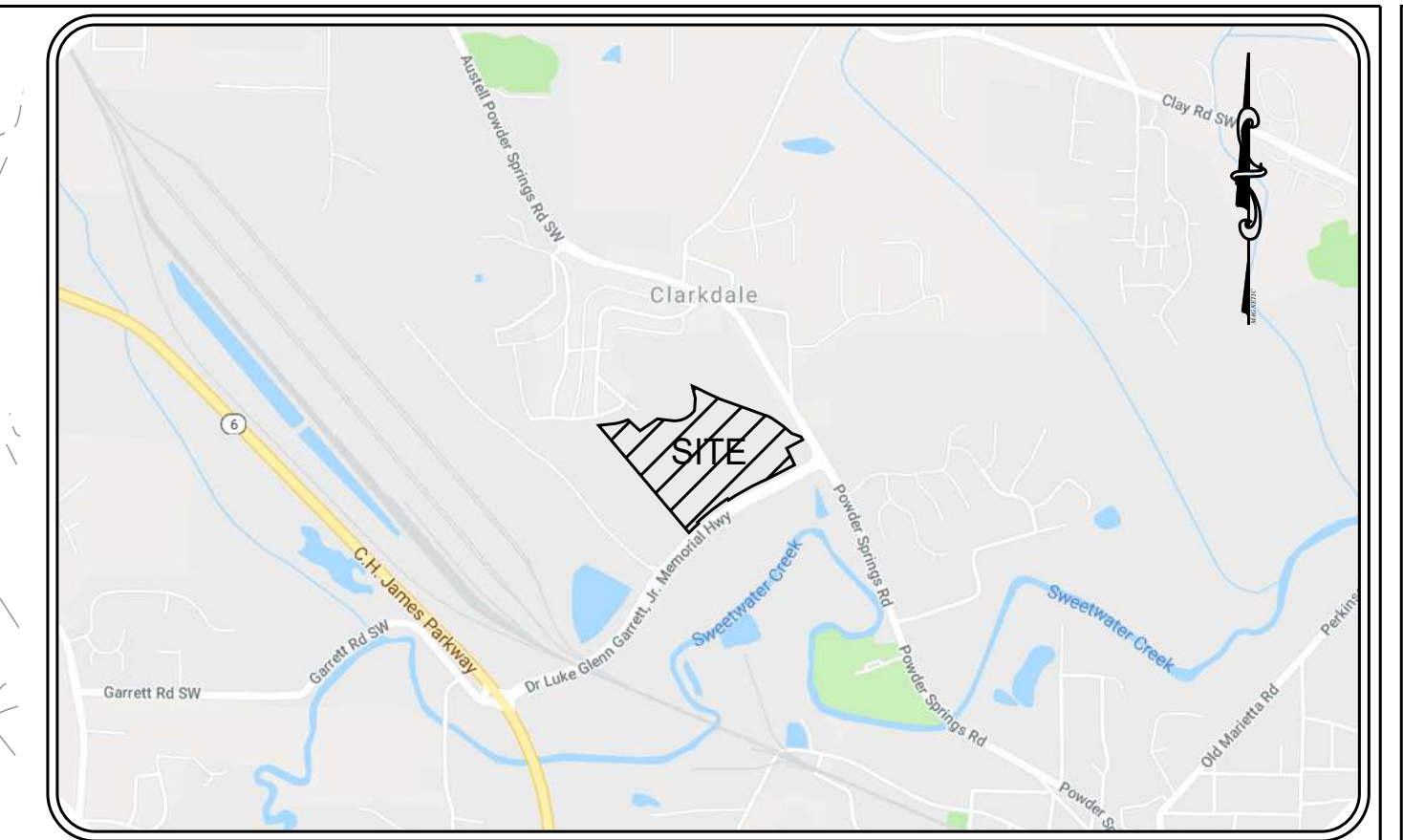
None

ACREAGE:	TOTAL	47.12 AC
	FLOOD PLAIN (A/AE)	0.00 AC
BUILDINGS :	FACILITY	547,500 S.F.
YIELD:	BUILDING COVER	26.7%
	IMPERVIOUS COVER	53.6%
	OPEN SPACE	46.4%
	DENSITY:	11,619 SF/ACRE
PAVEMENT:	PARKING SPACES	±204
	TRAILER SPACES	±123
LOCATION:	STREET	DR LUKE GLENN GARRETT, JR MEMORIAL HWY
	JURISDICTION	AUSTELL, GA
	DISTRICT	19
	LAND LOT	1205, 1206, 1237, 1238
SERVICES:	SEWER DEMAND	12,000 GPD
	WATER DEMAND	14,500 GPD

TAYLOR & MATHIS
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SUITE 119
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JOHN WALKER, P.E.
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11720 AMBER PARK DRIVE
SUITE 600
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(470) 273-3181



LOCATION MAP
N.T.S.



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LAND PLANNING
▼
CIVIL ENGINEERING
▼
SCAPE ARCHITECTURE

INTERMODAL LOGISTICS CENTER
LAND LOT 1205, 1206, 1238, 1237
19TH DISTRICT
COBB COUNTY, GEORGIA
ADDRESS

VISIONS:

DRI# 2964

DATE:	05/08/19
DRAWN BY:	W. REED
PROJECT MANAGER:	W. REED
QA/QC CHECK:	

PROJECT NO.

P 19-103

EET NO.

DRI