

DATE: Feb. 5, 2020

ARC REVIEW CODE: R2001151

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



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Oakmont Cobb International (DRI #3032)

Submitting Local Government: City of Kennesaw

Review Type: Development of Regional Impact **Date Opened:** Jan. 15, 2020 **Date Closed:** Feb. 4, 2020

Description: A Development of Regional Impact (DRI) review for a proposed 639,292 SF warehouse/distribution center in the City of Kennesaw. The 46.7-acre site is located east of Cobb International Boulevard and north of Stanley Road. The main entrance on Cobb International Boulevard will be the only access for trucks. An additional access point on Stanley Road will allow access for personal vehicles. Gross daily trip generation is estimated at 1,056 trips, including 206 truck trips. The local trigger action is a proposed rezoning from R-20 Residential to LI Light Industrial. Full buildout is planned for 1Q 2021.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Established 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 Established Suburbs areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its direct route to Cobb Parkway (US 41/SR 3), McCollum Parkway, and I-75.

The plan contemplates a warehouse/distribution facility, supporting regional economic development. The location of presents some unique challenges because it is located at the southern end of the industrial district along Cobb Industrial Boulevard, but it is adjacent to and introduces a new access point (cars only)

to Stanley Road and the mostly residential areas along it. This is positive from a wider connectivity standpoint by offering employees more options for accessing the site, as opposed to forcing all traffic to use Cobb Parkway and Cobb International Boulevard. Given that this is the last significant new development site in this industrial district, it's unlikely there will be additional impacts to consider beyond this DRI.

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, including the driveway on Stanley Road. It should be accessible for pedestrians, even if access is controlled.

A future consideration for the primary driveway on Cobb International Boulevard is the potential route for a pedestrian/bike trail using portions of the utility easement along the southern border of the DRI and along Cobb International Boulevard. The location and design of the driveway should not preclude integration with a future trail crossing if needed.

The DRI's 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. Signage and other measures to ensure drivers use the appropriate freight routes should be emphasized.

Additional preliminary ARC staff comments, focused on transportation and water resources planning, are attached to this report.

The proposed use of this DRI does not follow the appropriate non-residential land uses defined for Established Suburbs in the Regional Development Guide, but the site is clearly located in the southern end of an industrial district that was previously established for its proximity to the existing freight railroad line. As discussed above, this is likely the last opportunity for new development of an industrial use in this area of the City.

The site is located entirely within the City of Kennesaw, but it abuts an island of unincorporated Cobb County. The 2017 City of Kennesaw Comprehensive Plan identifies the Future Land Use of the majority of the project site as RL – Low/Medium Density Residential, which is defined as one to four units per acre. The character area for the majority of the proposed site is in the Barrett 41 Suburban Village, rather than the adjacent Cobb International Industrial character area. Future land uses for this area do not include industrial.

The adjacent property in unincorporated Cobb County has a Future Land Use defined as Medium-Density Residential with R-20 zoning. Cobb County's Community Development Agency notes in its attached comments that this zoning currently requires a 50-foot buffer, which may be insufficient for buffering future residential uses from the industrial uses proposed in the DRI. The county recommends consideration

of a larger buffer in this event. It's worth noting that this island of the County is already bisected by a utility easement that would serve as a buffer for the southern portion. Further comments related to landscaping buffers and watershed impacts are attached and should be considered for the purposes of the project's land disturbance permit.

The ARC's Regional Development Guide defines Established Suburbs as areas that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. General policy recommendations for Established Suburbs include:

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

These recommendations don't fully address the relevant issues with this DRI, so the following RDG recommendations are offered from the Regional Industrial & Logistics section, defined as areas that will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users. Recommendations include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	COBB COUNTY
CITY OF KENNESAW	CITY OF ACWORTH	CITY OF MARIETTA

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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 #3032

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Kennesaw
 Individual completing form: Darryl Simmons
 Telephone: 770-590-8268
 E-mail: dsimmons@kennesaw-ga.gov

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

Proposed Project Information

Name of Proposed Project: Oakmont
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1630 Stanley Road
 Brief Description of Project: Proposed industrial office warehouse and distribution center located on +/- 46.69 acres. Facility to have limited car access off Stanley Road as well as dedicated truck access through existing industrial park(Cobb International Industrial park)

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 checked="" 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.): 639,292 square feet of office warehouse and distribution space

Developer: Oakmont Pacolet Acquisitions LLC

Mailing Address: 3520 Piedmont Road Suite 100

Address 2:

City:Atlanta State: GA Zip:30305

Telephone: 404-869-9952

Email: vaglialoro@oakmontre.com

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

If yes, property owner: The Estate of Madge Turner Quarles

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

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

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

☒ Rezoning

☒ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

Is this project a phase or part of a larger overall project?

(not selected)

Yes

No

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

100%

Estimated Project Completion Dates:

This project/phase: First Quarter 2021

Overall project: first Quarter of 2021

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Developments of Regional Impact

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DRI #3032

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

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

Project Information

Name of Proposed Project: Oakmont
DRI ID Number: 3032
Developer/Applicant: Oakmont Pacolet Acquisitions LLC
Telephone: 404-869-9952
Email(s): vaglialoro@oakmontre.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (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: \$510,000

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

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

0.01354 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 Sewer

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

0.011775 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.)

105 maximum peak hour trips per day (PM)

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: Traffic Impact Study is being prepared by NV5.

Solid Waste Disposal

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

702 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?

70% impervious

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 2 water quality ponds in series with 1 detention pond for storage and channel protection.

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 wetlands will be effected by the layout and repurposed for detention. Nationwide Permit from the US Army Corps of Engineers will be obtained for any such wetlands impacts.

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From: [Northrup, Jay](#)
To: [Greg Giuffrida](#)
Cc: jason.gaines@cobbcounty.org
Subject: Cobb County Comments Re: ARC REVIEW CODE: R2001151, Oakmont Cobb International (DRI 3032)g
Date: Thursday, January 30, 2020 4:29:21 PM

Good Day Mr. Giuffrida:

These comments are applicable to ARC REVIEW CODE: R2001151, Oakmont Cobb International (DRI 3032). While we see the value to the City, County and region for this proposed development, it does raise some concerns.

First, it must be pointed out that there is information in the Regional Review Notification, Preliminary Comments that is incorrect. On the second page it is stated that, "The DRI area is defined by Cobb as a Neighborhood Activity Center (NAC), which generally limits the intensity of non-residential uses." If utilizing the Kennesaw Future Land Use Map, this mistake is easy to make. To the southwest of the island in Cobb County is an area of NAC in the city, for which the labeling is in the island in the county. The future land use (FLU) for the island in Cobb County is Medium Density Residential (MDR). In the 2040 Comprehensive Plan it is stated that, "The purpose of the Medium Density Residential category is to provide for areas that are suitable for moderate density housing between two and one-half (2.5) and five (5) dwelling units per acre." Six policy guidelines follow to be applied as applicable to development proposals. The ARC Preliminary Comments continue on to reference the Industrial Compatible (IC) category, of which there is none in the reference island of Cobb County.

In consideration of the current MDR FLU and R-20 zoning in the unincorporated island abutting to the southwest of the Oakmont Cobb International site, without augmentation the 50 foot wide buffer along the shared boundary may be insufficient for protecting existing and future residential development. In past DRI comments relating to distribution / warehouse developments of this scale, Cobb County has requested consideration of standards that would work to maintain quality of life in abutting residential areas. For this specific proposed development, the following are encouraged to be considered in the site plan review process:

- With deference to the surrounding parcels, the (proposed/required?) 50' landscape buffer should be enhanced with supplemental evergreen plant material. This material should be a mix of broad-leaf and needle-leaf trees and shrubs. This material, in conjunction with the existing vegetation along the periphery of the site, would shield the view of the facility from existing and future residents and help attenuate potential noise and light pollution. The supplemental planting plan should be reviewed by the city prior to the issuance of a land disturbance permit.
- The extensive existing tree stand and undergrowth on this site provide significant air/water quality, soil stabilization and storm flow mitigation benefits for this watershed. Construction of this project will eliminate the vast majority of this vegetation and increase impervious surface coverage, storm runoff and non-point source pollution. The proposed

impervious coverage for this project is significantly greater than what the current zoning category would allow. To compensate, the First Flush Water Quality Best Management Practice Requirements should be elevated to the 1.5-inch rainfall event and each larger storm discharge controlled 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).

Thank you for the opportunity to comment.

Jay Northrup,
AICP
Intergovernmental Coordinator
/ Planner III
Cobb
County
Community Development
Agency
Planning
Division
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Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, January 20, 2020 1:47 PM
To: Greg Giuffrida
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; karl.vonhagel@cobbcounty.org; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - Oakmont Cobb International (DRI #3032)
Attachments: ARC Preliminary Report - Oakmont Cobb International DRI 3032.pdf

Greg,

The proposed 639,292 SF warehouse/distribution center in the City of Kennesaw, is on 46.7-acre site is located east of Cobb International Boulevard and north of Stanley Road. It is located approximately 1 mile south of the Cobb County International Airport – McCollum Field (RYY) and is located outside their FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport at the proposed max building height of 1 story.

However, the proposed development is also 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>). Those submissions may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Karl Von Hagel with the Cobb County International Airport – McCollum Field (RYY) 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
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Wednesday, January 15, 2020 3:30 PM
To: aspiliotis@srta.ga.gov; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>;

OAKMONT COBB INTERNATIONAL DRI
City of Kennesaw
Natural Resources Group Comments
January 10, 2020

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 perennial stream in the northwestern corner of the project property. The State 25-foot sediment and erosion buffer and the City 50-foot stream buffer and 75-foot impervious setback are shown. A retaining wall is shown intruding on the 75-foot setback, with no other development shown within the buffers. Any intrusions into the City buffers may require a variance from the City. 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.
- 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 #3032
DRI Title Oakmont Cobb International
County Cobb County
City (if applicable) Kennesaw
Address / Location East of the Cobb International Blvd and north of Stanley Road in the City of Kennesaw

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

The proposed development is a 639,292 square foot warehouse/distribution center on approximately 46.69 acres.

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date January 13, 2020

TRAFFIC STUDY

Prepared by Eberly & Associates
Date November 13, 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 allowing for expedited review (fewer than 3000 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: one on Stanley Road and one on Cobb International Blvd.

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: one on Stanley Road and one on Cobb International Blvd.

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

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

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

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

Operator / Rail Line [Click here to enter name of operator and rail line](#)

Nearest Station [Click here to enter name of station.](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

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

[Click here to provide comments.](#)

Bicycling Access*

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

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

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

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

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

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) 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)

Sidewalk currently exist along Stanley Road however sidewalk facilities along Cobb International are incomplete adjacent to the proposed development site.

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

[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 through local roads.

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)

[Click here to provide comments.](#)

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 one access point for freight traffic and one for private vehicle 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)*

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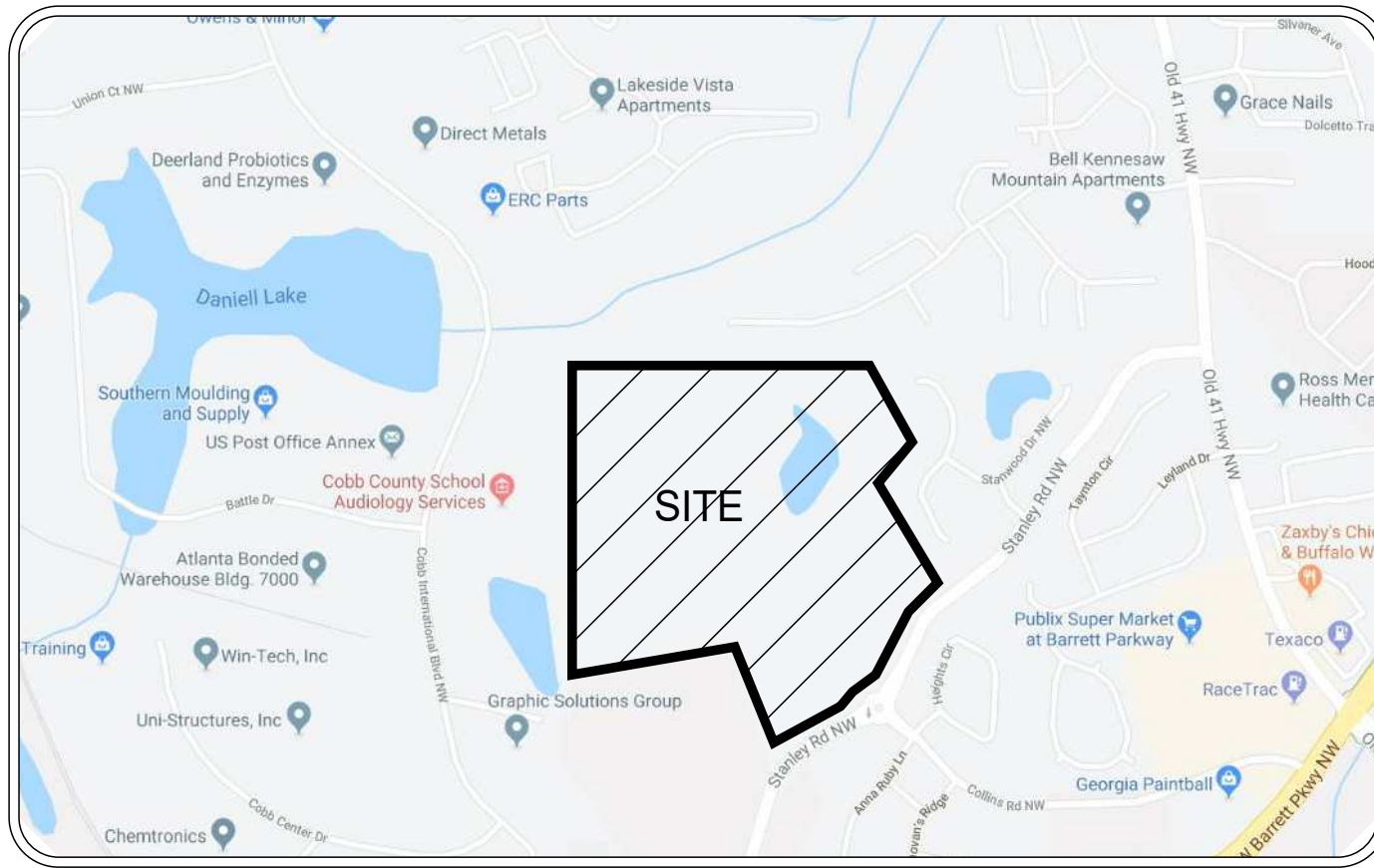
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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)*

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

None.



LOCATION MAP
N.T.S.

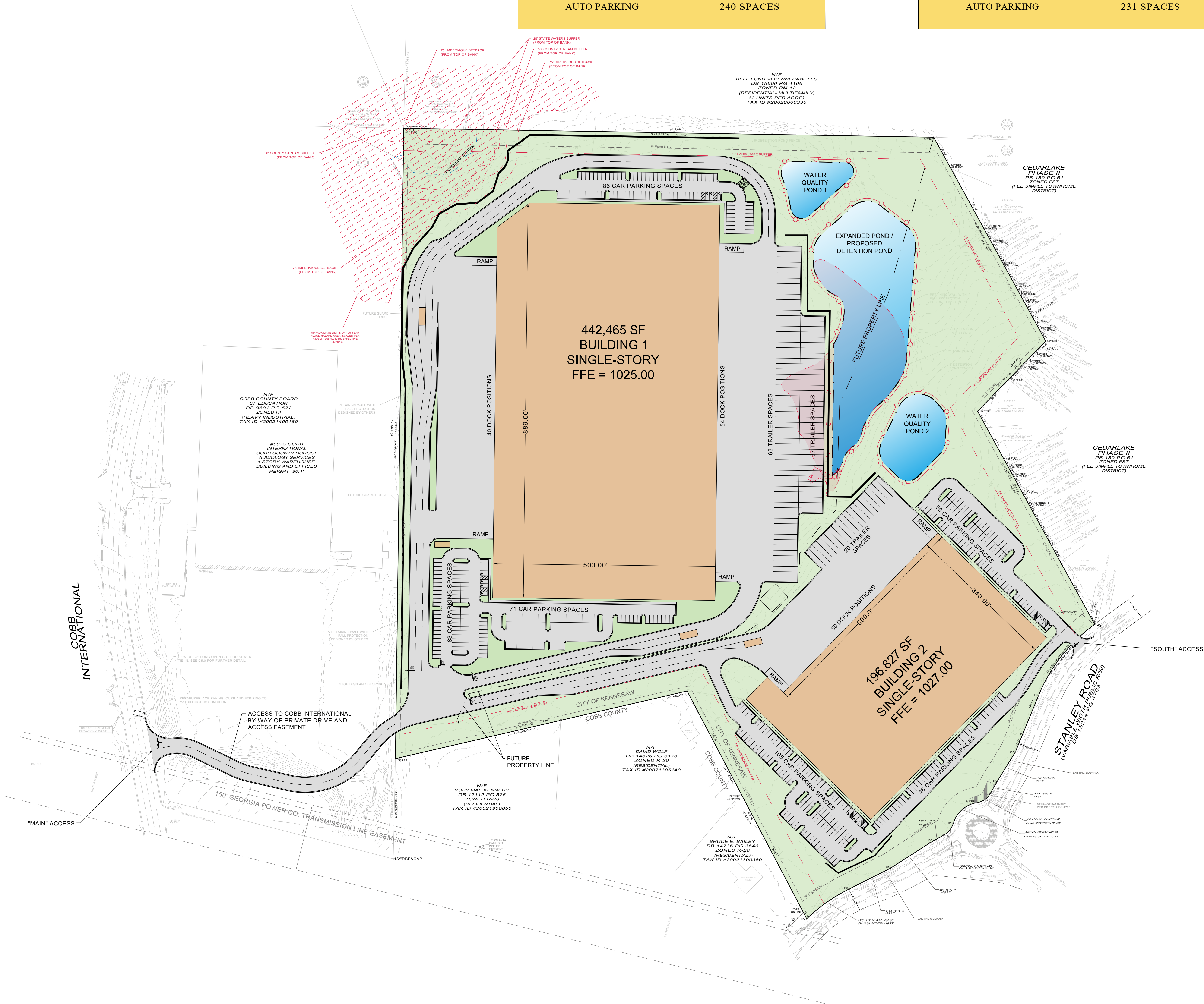
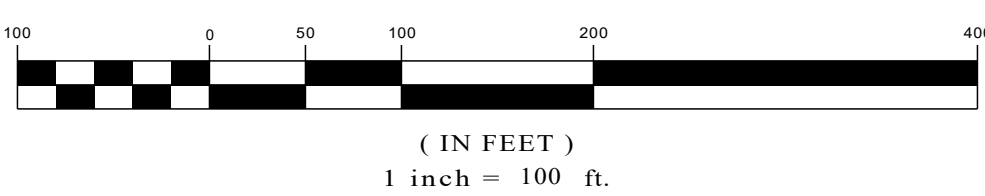
PROJECT INFORMATION

ACREAGE:	TOTAL	±46.69 AC
LOCATION:	STREET(S)	COBB INTERNATIONAL BLVD. STANLEY ROAD
	JURISDICTION(S)	KENNESAW COBB COUNTY
	PARCEL(S)	20020600330
YIELD:	BUILDING COVER	31.4%
	IMPERVIOUS COVER	66.2%
	GREENSPACE	33.8%
	DENSITY:	13,692 SF/ACRE
BUILDINGS :	BUILDING 1	442,465 S.F.
	BUILDING 2	196,827 S.F.
	TOTAL	639,292 S.F.
PAVEMENT:	PARKING SPACES	±471
	-REQUIRED	±422
	TRUCK DOCKS	±124
	TRAILER STORAGE	±120
SERVICES:	SEWER DEMAND	11,775 GPD
	WATER DEMAND	13,540 GPD

ADDITIONAL SITE DATA

- SITE IS LOCATED IN CITY OF KENNESAW, COBB COUNTY, GEORGIA
- COBB INTERNATIONAL BLVD IS A COBB COUNTY ROAD
- PRESIDENT ZONING CLASSIFICATION - SINGLE-FAMILY RESIDENTIAL DISTRICT (R-20)
- PROPOSED USE - LIGHT INDUSTRIAL (LI)
- CURRENT AREA CHARACTER: RESIDENTIAL TO THE NORTH, EAST AND SOUTH, STANLEY ROAD TO THE SOUTH EAST, AND COBB INTERNATIONAL AND ZONING HI TO THE WEST.
- PROPOSED MINIMUM LOT SIZE - 1 ACRE
- ESTIMATED IMPERVIOUS SURFACE AREA - 30.9 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY

GRAPHIC SCALE



BUILDING 1 DATA:

TOTAL BUILDING AREA	442,465 SF
TRAILER PARKING	100 SPACES
DOCK DOORS	94 DOORS
AUTO PARKING	240 SPACES

BUILDING 2 DATA:

TOTAL BUILDING AREA	196,827 SF
TRAILER PARKING	20 SPACES
DOCK DOORS	30 DOORS
AUTO PARKING	231 SPACES

DRI SITE PLAN

OAKMONT COBB INTERNATIONAL

KENNESAW, GA

DRI #3032

NOVEMBER 13, 2019

REVISIONS	12/4/19	DRI REVISION

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CIVIL ENGINEERING

LANDSCAPE ARCHITECTURE



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