

DATE: October 4, 2022

TO: Mayor Tommy Allegood, City of Acworth
ATTN TO: Alex Almodovar, Development Director, City of Acworth
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's 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: The Logan DRI 3775

Submitting Local Government: City of Acworth

Date Opened: September 14, 2022

Date Closed: October 4, 2022

Description: A DRI review of a proposal to construct a mixed-use development on a previously developed 16 acre site at 5200 Cherokee Street in the city of Acworth in Cobb County. The project includes 208,980 SF of medical office space, a 180 room hotel, 500 multi-family units, 15,188 SF of restaurant space, and 11,132 SF of retail space.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Established Suburbs growth management designation to the project site. The project is well aligned with Established Suburbs policy recommendations which emphasize the importance of preserving single-family neighborhoods with appropriate infill development.

The redevelopment of a site previously developed with one-story buildings and surface parking lots as a much higher-density project with a diverse mix of uses is highly supportive of regional walkability, multi-modal transportation, and environmental policies.

The project's urban design falls well short of regional placemaking goals and misses the rare opportunity to create a welcoming and memorable gateway from I-75 to historic downtown Acworth in a way that extends some of the downtown character to the north. Ideally the design could be revisited to create appealing

architecture along the whole Cherokee Street frontage with active ground floor uses or jewel box retail/café uses fronting a very wide sidewalk with outdoor café space and a pocket park.

The project is expected to generate approximately 13,828 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

Additional attention should be given to substantially strengthening the fairly weak existing area pedestrian and bicycle infrastructure especially in regard to creating a walkable/bikeable link to the historic downtown.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation to all areas in the region- Established Suburbs for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

Urban Design Comments

The project's urban design falls well short of regional placemaking goals and misses the rare opportunity to create a welcoming and memorable gateway from I-75 to historic downtown Acworth in a way that extends some of the character of the historic downtown just about a mile away. The proposed parking deck fronting Cherokee and the mid-block driveway needed to access it is a particular concern. This driveway splits what should be a continuous walkable segment fronting Cherokee Street. Ideally the design could be revisited, as discussed at the Pre-Review meeting, to create appealing architecture along the whole Cherokee Street frontage with active ground floor or jewel box retail/café uses fronting a very wide sidewalk with outdoor café space and a pocket park. The City's Comprehensive Plan strongly embraces this concept and provides numerous images of design examples that would work well.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is projected to generate 13,328 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

The surrounding pedestrian and bicycle infrastructure is very limited and should be substantially strengthened to provide a safe and inviting pedestrian and bicycle linkage to downtown. Guests at the 180 room hotel and residents of the 500 apartments hotel could easily bike or even walk the one mile to downtown if an appropriate route is provided. This would lessen vehicular trips and provide customers for downtown businesses. Appropriate routes and crosswalks are also needed at the Logan Place/Cherokee Street intersection so that the many residents and hotel guests can cross Cherokee Street to access the

grocery store. A signalized intersection with safe wide crosswalks is the appropriate solution at this location; the roundabout which appears to be shown is not recommended as it prioritizes continuous vehicular movement over pedestrian comfort and ease of access.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group comments are attached. The site plan and the USGS coverage for the project area show no streams on the property. Any unmapped streams on the property may be subject to the City stream buffer ordinance, and any waters of the state on the property would be subject to the State 25-foot Sediment and Erosion Control buffer.

Environmental Comments

The project's reuse of a previously developed site is strongly supportive of regional environmental goals. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors. With its reuse of a previously developed site to create much higher density with a walkable diverse mix of uses, the project strongly aligns with The Atlanta Region's Plan's recommendations for Established Suburbs. However, the urban design of the project misses a unique opportunity to create a gateway development that could help extend the character of the historic downtown to the interstate. City of Acworth leadership

and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF KENNESAW
COBB COUNTY	BARTOW COUNTY	FORSYTH COUNTY
PAULDING COUNTY		

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@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 #3775

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: City of Acworth

Individual completing form: Alex Almodovar

Telephone: 770-974-2032

E-mail: aalmodovar@acworth.org

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

Proposed Project Information

Name of Proposed Project: The Logan

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5200 Allatoona Gateway (PKA Cherokee Street)

Brief Description of Project: Mixed use development consisting of multifamily apartments, medical office building, retail, restaurant and a hotel.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 210,000 sf of Medical, 500 multifamily units, 15,200 sf of restaurant and 11,312 sf of retail, 150 h

Developer: 278 Partners, LLC

Mailing Address: 4880 Lower Roswell Road

Address 2: Suite 165, #524

City: Marietta State: GA Zip: 30068

Telephone: 404-993-3343

Email: fred@lynwoodgrp.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 Dates:

This project/phase: March 2028

Overall project: March 2028

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Developments of Regional Impact

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DRI #3775

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: City of Acworth
Individual completing form: Alex Almodovar
Telephone: 770-974-2032
Email: aalmodovar@acworth.org

Project Information

Name of Proposed Project: The Logan
DRI ID Number: 3775
Developer/Applicant: 278 Partners, LLC / 5200 Allatoona Gateway (PKA Cherokee St.)
Telephone: 404-993-3343
Email(s): fred@lynwoodgrp.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: \$87,800,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,450,540.00 annual property tax revenue
Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No
Will this development displace any existing uses? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Cobb County Water System

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

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site: Cobb County Water System

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .339 MGD - peak flow

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.) Daily Trips: 13,418 AM Peak Hour Trips: 523 entering, 338 exiting PM Peak Hour Trips: 473 entering, 744 exiting

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: See detailed traffic study for more information.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,350 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? Site was previously developed as a Shopping Center with approximately 80% of site impervious.

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Redevelopment of the site will incorporate BMP's to improve upon existing impervious nature of site.

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:
Project located within Lake Acworth Watershed. No effect anticipated.

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THE LOGAN DRI
City of Acworth
Natural Resources Group Comments
September 20, 2022

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project site is in the Allatoona Lake Watershed. As a US Army Corps of Engineers lake, Allatoona Lake is exempt from the Georgia DNR Part 5 Minimum Planning Criteria for Water Supply Watersheds.

Stream Buffers

The site plan and the USGS coverage for the project area show no streams on the property. Any unmapped streams on the property may be subject to the City stream buffer ordinance, and any waters of the state on the property would be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3755
DRI Title The Logan Mixed-Use Development
County Cobb County
City (if applicable) Acworth
Address / Location 5200 Allatoona Gateway

Proposed Development Type:

Proposed construction of a mixed-use development on a previously developed 16 acre site at 5200 Cherokee Street in the City of Acworth in Cobb County. The project includes 208,980 SF of medical office space, a 180-room hotel, 500 multi-family units, 15,188 SF of restaurant space, and 11,132 SF of retail space.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date September 26, 2022

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date September 5, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

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

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

The SR 92 Widening project is identified in the Regional Transportation Plan (2040) on page 26 in the traffic study.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

SR 92 serves as an access point for Site Driveway #4.

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*)

SR 92 serves as an access point for Site Driveway #4.

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

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

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

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

Operator / Rail Line

Nearest Station

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

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

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

[Click here to provide comments.](#)

Bicycling Access*

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

Transit Connectivity

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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)

[Click here to provide comments.](#)

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

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

☐ Route uses high volume and/or high speed streets

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

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

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

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

☐ NO

☒ YES

Cobblinc, GRTA Xpress

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

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

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

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

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

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

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)

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 at this time.

the
LOGAN
ACWORTH



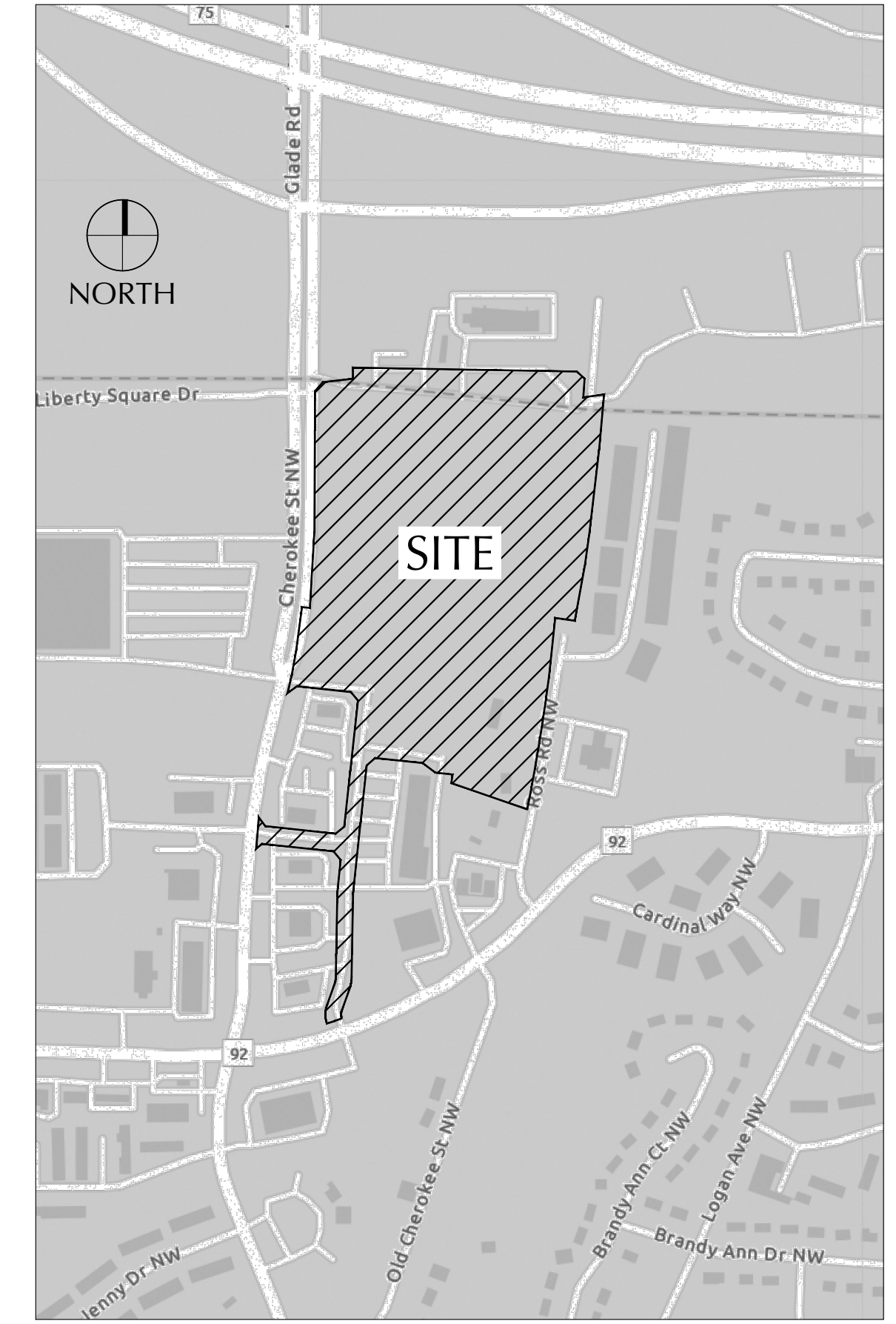
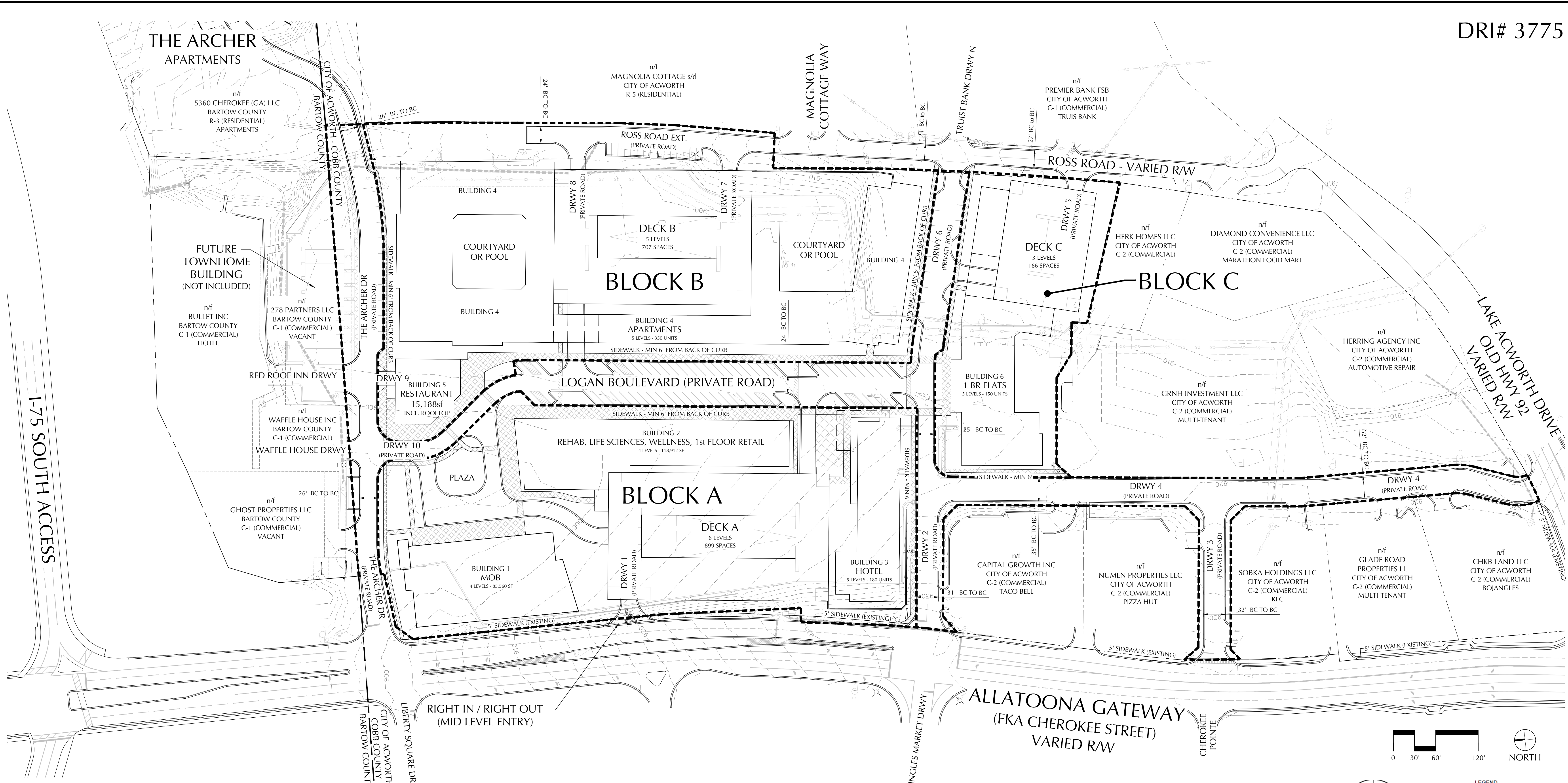
BUILDING	USE	LEVELS	SF	UNITS	PARKING
1	MOB (MEDICAL)	4	101,380		459
2	REHAB	4	60,000		81
	LIFE SCIENCES		40,000		118
	WELLNESS		7,600		36
	RETAIL		11,312		51
3	HOTEL	5	88,120	180	181
4	APARTMENTS	5	452,475	350	596
5	RESTAURANT	2	15,188		173
6	1 BR FLATS	5	147,740	150	172

PARKING	LEVELS	SPACES
DECK A	6	899
DECK B	5	707
DECK C	3	166
SURFACE		95
TOTAL		1,867

SITE PLAN

REVISIONS		
NO.	DATE	ISSUE

DRI# 3775



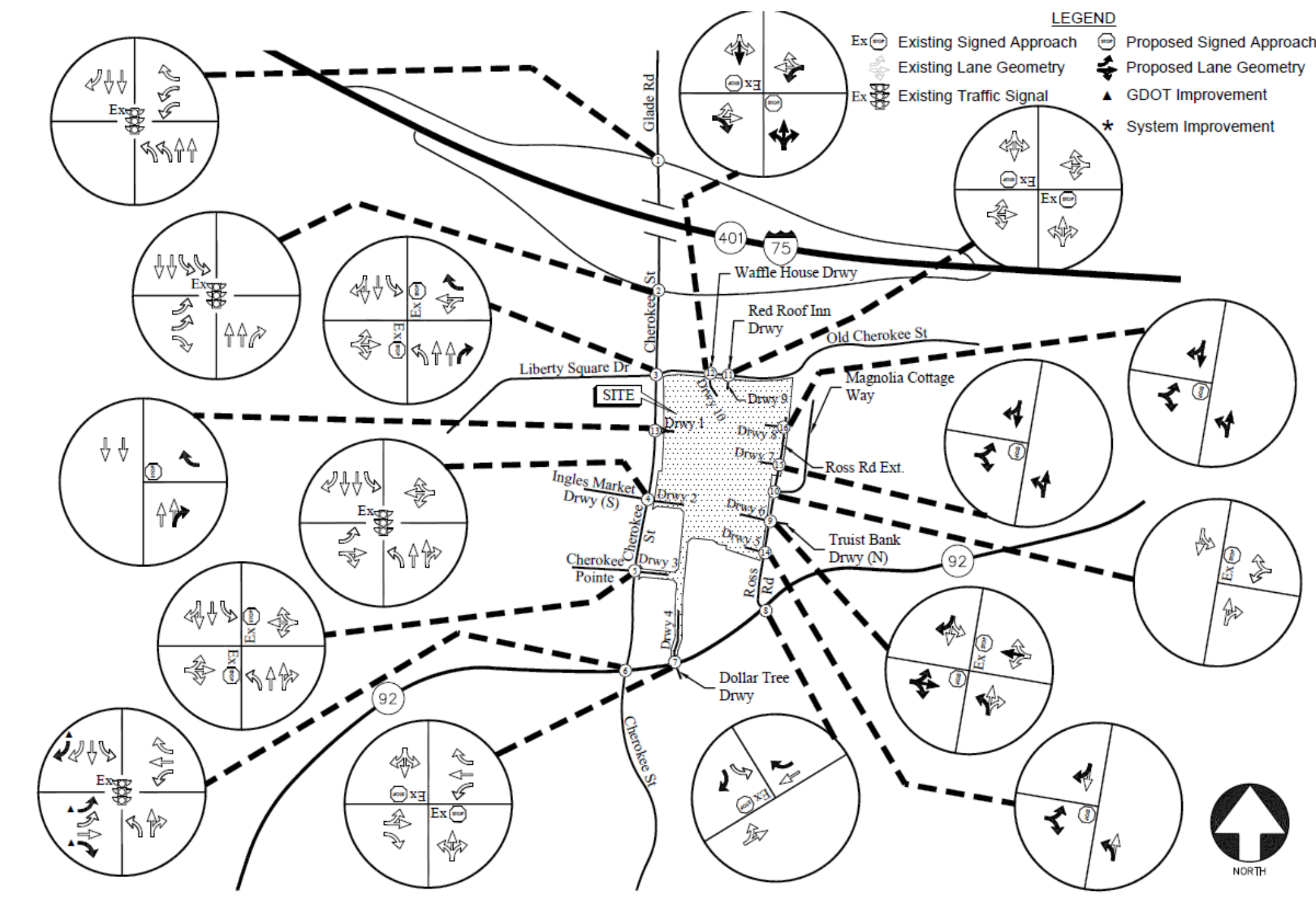
SITE DATA	
TOTAL SITE AREA	16.21 ACRES
EXISTING ZONING	C-2
PROPOSED ZONING	MU
MIN OPEN SPACE	0%
MIN/MAX BLDG HEIGHT	1/8 LEVELS
MAX BUILDING/LOT COVERAGE	80%
USE SUMMARY	
MEDICAL	208,980 SF
HOTEL	180 KEYS
MULTIFAMILY	500 UNITS
RESTAURANT	15,188 SF
RETAIL	11,312 SF
DENSITY	
FAR (BLDG. 1, 2, 3 & 5)	0.46
GROSS RES. DENSITY	30.85 U/AC
BLOCK ACRES	
BLOCK A	5.1 AC (31% OF SITE)
BLOCK B	6.0 AC (37% OF SITE)
BLOCK C	1.8 AC (11% OF SITE)
BALANCE WITHIN PRIVATE DRIVE EASEMENTS AND FUTURE DEVELOPMENT	
PARKING SUMMARY	
DECK A - 6 LEVELS	899
DECK B - 5 LEVELS	707
DECK C - 3 LEVELS	166
SURFACE	95
TOTAL PARKING SPACES	1,867
DECK SPACES BASED ON 1/375sf	
SETBACK SUMMARY	
CHEROKEE STREET	5 FEET FROM R/W
LOGAN BOULEVARD	15 FEET FROM BACK OF CURB
LOGAN PLACE	15 FEET FROM BACK OF CURB
ACWORTH NORTH DRIVE	15 FEET FROM BACK OF CURB
DRIVE B	15 FEET FROM BACK OF CURB
ROSS ROAD	5 FEET FROM R/W
NORTHERN PROPERTY LINE	5 FEET
WESTERN PROPERTY LINE	5 FEET
SOUTHERN PROPERTY LINE	5 FEET

SUMMARY TABLE - BLOCK A								
BUILDING	USE	STORIES	SF	UNITS / ROOMS	PARKING RATIO	PARKING REQUIRED	PARKING REQUIRED WITH 15% MU REDUCTION	PARKING PROVIDED
1	MOB	4	101,380		5/1000sf	507	431	459
2	REHAB	4	60,000		1.5/1000sf	90	77	81
	LIFE SCIENCES		40,000		3.25/1000sf	130	111	118
	WELLNESS		7600		5.25/1000sf	40	34	36
3	RETAIL	5	11,312		5/1000sf	57	48	51
	HOTEL		88,120	180	1/ROOM + EMPLOYEES + ASSEMBLY	200	170	181
			308,412			1024	870	926

SUMMARY TABLE - BLOCK B								
BUILDING	USE	STORIES	SF	UNITS / ROOMS	PARKING RATIO	PARKING REQUIRED	PARKING REQUIRED WITH 15% MU REDUCTION	PARKING PROVIDED
4	APARTMENTS	5	452,475	350	1/BEDROOM	525	446	596
5	RESTAURANT	1 w/ ROOFTOP	15,188		10/1000sf	152	129	173
			467,663			677	575	769

SUMMARY TABLE - BLOCK C								
BUILDING	USE	STORIES	SF	UNITS / ROOMS	PARKING RATIO	PARKING REQUIRED	PARKING REQUIRED WITH 15% MU REDUCTION	PARKING PROVIDED
6	1 BR FLATS	5	147,740	150	1/BEDROOM	150	128	172

PARKING REQUIRED	PARKING REQUIRED WITH 15% MU REDUCTION	PARKING PROVIDED
1865	1586	1867



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EMAIL: FRED@LYNWOODGRP.COM

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LAND PLANNING CONSULTANT:
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CIVIL ENGINEER:
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THE LOGAN
CITY OF ACWORTH, GEORGIA
278 PARTNERS, LLC
COBB COUNTY, GEORGIA

TITLE
ZONING & DRI EXHIBIT

DATE	9/6/22
JOB NO.	17005
DWG FILE	17005zw1
DRAWN BY	TS
CHECKED	TS
SCALE	1"=60'
SHEET	Z-1
1 OF 1	