



# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Mar 8 2007

ARC REVIEW CODE: R701061

TO: Chairman Sam Olens  
ATTN TO: John Pederson, Planner III  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** Cobb County  
**Name of Proposal:** Cobb West Park

**Review Type:** Development of Regional Impact

**Date Opened:** Feb 6 2007

**Date Closed:** Mar 8 2007

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** The proposed development is located in an area that is primarily dominated by other industrial and warehouse uses as well as undeveloped land within the County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
DOUGLAS COUNTY  
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF DOUGLASVILLE  
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

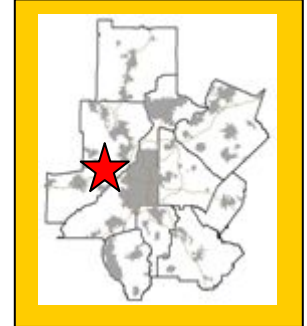
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	February 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Cobb West Park #1110
Final Report Due:	March 8, 2007		Comments Due By:	February 20, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Cobb West Park is a warehouse and distribution development located on 91.7 acres in Cobb County. The proposed development will consist of 1,533,332 square feet of warehouse and distribution space. Currently, a 344,932 square foot building is under construction. Access to the development is proposed along the extension of Third Flag Parkway, Factory Shoals Road, and White Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date 2011.

### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

**Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.**

The project site is currently zoned R-20 (single family residential), IF (future industrial), and LI (light industrial). The proposed zoning for the site is LI (light industrial). The proposed development is consistent with the future land use plan for Cobb County, which designates the area as industrial.

**Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.**

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

**Will the proposed project impact the implementation of any local government's short-term work program? If so, how?**

No comments were received concerning impacts to the implementation of any local government's short term work program.

**Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

No, the proposed development would not increase the need for services in the area.

**What other major development projects are planned near the proposed project?**

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

**YEAR NAME**

2005 Douglas Hill Business Park Expansion  
2004 Terminus West Expansion  
2003 Douglas Hill Campus  
2002 Word of Faith  
2002 Hartman Road Business Park Addition  
2001 Hartman Road Business Park  
2001 Woodside  
2000 Terminus West  
1989 LOR Industrial Park  
1985 Interstate West

**Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.**

Based on information submitted for the review, the site is currently undeveloped.

**Will the development cause a loss in jobs? If yes, how many?**

No.

**Is the proposed development consistent with regional plans and policies?**

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. Conditionally recommended uses within mega corridors include industrial developments.

The proposed development is located in an area that is primarily dominated by other industrial and warehouse uses as well as undeveloped land within the County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

## BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

## LOCATION

### **Where is the proposed project located within the host-local government's boundaries?**

The proposed development is located along the south side of Factory Shoals Road and along the west side of White Road in Cobb County.

### **Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

The proposed development is entirely within the Cobb County’s jurisdiction. The proposed development is less than half a mile from Douglas County and a mile from the City of Douglasville.

### **Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

None were determined during the review.

## ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$35 to 40 million with an expected \$350,000 to 400,000 in annual local tax revenues.

### **How many short-term jobs will the development generate in the Region?**



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Short-term jobs will depend upon construction schedule.

**Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

**In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?**

None were determined during the review.

## **NATURAL RESOURCES**

**Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.**

### **Watershed Protection and Stream Buffers**

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. Two streams are shown on project plans, one of which is shown on the USGS regional coverage. Both are shown on the plans with the required Cobb County buffers. Any other waters of the state on the property will be subject to the State 25-foot buffer. The proposed project is not within a water supply watershed.

### **Storm Water/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, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual impervious surface may vary depending on the overall density of the development. The following table summarizes the results of the analysis.

**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	<u>BOD</u>	TSS	Zinc	Lead
Office/Light Industrial	123.10	158.80	2108.70	14033.40	87154.80	182.19	23.39

Total Percent Impervious: 70%

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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](http://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.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

None have been identified.

**In what ways could the proposed project create impacts that would damage the resource?**

Not applicable.

**In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?**

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

**How many site access points will be associated with the proposed development? What are their locations?**

Access to the development is proposed at two locations. Third Flag Parkway is proposed to be extended from Second Flag Drive to connect to Factory Shoals Road.

- Driveway #1 will be a full-movement driveway located along Factory Shoals Road.
- Driveway #2 will be a full-movement driveway located along Second Flag Drive.

**How much traffic (both average daily and peak am/pm) will be generated by the proposed project?**

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
1,188,400 sq ft Warehouse/Distribution Space	217	48	265	63	191	317	2598
<b>TOTAL NEW TRIPS</b>	<b>217</b>	<b>48</b>	<b>265</b>	<b>63</b>	<b>191</b>	<b>317</b>	<b>2598</b>

\*Due to the single warehouse/distribution use planned for the proposed project, no reductions have been included in the trip generation numbers.

### **What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

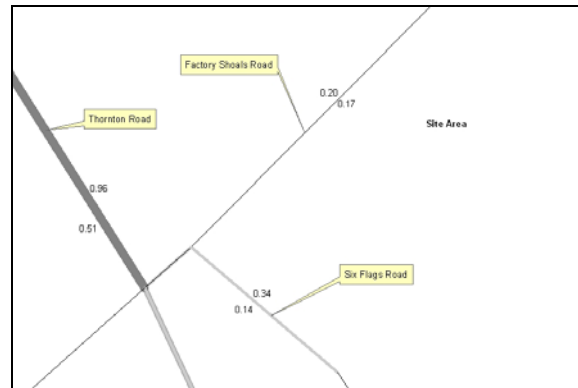
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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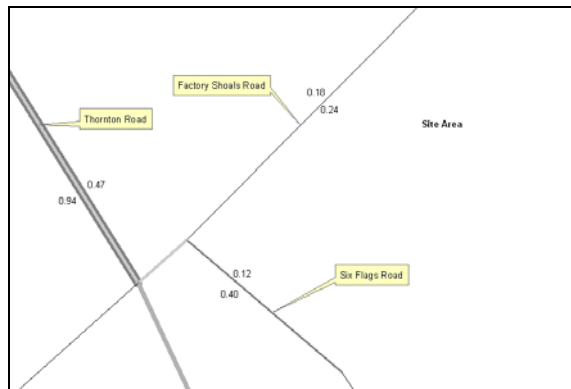
## V/C Ratios



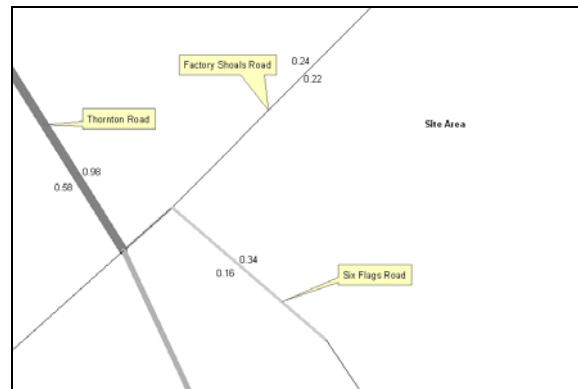
**2005 AM Peak**



**2005 PM Peak**



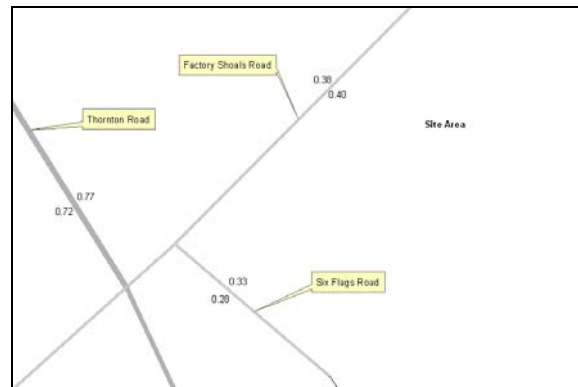
**2010 AM Peak**



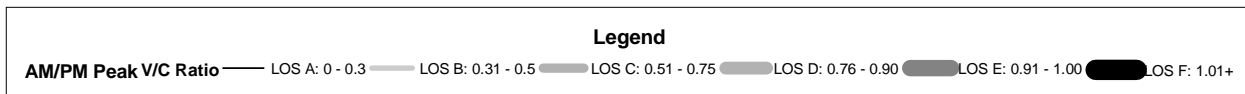
**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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**List the transportation improvements that would affect or be affected by the proposed project.**

**2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-444	I-20 EAST AND WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-178	I-20 WEST	Interchange Capacity	2014
AR-H-200	I-20 WEST HOV LANES	HOV Lanes	2012
AR-924B	SR 6 (THORNTON ROAD) TRUCK LANES: SEGMENT 2	Roadway Capacity	2026

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Cobb West Park.**

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

**Six Flags Road at Factory Shoals Road**

- Install a separate southbound left-turn lane along Six Flags Drive.
- Install a separate eastbound right-turn lane along Factory Shoals Road.

**Six Flags Drive at Factory Shoals Road**

- Change the right-turn lane to a shared through/right-turn lane along eastbound Six Flags Drive.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made no additional recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

There is no existing or planned transit service within the vicinity of the proposed site.

**What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?**

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None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>Industrial</i>		
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Bike/ped networks connecting uses w/in the site	2%	2%
<b>Total</b>		<b>12%</b>

**What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?**

According to the impact analysis in the traffic study, two intersections in the study area will operate below the acceptable level of service in the future year background condition prior to implementing the recommended improvements. Implementing the recommended improvements allows these intersections to operate at the acceptable level of service in both the future year background and future year total conditions. Although the traffic consultant has determined that all intersections within the study area will function at the acceptable level of service in the future year total condition with no further improvements implemented, the Thornton Road corridor experiences high levels of peak hour congestion with no transportation improvements scheduled in the TIP or RTP until 2026. It is suggested that all recommended improvements be implemented prior to construction completion.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.12 MGD.

**Which facility will treat wastewater from the project?**

The South Cobb facility will provide wastewater treatment for the proposed development.

**What is the current permitted capacity and average annual flow to this facility?**

The capacity of the South Cobb site is listed below:

PERMITTED CAPACITY MMF, MGD <sub>1</sub>	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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40	40	26	33	7	No expansion planned, but treatment process upgrades currently in design.	
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MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

### **What other major developments will be served by the plant serving this project?**

Not applicable.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.12 MGD based on regional averages.

#### **How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

## **INFRASTRUCTURE**

### **Solid Waste**

#### **How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 12,500 tons of solid waste per year and the waste will be disposed of in Cobb County.

#### **Will the project create any unusual waste handling or disposal problems?**

No.

#### **Are there any provisions for recycling this project's solid waste?**

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

#### **According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

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- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No.

**Will the proposed project provide housing opportunities close to existing employment centers?**

No.

**Is there housing accessible to the project in all price ranges demanded?**

Given the minimal number of employees, no housing impact analysis is necessary.

**Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?**

N/A

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



# REGIONAL REVIEW NOTIFICATION



## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Cobb West Park See the Preliminary Report.

Comments from affected party (attach additional sheets as needed):

THE PROPOSED DEVELOPMENT WOULD NOT HAVE A MAJOR IMPACT ON THE EXISTING TRANSPORTATION SYSTEM IN THE AREA. (2,598-24 hr. ADDIT. CARS)  
WE RECOMMEND THE DEVELOPER FIRST IMPLEMENT THE RECOMMENDED ROAD IMPROVEMENTS IN THE TRAFFIC STUDY.  
IF ANY QUESTIONS, PLEASE CONTACT ME AT 404-651-5326.

Individual Completing form: ROXANA ENE

Local Government: GDOT

Department: PLANNING

Telephone: (404) 651-5326

Signature: [Signature]  
Date: 2/20/07

Please Return this form to:  
Haley Fleming, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3311 Fax (404) 463-3254  
[hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com)

Return Date: Feb 20 2007

Your DRI ID NUMBER for this submission is: **1110**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 5/5/2006 10:41:45 AM

## DEVELOPMENT OF REGIONAL IMPACT

### Cobb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson 191 Lawrence Street Marietta, GA 30060
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

\*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:	Cobb West Park	
Development Type	Description of Project	Thresholds
Industrial	1129700 square-feet of warehouse and distribution	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	B. Jadow & Sons, Inc. 37 West 57th Street New York, NY 10019	
Telephone:	212-757-6660	
Fax:		
Email:	<a href="mailto:jadownyc@elink-mail.net">jadownyc@elink-mail.net</a>	
Name of property owner(s) if different from developer/applicant:	B. Jadow & Sons Inc., Henry Jadow, Julian Jadow	
Provide Land-Lot-District Number:	18th District; Land Lots 681,682,702,703,704,705,775,776	
What are the principal streets or roads providing vehicular access to the site?	Factory Shoals Road, Bob White Road, Third Flag Parkway	
Provide name of nearest street(s) or intersection:	Factory Shoals Road and Bob White Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	



If yes, how close is the boundary of the nearest other local government?	1/10 mile to Douglas County, +/-2 miles to Austell, +/- 1.5 miles to Fulton County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	+/-37%
Estimated Completion Dates:	This project/phase: 2011 Overall project: 2011

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): See Transportation analysis.	

Submitted on: 2/1/2007 8:34:44 AM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Fax:	770-528-2003
Email ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

### Proposed Project Information

Name of Proposed Project:	Cobb West Park
DRI ID Number:	1110
Developer/Applicant:	B. Jadow & Sons, Inc.
Telephone:	413-229-3003
Fax:	413-229-5003
Email(s):	jonjadow@snet.net; julianajadow@aol.com; davidjadow@aol.com; jadownyc@elink-mail.net; jhill@pogolaw.com

### DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	35-40 million dollars
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$350,000-\$400,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

### Community Facilities Impacts

#### 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)?	0.12 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	0.25 miles

## Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.12 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	1299 entering and 1299 existing daily trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	12,500 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

## Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: The Chattahoochee River is +/-2 miles away.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will have detention ponds, water quality ponds, stream buffers, and tree save areas.	

## Environmental Quality

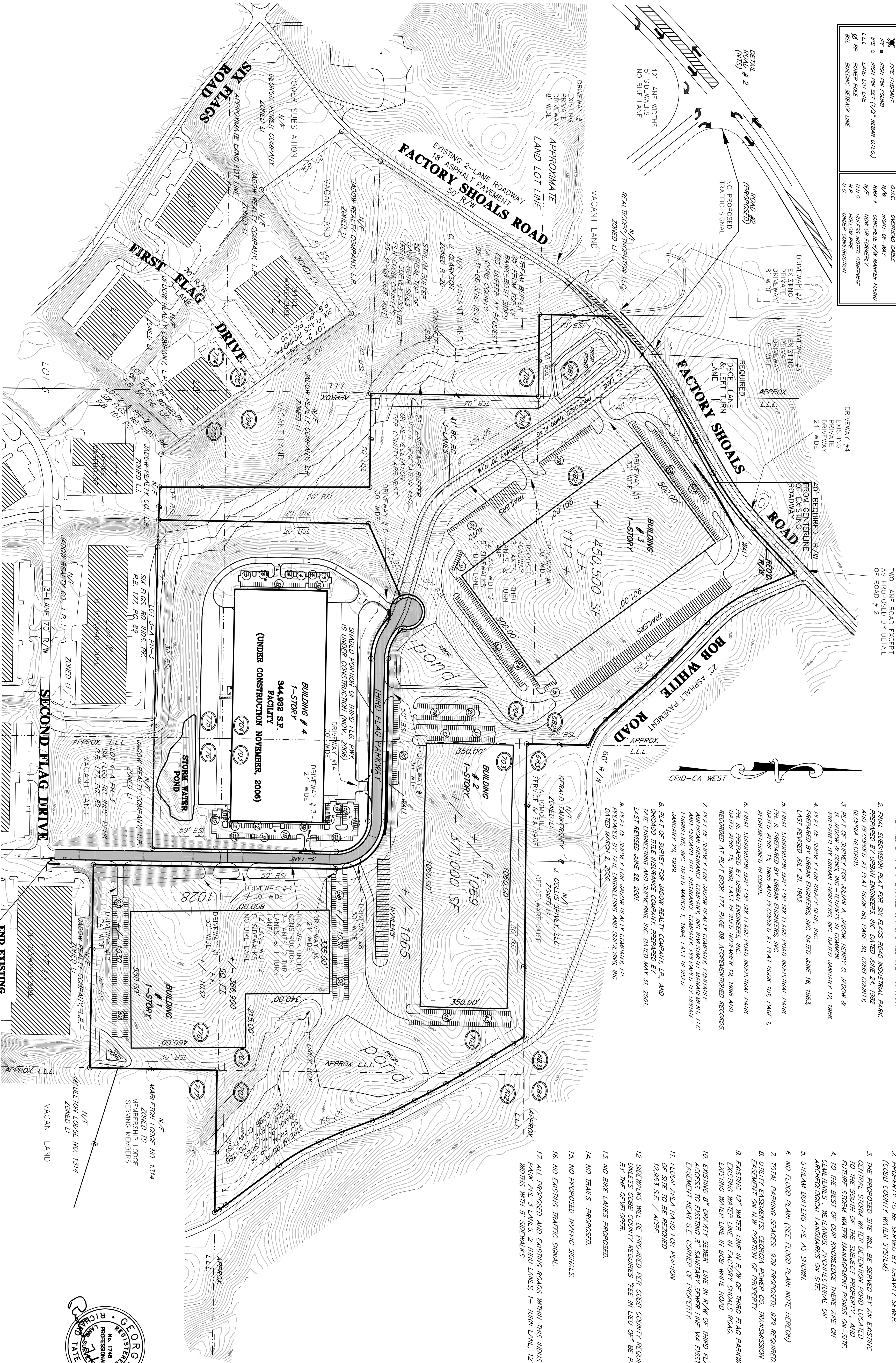
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



P=PROPERTY LINE

LEGEND	
A.A.A.	ALSO KNOWN AS
THE HYDRAUNT	O.T.
FROM P.W. FOUND	O.H.C.
FROM P.W. SET (1/2" REAR LANE)	R.W.
CONCRETE 1/2" WALKER FOUND	N.M.F.
LAND LOT LINE	N.F.
POWER POLE	N.A.O.
BUILDING STRUCK LINE	N.C.
UNDER CONSTRUCTION	



REFERENCE DOCUMENTS:

1. PLAT OF SURVEY FOR JULIAN A. JADOW, HENRY C. JADOW & PREPARED BY URBAN ENGINEERS, INC. DATED JULY 18, 1988
2. FINAL SUBDIVISION PLAT FOR SIX FLAGS ROAD INDUSTRIAL PARK AND RECORDED AT PLAT BOOK 80, PAGE 10, COBB COUNTY, GEORGIA RECORDS.
3. PLAT OF SURVEY FOR JULIAN A. JADOW, HENRY C. JADOW & B. JADOW & SONS, INC. - TENANTS IN COMMON, COBB COUNTY, PREPARED BY URBAN ENGINEERS, INC. DATED JANUARY 12, 1988.
4. PLAT OF SURVEY FOR RALPH A. JADOW, INC. PREPARED BY URBAN ENGINEERS, INC. DATED JUNE 16, 1983. LAST REVISED JULY 21, 1983.
5. FINAL SUBDIVISION MAP FOR SIX FLAGS ROAD INDUSTRIAL PARK, PREPARED BY URBAN ENGINEERS, INC. DATED APRIL 15, 1985 AND RECORDED AT PLAT BOOK 101, PAGE 1, APPROVED RECORDS.
6. FINAL SUBDIVISION MAP FOR SIX FLAGS ROAD INDUSTRIAL PARK, PREPARED BY URBAN ENGINEERS, INC. DATED APRIL 15, 1988. LAST REVISED NOVEMBER 19, 1988 AND RECORDED AT PLAT BOOK 177, PAGE 89, APPROVED RECORDS.
7. PLAT OF SURVEY FOR JADOW REALTY COMPANY, EQUIVALENT AMERICAN INSURANCE COMPANY, INC. INVESTMENT MANAGEMENT, INC. ENGINEERS, INC. DATED MARCH 1, 1984. LAST REVISED JANUARY 20, 1989.
8. PLAT OF SURVEY FOR JADOW REALTY COMPANY, L.P. AND PREPARED BY TATE ENGINEERING AND SURVEYING, INC. DATED MAY 31, 2001. LAST REVISED JUNE 28, 2001.
9. PLAT OF SURVEY FOR JADOW REALTY COMPANY, L.P. PREPARED BY TATE ENGINEERING AND SURVEYING, INC. DATED MARCH 2, 2006.

NOTES:

1. PROPOSED USE: OFFICE / WAREHOUSE (ZONING: U - LIGHT INDUSTRIAL)
2. PROPERTY TO BE SERVED BY GRANTY SEWER (COBB COUNTY WATER SYSTEM)
3. THE PROPOSED SITE WILL BE SERVED BY AN EXISTING CENTRAL STORM WATER DETENTION POND LOCATED TO THE SOUTH OF THE SUBJECT PROPERTY, AND FUTURE STORM WATER MANAGEMENT PONDS ON-SITE.
4. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO CEMETERIES, WETLANDS, ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS ON SITE.
5. STREAM BUFFERS ARE AS SHOWN.
6. NO FLOOD PLAIN (SEE FLOOD PLAIN NOTE HEREON)
7. TOTAL PARKING SPACES: 979 PROPOSED, 979 REQUIRED.
8. UTILITY EASEMENTS: GEORGIA POWER CO. TRANSMISSION EASEMENT ON N.W. PORTION OF PROPERTY.
9. EXISTING 12" WATER LINE IN R/W OF THIRD FLAG PARKWAY.
10. EXISTING 8" GRANTY SEWER LINE IN R/W OF THIRD FLAG PARKWAY.
11. ACCESS TO EXISTING 8" SANITARY SEWER LINE VIA EXISTING EASEMENT NEAR S.E. CORNER OF PROPERTY.
12. FLOOD AREAS RATIO FOR PORTION OF SITE TO BE REZONED 12.953 S.F. / ACRE.
13. SIDEWALKS WILL BE PROVIDED PER COBB COUNTY REQUIREMENTS UNLESS COBB COUNTY REQUIRES "TEE IN LIEU OF" BE PAID BY THE DEVELOPER.
14. NO BIKE LANES PROPOSED.
15. NO PROPOSED TRAFFIC SIGNALS.
16. NO EXISTING TRAFFIC SIGNAL.
17. ALL PROPOSED AND EXISTING ROADS WITHIN THIS INDUSTRIAL PARK ARE 3 LANES, 2 TURN LANES 1 - TURN LANE, 12 LANE WIDTHS WITH 9' SIDEWALKS.

FLOOD NOTE:

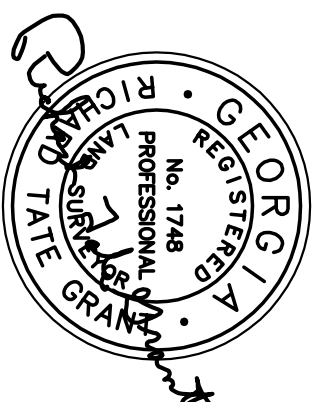
BY GRAPHICS PLOTTING ONLY THIS PROPERTY IS ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 1508 COBB COUNTY, EFFECTIVE DATE OF AUGUST 18, 1992. BASED ON FLOOD COORDINATE DATA, THIS PROPERTY IS NOT IN A SPECIAL FLOOD HAZARD AREA.

NOTES:

1. UTILITY LOCATIONS ARE FROM FIELD OBSERVATION AND/OR DOCUMENTATION FURNISHED BY THE OWNER AND/OR THE OWNER'S REPRESENTATIVES. NEITHER ACCURACY NOR COMPLETENESS OF THE UTILITIES ARE GUARANTEED BY TATE ENGINEERING & SURVEYING, INC.
2. THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT ARE NOT SHOWN HEREON.



CALL BEFORE YOU DIG  
UTILITIES PROTECTION CENTER  
1-800-282-7411 - ITS THE LAW  
ALABAMA (770) 623-1344



SITE PLAN

DEVELOPMENT OF REGIONAL IMPACT  
FOR  
COBB WEST PARK DR. NUMBER: 1110  
18TH DISTRICT  
COBB COUNTY, GEORGIA  
DATE: NOVEMBER 7, 2006  
SCALE: 1" = 200'

PREPARED BY  
TATE ENGINEERING AND SURVEYING, INC.  
5825-A MULBERRY STREET  
AUSTELL, GEORGIA 30168  
PH: (770) 732-0270 FAX: (770) 732-0488

PROPOSED USE OF ALL BUILDINGS, OFFICE / WAREHOUSE			
BLD. NO.	SQUARE FEET	REQUIRED PARKING SPACES	PARKING SPACES PROVIDED
# 1	366,900	237	237
# 2	371,000	238	238
# 3	450,500	289	289
# 4	344,932	215	215

NOTE: REQUIRED PARKING SPACES BASED ON 5% OFFICE AREA.

(TOTAL SQUARE FOOTAGE AND PARKING SPACES ARE BASED ON CONCEPTUAL LAYOUTS AND MAY VARY WITH DETAIL DESIGN FOR ACTUAL CONSTRUCTION PLANS)

TOTAL 1,533,332 SQUARE FEET (INCLUDES CORPORATE EXPRESS)

TOTAL NOT INCLUDING CORPORATE EXPRESS = 1,188,400 SQUARE FEET

NO.	DATE	REVISIONS
1	01-22-07	ADD INFO FOR DRIVEWAY # 1
2	02-02-07	PER GRTA COMMENTS