

**Atlanta Regional Commission**  
200 Northcreek, Suite 300  
3715 Northside Parkway  
Atlanta, Georgia 30327-2809



**Harry West**  
Director

June 9, 1998

Honorable Bill Byrne, Chairman  
Cobb County Commission  
886 Lake Hollow Boulevard  
Marietta, GA. 30064

RE: Development of Regional Impact  
Home Depot Corporate Headquarters/Post Apartments

Dear Bill:

I am writing to let you know that the ARC staff has completed review of the Home Depot Corporate Headquarters/Post Apartments Development of Regional Impact (DRI). Our finding is that this DRI is in the best interest of the State.

Enclosed is a copy of our review report on the proposed development. Please feel free to call us if you have any questions concerning the report or the review.

Sincerely,

**Harry West**  
Director

Enclosure

c Mr. Ed Thomas, Cobb County  
Mr. John Shern, Home Depot

Facility: Home Depot Corporate Headquarters/Post Apartments  
Preliminary Report: May 15, 1998  
Final Report: \_\_\_\_\_

## DEVELOPMENTS OF REGIONAL IMPACT

### REVIEW REPORT

#### 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.**

Yes.

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

To be determined in the review process. However, the city of Smyrna is the closest jurisdiction and it is approximately one-half mile from the site.

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

No.

**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?**

The 666 previously reviewed apartments could accommodate a population of 999 according to regional averages. The 3 million square feet of office space could accommodate 5,975 jobs according to the applicant.

**What other major development projects are planned in the vicinity of the proposed project?**

ARC has reviewed a number of developments proposed in the Cumberland Mall/Galleria/I-75 area but none south of Cumberland and outside of I-285 except for the earlier review of this site.

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

No.

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

No.

### **LOCATION**

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

The development site is bounded generally by I-285, Paces Ferry Road, Spring Hill Road, and Mt. Wilkinson Parkway in the Vinings area of Cobb County. 84°29'30"/33°57'30"

**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 site is approximately one-half mile from the city of Smyrna.

**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.**

No.

### **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?**

\$3,200,000 at build-out for the office area and \$500,000 for the apartment area.

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

500

**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?**

The proposed expansion is for the Home Depot Corporate Headquarters to accommodate their store support function.

### **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.**

No.

**In what ways could the proposed project create impacts that would damage or help to preserve the resource?**

N/A. Existing stormwater detention facilities on the site will be modified to accommodate the expansion. However, the proposed change in the development consists of making the building taller, not expanding the footprints of the proposed building.

### **HISTORIC RESOURCES**

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

No.

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

N/A

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

N/A

## **INFRASTRUCTURE**

### **Transportation**

**How much traffic (both average daily and peak a.m./p.m.) will be generated by the proposed project?**

The previously reviewed and proposed expansion together are expected to generate the following trips:

office	8,536
hotel	1,446
apartments	4,304

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

To be determined in the review process.

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?**

Cobb County has recently completed the Mount Wilkinson Parkway Extension connecting Spring Hill Road and Cumberland Parkway across I-285.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

The development site is approximately one-half mile from Cumberland Mall, a major CCT connection. The site itself is served directly by CCT Route 20 which connects to both the Cumberland and Marietta Transfer Centers. The site includes bus shelter, walkways, and bus turnaround to facilitate CCT service. Route 20 serves the site at approximately half hour intervals during peak periods.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The location already has good bus service.

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

Home Depot is a member of the Cumberland CID and TMA, provides ride-matching services, preferred parking and will include facilities for recharging electric vehicles.

**What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

To be determined, if any.

### AIR QUALITY

The air quality analysis for the Home Depot Corporate Headquarters/Post Apartments was calculated with the following consideration:

- Mixed-use development providing an opportunity for some people to live, work, do some shopping and recreation in the same complex, reducing automobile trips.
  - Hotel on-site for housing trainees, temporary employees, clients.
  - Food, retail, sports facilities in office complex.
  - CCT services directly to site with turnaround, shelter, walkways, etc. on site.
  - Membership is Cumberland CID with associated TMA program which has transit discounts, carpool and vanpool opportunities and services including ride-match, preferred parking, guaranteed ride home.
  - Survey of employees indicating 11.1 mile work trip which is lower than the regional average
  - Electric vehicle recharging station proposed for site.
  - *Only 1 Employee per 500 sq ft due to office configuration / large amount computer area*
- As a result, the air quality analysis projects the development will generate less than 50 tons per year NOx.

### INFRASTRUCTURE

#### **Wastewater and Sewage**

**How much wastewater and sewage will be generated by the proposed project?**

The previously reviewed development was anticipated to generate some .50 MGD of wastewater. The office expansion would likely generate another .25 MGD according to regional averages.

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

R.L. Sutton Wastewater Treatment Plant.

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

Capacity = 40.0 MGD with planning underway to expand this facility  
Flow =

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Previously reviewed portion = .58

Office expansion = .30

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

The county should have sufficient water supply with minimal impact to the system. However, water conserving measures, including xeriscaping, are essential for all new developments.

## **INFRASTRUCTURE**

### **Solid Waste**

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

Previously reviewed = 1,250 tons

Developer's estimate on total office space = 225 tons

Both developments would contract for private hauling/disposal.

**Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?**

No.

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

Home Depot operates extensive recycling operations at store locations and plans to recycle the following from the 3 million square feet of office space:

- 2,099 tons office paper
- 158 tons cardboard
- 228 tons plastic
- 10.5 tons aluminum

## **INFRASTRUCTURE**

### **Other facilities**

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

- Levels of governmental service?
- 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.)?

No.

## **HOUSING**

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

Yes.

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

Yes.

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

Yes.

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

Likely.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.



# **DRI AIR QUALITY ANALYSIS FOR PROPOSED HOME DEPOT HEADQUARTERS** *Trip Generation Rates (by sq. feet of retail, office, and hotel space)*

	Total Trips	Peak Trips	Off-peak Trips	Peak VMT	Off-peak VMT	NOx G/D	HC G/D	NOx T/D	HC T/D	NOx T/Y	HC T/Y
<b>OFFICE</b>											
Hi-Mid Rise	8,536	7,290	1,415	80,188	9,905	115,923.09	82,984.81	0.128	0.091	33.224	23.784
Medical	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>RETAIL/SERVICE</b>											
	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>HOTEL</b>											
	1,446	426	1,157	2,985	8,102	12,285.98	13,266.84	0.014	0.015	3.521	3.802
<b>APT/HOUSE</b>											
	4,304	1,598	2,611	20,779	18,277	43,585.19	36,114.47	0.048	0.040	12.492	10.350
<b>INDUSTRIAL</b>											
Autos	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Trucks	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>Impact of Total Development</b>										<b>0.189</b>	<b>0.146</b>
										<b>49.237</b>	<b>37.936</b>

\* Reductions for passby trips, if any, based on ITE Trip Generation passby descriptions.

Tons per acre      NOx      VOC  
0.026      0.012

**Assumptions:**

1. Auto Emissions factors based on 20% CS for LDGV for a mix of peak and off peak highway speeds for
2. Average commute trip length in region = 13 miles
3. Average Non-work trip length in region = 7 miles
4. Reasonableness threshold = 50 tons per year
5. Average Heavy Duty Truck Trip = 22.78 miles (Atlanta Area Commercial Vehicle Survey 1/97)
6. Average Light Duty Truck Trip = 14.97 miles (Atlanta Area Commercial Vehicle Survey 1/97)
7. Average Medium Duty Truck Trip = 19.86 miles (Atlanta Area Commercial Vehicle Survey 1/97)
8. Estimations of average vehicle speeds for freeways developed using GDOT speed monitoring program
9. Estimations of average vehicle speeds for arterials developed using ARC travel time modeling

**Calculations:**

Perform each of the following steps for each different type of development included in the proposed develop

1. Total trips derived from Trip Generation Manual based upon development type and number of units and square footages.
2. Trip generation estimates are divided into AM and PM peak based on entries and exits.  
The total of peak (AM+PM)\*2.5 entries and exits = peak period auto trips
3. Reduce PM Peak trips to account for passby and internal trips as per percentages noted in ITE Trip Generation Manual
4. Peak VMT derived by multiplying peak trips by average commute distance in region
5. Off peak VMT derived by multiplying off-peak trips by average non-work trip in region
6. Derive Emissions totals for NOx in grams per day  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)  
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 55 mph)  
Sum total of peak + off peak to get total NOx emissions in grams per day
7. Derive emissions totals for VOC in grams per day  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)  
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 55 mph)  
Sum total of peak + off peak to get total NOx emissions in grams per day
8. Derive Emissions totals for NOx in grams per day for retail portion.  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8 mph)  
Multiply Off-Peak VMT by MOBILE5A off peak emissions factor (speed = 55 mph)
9. Derive Emissions totals for VOC in grams per day for retail portion.  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8 mph)  
Multiply Off-Peak VMT by MOBILE5A off peak emissions factor (speed = 55 mph)
10. Convert to tons per day.  
Divide total emissions derived from step 7 by 907180 for both VOC and NOx
11. Convert to tons per year  
Multiply total emissions derived from step 8 by 260 (number of weekdays in a year)
12. To obtain the impact of the total development sum the emissions generated by each different piece (e.g. office, retail, residential)

## **INFRASTRUCTURE**

### **Transportation**

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

Land Use	Sq. Feet or units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Office	1,500,000 sq. ft.	10,870	1394	803	232	1135
Hotel	200 rooms	1701	76	51	80	68
Apartments	666 units	4305	56	274	420	198
Retail	6,000 sq. ft.	1218	26	15	55	55
<b>Total</b>		<b>18,093</b>	<b>1,552</b>	<b>1,143</b>	<b>788</b>	<b>1,456</b>

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1996 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model, except for the Paces Ferry volumes, which result from an extrapolation of recent GDOT coverage counts.

Facility	1996			2010		
	Lanes	Volume	V/C Ratio	Lanes	Volume	V/C Ratio
<b>I-285</b>						
North of Paces Ferry	8	123,600	.8	8	168,000	1.1
South of Paces Ferry	8	125,600	.9	8	165,000	1.2
<b>Paces Ferry Rd</b>						
East of I-285	4	21,400	.6	4	43,000	1.1
West of I-285	4	14,200	.3	4	28,000	.7

I-285, the closest interstate, operates at congested peak hour conditions which are expected to . Paces Ferry currently operates at an acceptable level of service. Congestion will increase in future years. Paces Ferry east of I-285 will operate at congested peak hour conditions. Paces Ferry west of I-285 s.

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?**

The ARC's adopted Interim Atlanta Regional Transportation Improvement Program FY 1998 - FY 2000 (ITIP) as adopted January 28, 1998 includes the following proposed projects in the vicinity of this site:

- CO-AR 180 I-285 @ PACES FERRY INTERCHANGE RECONSTRUCTION AND TURN LANES. Right-of-way scheduled for FY 1999, Construction for FY 2000.
- CO-AR 078K1 CT 3: KENNEDY INTERCHANGE - MILL GREEN PKWY FM AKERS MILL RD TO INTST N PKWY. 0 -> 2. Construction scheduled as Long Range.
- CO-AR 078K2 KENNEDY INTERCHANGE - MILL GREEN PKWY FM AKERS MILL RD TO INTST N PKWY. 0 -> 2. Construction scheduled as Long Range.
- CO-AR 078L CT4: KENNEDY INTERCHANGE- RIVERWOOD PKWY FM US 41 TO CUMBERLAND CIR. 4 -> 4. Construction scheduled for FY 1999.
- CO-AR 078M CT 5: KENNEDY INTCH- I-75NB TO I-285WB FLYOVER BR. 0 -> 2. Construction scheduled as Long Range.

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following long term projects. These projects have not been scheduled for construction.

**Short Range**

Paces Ferry Rd from I-285 to Paces Mill Rd. Bike Lanes and signage. 1997.

**Long Range**

Paces Ferry Rd from Atlanta Rd to I-285. Signage with safety improvements.

Paces Ferry to Paces Ferry Rd. Wide curb lanes.

Paces Ferry Rd Paces Mill Rd to Fulton County. Signage with safety improvements.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

No.

**Is the site served by transit? If so, describe type and level of service.**

----

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

----

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

----

**What is the cumulative generation of this and other DRIs or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

----