C. H. James Parkway Corridor Study

Prepared by the
Community Development Agency
Planning Division

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C.H. James Parkway Corridor Study

Table of Contents

1. Executive Summary 1

1.1. Report Contents 1
1.2. Background 1
1.3. The Study Area 2
1.4. Geography 2
1.5. Study Participants 3
1.6. Summary of Recommendations 6
1.6.1. Policy Initiatives 6
1.6.2. Development Recommendations 7
1.6.3. Proposed Land Use Changes 8

2. Analysis of Existing Conditions 10

2.1. Geography 10
2.2. Transportation Elements 10
2.2.1. General Background 10
2.2.2. Roadway 11
2.2.3. Transit 14
2.2.4. Bicycle 14
2.2.5. Pedestrian 15
2.2.6. Railway 15
2.3. Land Use Elements 25
2.3.1. Land Use Inventory 25
2.3.2. Existing and Future Land Use 25
2.3.3. Summary of Land Use Inventory 26
2.3.4. Analysis of Sites 26

3. Development Recommendations 31

3.1. General Objectives 31
3.1.1. Impervious Surface 31
3.1.2. Buffers 32

3.2. Recommendations for Identified Sites 33

4. Proposed Land Use Changes 41

5. Proposed Policy Initiatives 42

6. Implementation Plan/Schedule 43

7. Appendix 43

List of Tables

Page:

Table 1: Summary of Development Recommendations 8
Table 2: Roadway Segment performance analysis 13
Table 3: Flood Hazard Areas for Block C 28
Table 4: Flood Hazard Areas for Block D 29
Table 5: Flood Hazard Areas for Block E 30
Table 6: 'Typical' percent impervious by land cover category 32
Table 7: Recommended Future Land Use changes 41

List of Figures

Page:

Figure 1: General Study Area 4
Figure 2: Aerial Overview 5
Figure 3: Traffic Analysis Network (Powder Springs Subarea) 17
Figure 4: Traffic Analysis Network (Austell Subarea) 18
Figure 5: Existing Performance Rating (Powder Springs Subarea) 19
Figure 6: Existing Performance Rating (Austell Subarea) 20
Figure 7: Transit Service Coverage Area (Powder Springs Subarea) 21

Figure 8: Transit Service Coverage Area (Austell Subarea) 22
Figure 9: Existing Pedestrian Facilities and Deficiencies (P. Sprgs. Subarea) 23
Figure 10: Existing Pedestrian Facilities and Deficiencies (Austell Subarea) 24

List of Maps

(The maps are included in a separate document)

Map 1: Site Numbers for Land Use Inventory
Map 2: General Overview Flood Hazard Areas
Map 3: Existing Land Use
Map 4: Overlay: Future Land Use & Inventory Sites
Map 5: Overlay: Current Zoning & Inventory Sites
Map 6: Overlay: Current Land Use & Future Land Use
Map 7: Overlay: Flood Hazard Areas & Future Land Use
Map 8: Overlay: Flood Hazard Areas & Current Zoning
Map 9: Main Floodplain Areas
Map 10: Analysis Blocks
Map 11: Recommended Future Land Use Amendments

1. Executive Summary

1. Executive Summary

1.1. Report Contents

- A Comprehensive Survey and Analysis of Existing Conditions for the entire study area including Existing and Future Land Use, Zoning Classifications, Structural Conditions and Cultural Resources.
- A survey of sites and properties which are undeveloped, vacant, or for sale and of the condition of properties and sites.
- Identification of Residential and Commercial Areas which are in transition.
- Development of recommendations of desirable uses and guidelines for future development for properties abutting C.H. James Parkway.
- Identification of areas which should be inspected closely for development due to the presence of special flood hazard areas.
- Recommendation of changes to be made to the Future Land Use Map to encourage a more desirable development pattern.
- Recommendations of Public Policies to improve aesthetics and provide for adequate development.

1.2. Background

As required by the Georgia Planning Act, Cobb County began updating its Comprehensive Plan in 1995. The Plan of 1995 identified the C.H. James Parkway/Oglesby Road area as an area with potential land use conflicts, calling for potential mitigation solutions. This identification and assessment were done in accordance with the minimum standards of the Planning Act and the guidelines established by the Georgia Department of Community Affairs.

The 1995 plan update also included a short term work program, which outlined projects and studies for the county to prepare to address county wide issues,

including the potential land use conflicts around C.H. James Parkway/Oglesby Road. The short term work program, which was adopted as an integral part of the Comprehensive Plan, included the preparation of the C.H. James Parkway Study.

The potential land use conflicts in the area lie between the present industrial use recommendation along C.H. James Parkway/Oglesby Road and the low density residential recommendation immediately east and north. Also, relative to the assessment of this area is the "Sweetwater Park Property", which is an 800+ acre tract annexed by the City of Austell in 1989, forming the eastern boundary of the study area. Norfolk Southern Railroad is currently converting the property into an intermodal rail transfer center. As the development of the transfer station progresses, it has become important for the county to develop sub area classifications and development goals for the remaining unincorporated county properties abutting the Sweetwater Park property along C.H. James Parkway.

1.3. The Study Area

The C.H. James Parkway study area, for the purposes of this study, was defined as the land lots directly and indirectly served by C.H. James Parkway between Oglesby Road, Lewis Road, Lithia Springs Road and the City limits of Austell.
It roughly covers the area under the jurisdiction of Cobb County that lies between the Cities of Powder Springs to the northwest and Austell to the east.
The study area includes 25 land lots and covers an area of approximately 1,000 acres. Outlines of the general area can be found in Figures 1 and 2. The study boundaries are shown in Map 1.

1.4. Geography

The ground elevation in the study area is mostly level and lies between 900 feet in the northeastern part and about 1000 feet in the southwestern area.
C.H. James Parkway (US 278) is currently a four-lane roadway with a protected turn lane and is classified as an arterial roadway. There is a gradual decrease in

elevation along the roadway from about 960 feet at the intersection with Oglesby Road to about 900 feet at the southern edge of the study area.

The study area is divided by the Norfolk Southern main railroad line to Chattanooga, lying east of C.H. James Parkway. This mainline and the Norfolk Southern mainline to Birmingham merge in the city of Austell to form a double track mainline to Atlanta.

Natural resource features in the study area consist of Powder Springs Creek, flowing nearly parallel to C.H. James Parkway, and several small tributaries, crossing the roadway in order to merge with the creek. Along the Powder Springs Creek streambed the National Wetlands Inventory Map (NWI) indicates the possible presence of forested wetlands, flooded seasonally, semipermanently or temporarily. According to the most recent Flood Insurance Rate Maps (Maps No. 13067C0065F and 13067C0080F), Panels 65 and 80 of 95, the same area includes special flood areas, which may be periodically inundated with a 100-yr or 500-yr flood.

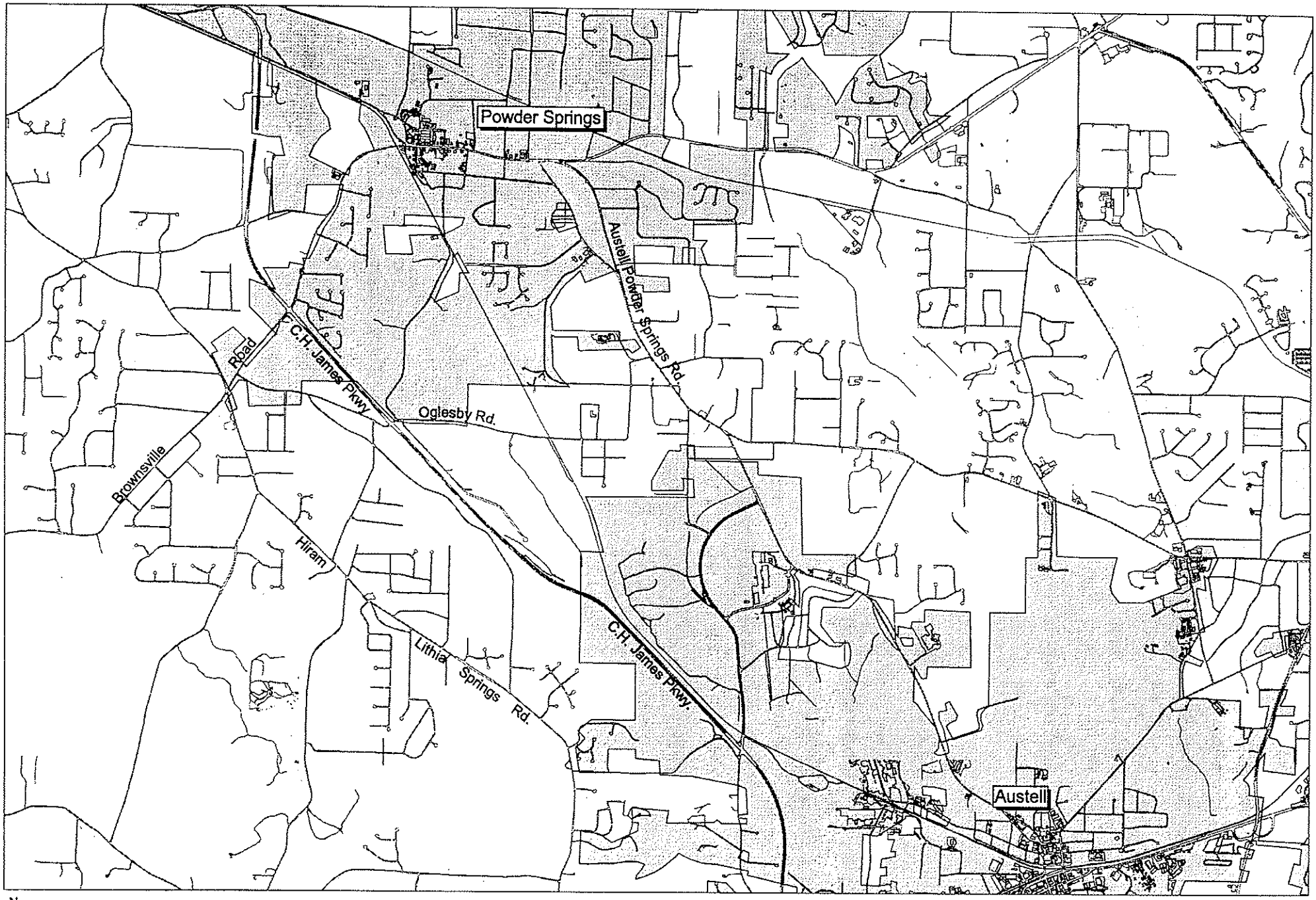
The majority of the land between C.H. James Parkway and the Norfolk Southern Railroad line, as well as the southeastern corner of the study area are mainly forested.

1.5. Study Participants

This study was produced by the Cobb County Department of Community Development's Planning Division, with assistance form the department's Business License and Development & Inspections Divisions, the Cobb County Water System and the Cobb County Department of Transportation.

C.H. James Parkway Study

Figure 1 General Study Area



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1.6 Summary of Recommendations

1.6.1. Policy Initiatives

The proposed policy initiatives, which are recommended in this study, are intended to accomplish a number of objectives including:

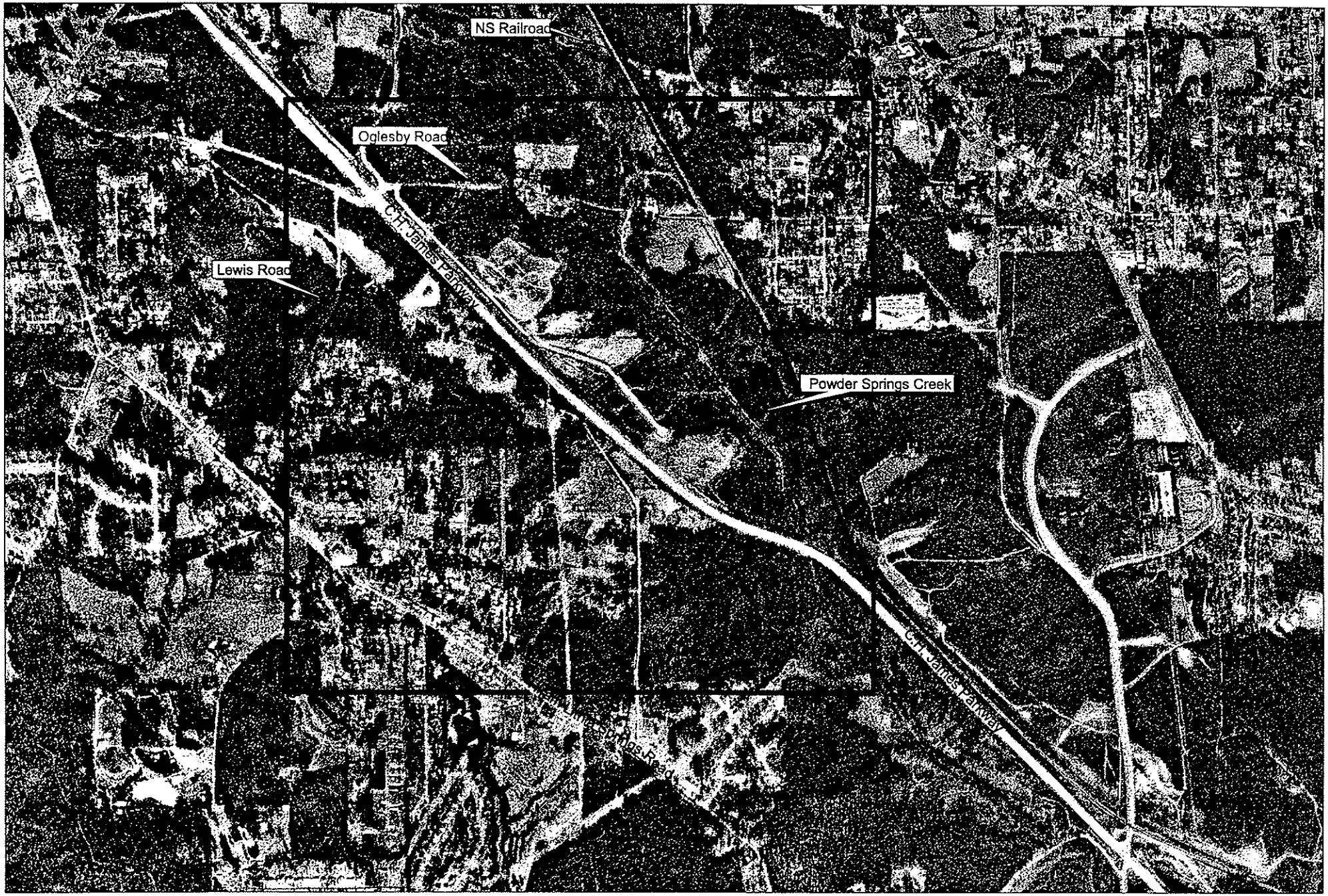
- Bringing in development, which is in compliance with the special conditions due to the presence of Powder Springs Creek.
- Allowing for high quality development in areas provided for Industrial Compatible land use and preventing undesirable development patterns potentially caused by the adjacent intermodal rail facility in Austell.
- Capitalizing on the prevention of negative impacts for residential areas resulting from potential development of sites with industrial designations.
- Eliminating unsightly code violations and excluding nonconforming uses.

Listed below are potential policy initiatives, which could be implemented to achieve the objectives of the corridor study:

- Place special emphasis on site plan review for all site development within the analyzed study blocks in order to assure compliance with requirements and recommendations developed in this study.
- Continue acquisition and development of flood plain into passive recreation space, consistent with ongoing efforts of basinwide stormwater capital improvement programs.
- In accordance with the Standard Building Code, 1994 Edition, Chapter 1, Sections 103.5 and 103.6, begin inspections of the small number of sites and properties noted as being in poor condition.

C.H. James Parkway Study

Figure 2 Aerial Overview



Study Area

200 0 200 400 Meters

N

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1.6.2. Development Recommendations

The following list serves as an overview of the main development recommendations specified for individual analysis blocks.

The analysis blocks are shown on Map 10.

Block	Sites	Development Recommendations
A	2 (western half), 22-25, portion of 32	• Encourage and support uses in compliance with Future Land Use (proposed for LDR)
B	2 (eastern half), 13-19	• Encourage and support uses in compliance with Future Land Use (being LDR).
C	28, 29, 32 (portion within jurisdiction of Cobb County only)	• Establish a limit of maximum impervious surface of 70%. • Put emphasis on developing flood hazard areas into passive recreation space.
D	27, 30, 31, 33	• Establish a limit of maximum impervious surface of 70%. • Bring in applications for development in one unified plan for total site. • Establish northern portion as transition zone between different intensities of land uses. • Establish existing service road as the only access way to the sites. • No hazardous materials, no outside storage on pervious surfaces. • Desirable uses include: - Warehousing/Storage - Professional business parks/office. - Distribution centers. • Put emphasis on developing flood hazard areas into passive recreation space.

Block	Sites	Development Recommendations
E	34	• Establish a limit of maximum impervious surface of 70%. • Bring in applications for development in one unified plan for total site. • Establish existing service road as the only way of access to the site. • No hazardous materials, no outside storage on pervious surfaces. • Desirable uses include: - Warehousing/Storage - Professional business parks/office. - Distribution centers. • Put emphasis on developing flood hazard areas into passive recreation space.
General		• Keep truck traffic, caused by potential development, from using Oglesby Road and impacting residential areas by limiting through passage.[1]

* (or, if larger, as required by county ordinance, which may be amended from time to time).

Table 1: Summary of Development Recommendations

[1] At the time of completion of this study, the Cobb County DOT has implemented this measure. A sign limiting through truck traffic has been installed. See also page A14 in the appendix.

1.6.3. Proposed Land Use Changes

Map 11 illustrates recommended future land use amendments for the C.H. James Parkway study area. A summary of these recommended amendments is listed below:

Block	Sites	Adopted Future Land Use Designation	Recommended Future Land Use Designation
A	2 (western half), 22-25, portion of 32	IC	LDR

2. Analysis of Existing Conditions

2. Analysis of Existing Conditions

2.1. Geography

The ground elevation in the study area is mostly level and lies between 900 feet in the northeastern part and about 1000 feet in the southwestern area. Natural resource features in the study area consist of Powder Springs Creek and a tributary creek, flowing west to east, crossing C.H. James Parkway north of Meadows Road and merging with Powder Springs Creek just west of the Norfolk Southern Railroad tracks. Along the Powder Springs Creek streambed the National Wetlands Inventory Map (NWI) indicates the possible presence of forested wetlands, flooded seasonally, semipermanently and temporarily. According to the most recent Flood Insurance Rate Maps (Maps No. 13067C0065F and 13067C0080F), Panels 65 and 80 of 95, this same area includes special flood areas, which may be periodically inundated with a 100-yr or 500-yr flood. The extent of the floodway and the 100-yr floodplain is shown on Map 2.

The majority of the land between C.H. James Parkway and the Norfolk Southern Railroad tracks as well as the southeastern corner of the study area, are mainly forested.

2.2. Transportation Elements

2.2.1. General Background

C.H. James Parkway (US 278) is classified by the Cobb County Major Thoroughfare Plan as an arterial roadway and is the most important road within the study area.
It was built by the Georgia Department of Transportation and was completed in the early 90's. Today's 4-lane road replaced the former Thornton Road.

As part of the 1994 Transportation Improvement Program (TIP), Cobb County has begun preparing one of the state's first countywide comprehensive transportation

plans. This plan, known as the *Comprehensive Transportation Plan* (CTP) is currently under development. The final version of the CTP adopted by the Board of Commissioners will contain recommended improvements to the county's overall transportation network, which may apply to C.H. James Parkway and the study area. Any recommendations in this corridor study will stress the importance of blending and integrating with the CTP.

A consultant team (consisting of Barton-Aschmann Associates, Inc., et al.) performed an assessment of existing transportation deficiencies for Austell, Powder Springs and other subareas through an inventory of existing facilities and current travel demands. This analysis was performed for the current roadway, transit, bicycle and pedestrian systems.

A physical roadway inventory was conducted for arterial and collector roadways within the Powder Springs and Austell subareas to document existing physical conditions. The roadway inventory includes the number of travel lanes, pedestrian facilities, geometric deficiencies, verification of traffic signal locations and determination of the appropriate roadway type (freeway, arterial or collectors) for the purpose of capacity analysis.

The following chapters, containing the analysis of Roadways, Transit, Bicycles and Pedestrians, are in reference to the Comprehensive Transportation Plan. It is important to note that this study will only include base information on existing conditions from the draft CTP.

2.2.2. Roadway

a) Analysis procedures:

The Traffic Analysis Network for roadway analysis is defined to include all freeways, major and minor arterials, major collectors and some minor collectors (as identified in the Cobb County Major Thoroughfare Plan, June 1995) within the subareas. The traffic analysis network, which applies to the C.H. James Parkway study area, is

illustrated in Figures 3 and 4 and shows roadways within the Cobb County Travel Demand Model in a bold line and those that are not in the model in a dashed line. Figures 3 and 4 also identify all signalized intersections currently in operation and intersections planned for signalization within the applicable portion of the two subareas.

For the minor collector roadways not included in the Cobb County Travel Demand Model (shown as dashed lines on Figures 3 and 4) a windshield survey was conducted of each of these roadway segments. As part of the windshield surveys, an inventory of substandard design features (geometry, horizontal and vertical alignment, obvious hazards, etc.) that may provide possible concerns was documented. In addition, information about the physical structure of the roadway, available pedestrian facilities, speed limits, service facilities (bus routes) and any geometric deficiencies were also noted.

For all signalized intersections and those roadway segments included in the Cobb County Travel Demand Model within the Powder Springs and Austell subareas, an evaluation of existing performance was completed. The Analysis procedures are as follows:

Roadway Segments:

For the analysis of each roadway segment included in the Cobb County Travel Demand Model, the methodology of volume-to-capacity (V/C) was used. A weekday Average Annual Daily Traffic (AADT) volume was compared with an established capacity for each roadway segment. Based upon relationships between the volume and capacity for each roadway segment, a performance measure was established.

Roadway segment capacities were obtained from a series of level of service (LOS) tables that were specifically developed for use in the Cobb County Comprehensive Transportation Plan capacity analyses.

Based upon the volume-to-capacity relationship output for each roadway segment, a performance evaluation was assigned. The performance evaluation was categorized into three performance groupings:

- Adequate levels of service: V/C less than 0.8
- Marginal levels of service: V/C 0.8 – 1.0
- Roadway segments that currently experience failure: V/C over 1.0

b) Findings:

No intersections within the study area have been subject to the analysis.

The results of the segment performance analysis for the C.H. James Parkway Study area only is included in the following table:

Roadway Segment Performance Analysis Powder Springs and Austell Subareas – C.H.James Pkwy. Study Area					
Roadway	**From**	**To**	**Number of Lanes**	**Count AADT**	**Performance Rating**
US 278 (C.H.James Pkwy)	Oglesby Rd.	Brownsville Rd.	4	22,117	Adequate
US 278 (C.H.James Pkwy	Oglesby Rd.	Westside Rd.	4	22,500	Adequate

Table 2: Roadway Segment performance analysis.

The roadway performance ratings are illustrated for each segment and intersection analyzed in Figures 5 and 6.

2.2.3. Transit

a) Analysis procedures:

Transit services coverage areas were identified for the Powder Springs and Austell subareas, including the C.H. James Parkway study area, and are shown in Figures 7 and 8.

b) Findings:

No transit services are provided within the C.H. James Parkway study area.

2.2.4. Bicycle

a) Analysis procedures:

Field surveys were undertaken for the the Cobb County Comprehensive Transportation Plan to inventory the existing physical and operational conditions of arterials and collector roadways identified as part of the potential network of bicycle-compatible routes throughout the county.

b) Findings:

During these field surveys, it was observed that the majority of roadways in the county are not bicycle-friendly. Impediments and constraints to safe bicycle travel became apparent. General types of impediments and constraints to safe bicycle travel include:

- Inconsistent and narrow pavement widths,
- Narrow to nonexistent shoulders,
- High traffic volume and speeds,
- Drainage grates which are parallel to the direction of travel,
- Railroad crossings at skewed angles,
- Pavement surface irregularities.

These deficiencies observed along most of the proposed bicycle routes throughout the county create conditions which are inadequate for bicycle travel.

Within the Powder Springs and Austell subareas, there is generally a lack of consistently adequate space to accommodate bicycle travel on most roadways.

2.2.5. Pedestrian

a) Analysis procedures:

As part of the Cobb County Comprehensive Transportation Plan, pedestrian facilities located along roads included in the traffic analysis network (as identified in Figures 3 and 4) were inventoried and evaluated. This analysis also included the identification of pedestrian facilities deficiencies, also shown in Figures 9 and 10. The deficiency analysis identified gaps in the sidewalk network and assessed service to likely pedestrian generators. Schools and Parks were located as potential pedestrian generators. All sidewalks along the traffic analysis network were inventoried and intersection pedestrian features, i.e. crosswalks, pedestrian signals and push buttons, were observed in the field.

b) Findings:

Figures 9 and 10 illustrate the existing sidewalks on roads in the traffic analysis network. Also shown are planned and programmed sidewalks, for which construction is funded under one of three programs.

There are no planned sidewalks located within the C.H.James Parkway study area.

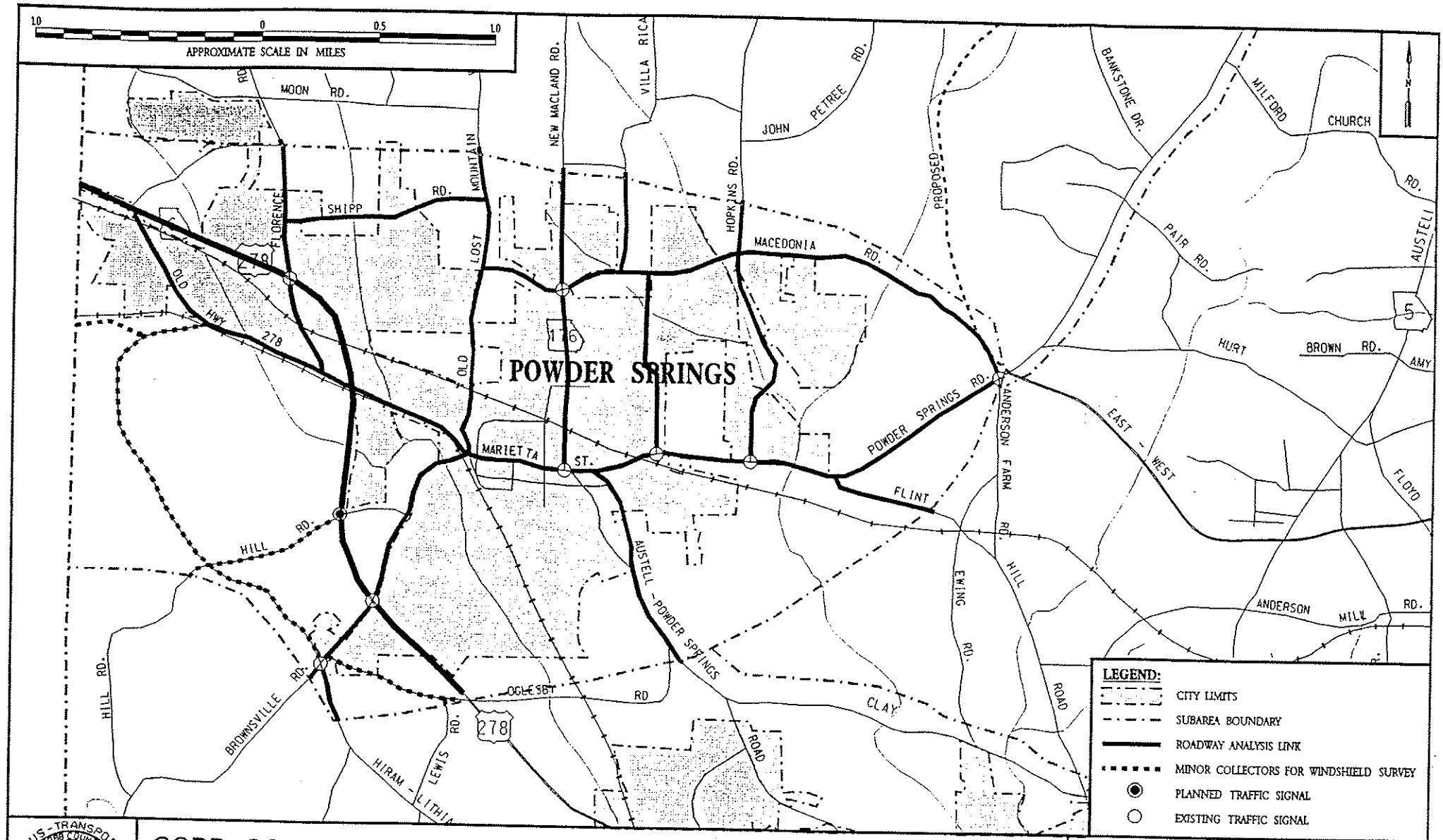
2.2.6. Railway

The study area is divided into two sections by the Norfolk Southern mainline to Chattanooga. Currently, an average of 37 daily trains move northbound or south-bound between Atlanta and Chattanooga. The mainline to Chattanooga and the

Norfolk Southern mainline to Birmingham merge in the city of Austell to form a double track mainline into Atlanta.

Between Atlanta and Birmingham there are 23 daily trains eastbound or westbound [Norfolk Southern Corporation, September 1996].

These numbers will change due to the construction of Norfolk Southern's intermodal facility in Austell. At completion, the facility would produce the equivalent of 8.5 full intermodal trains daily running north or south between the proposed facility and Chattanooga. The equivalent of 10.5 full intermodal trains would be produced daily that would run between Inman Yard in Atlanta and the proposed facility in Austell [Forecasts by Norfolk Southern Corporation, Sept. 1996].



FUTURE FOCUS - TRANSPORTATION PLAN 2020 COBB COUNTY

COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

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POWDER SPRINGS SUBAREA TRAFFIC ANALYSIS NETWORK

SEPTEMBER 1997

FIGURE 3

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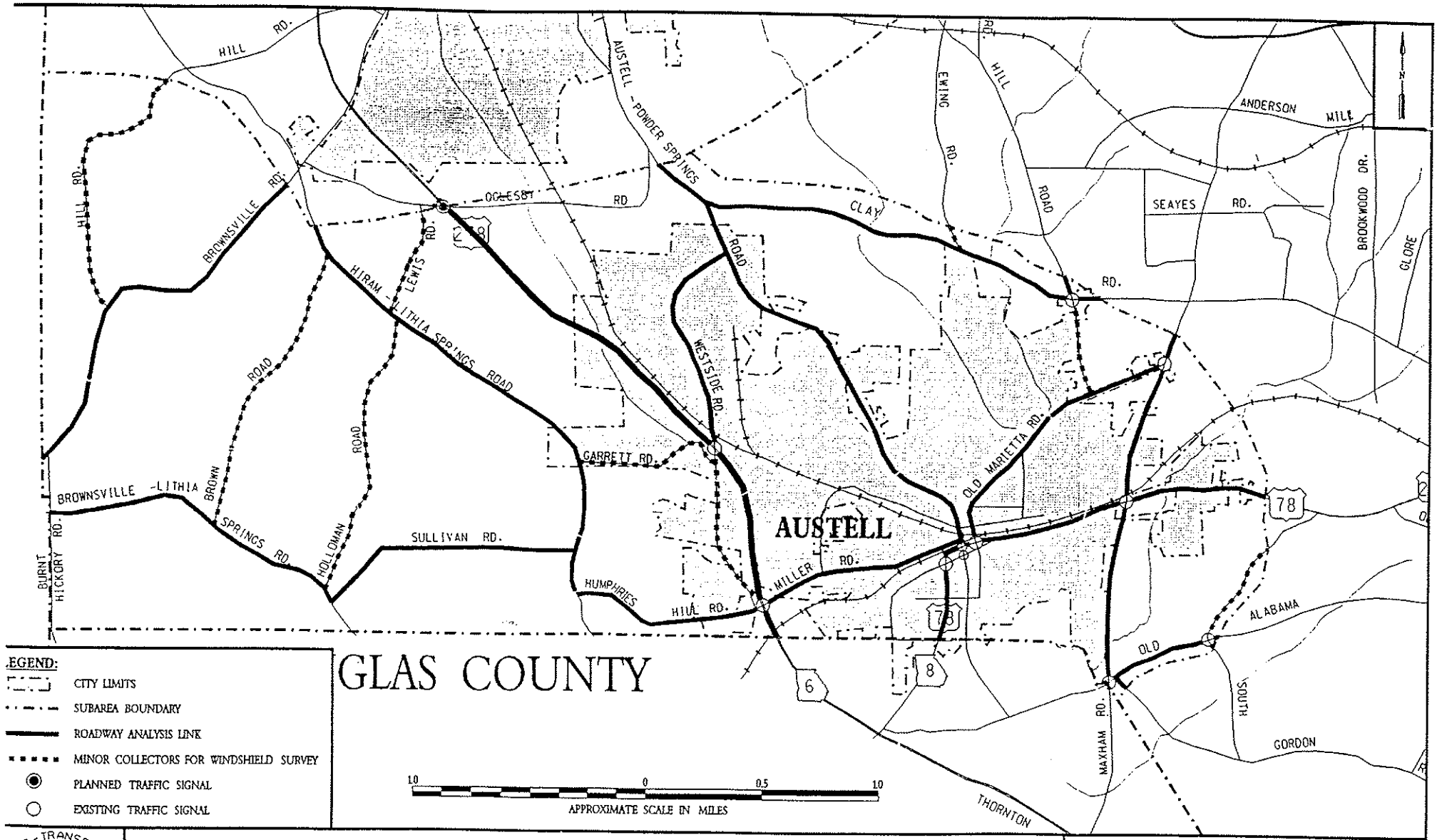
Figure 3



COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

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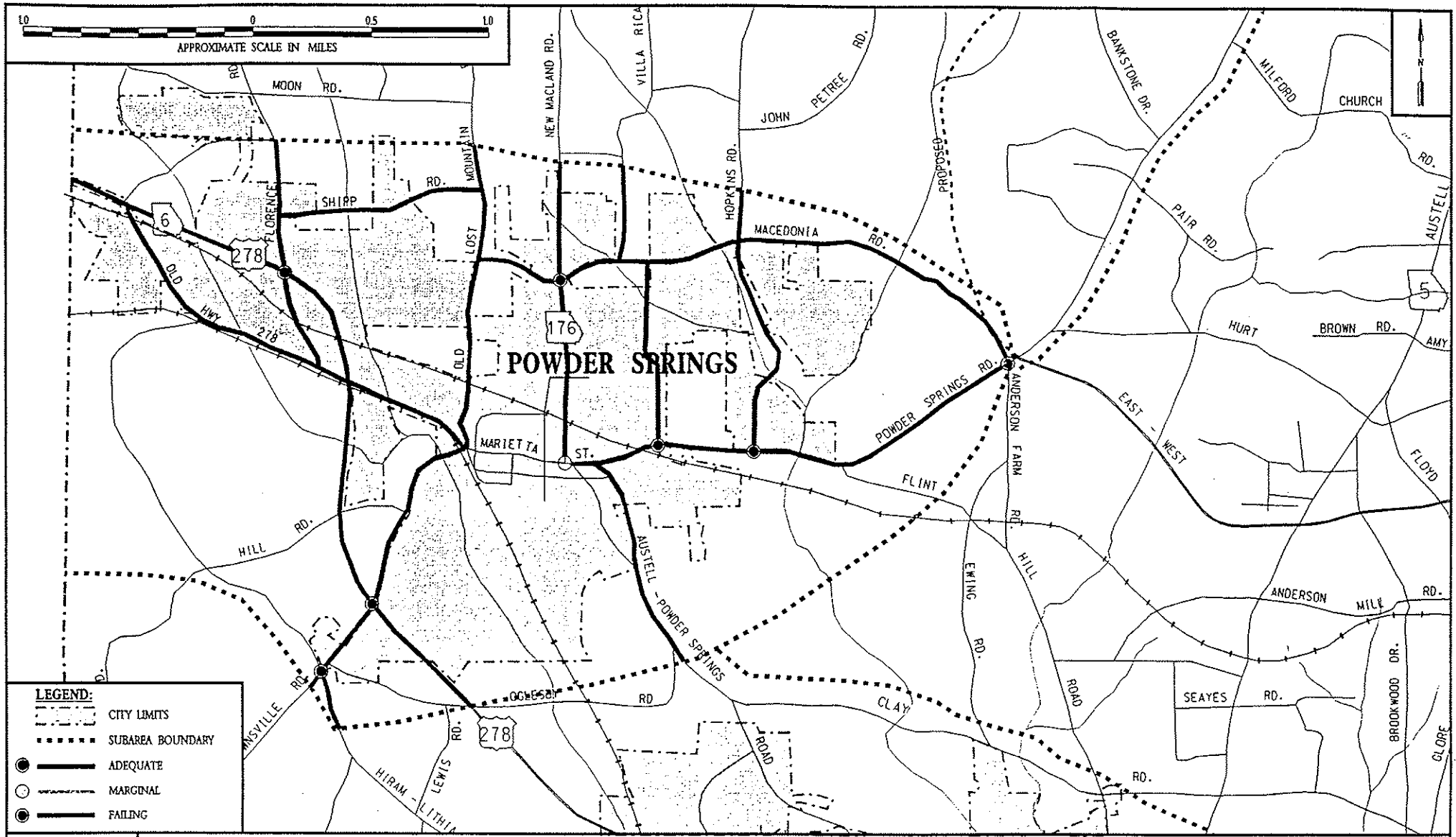
AUSTELL SUBAREA TRAFFIC ANALYSIS NETWORK

SEPTEMBER 1997

FIGURE 4

Figure 4



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POWDER SPRINGS SUBAREA EXISTING PERFORMANCE RATING

SEPTEMBER 1997

FIGURE 5

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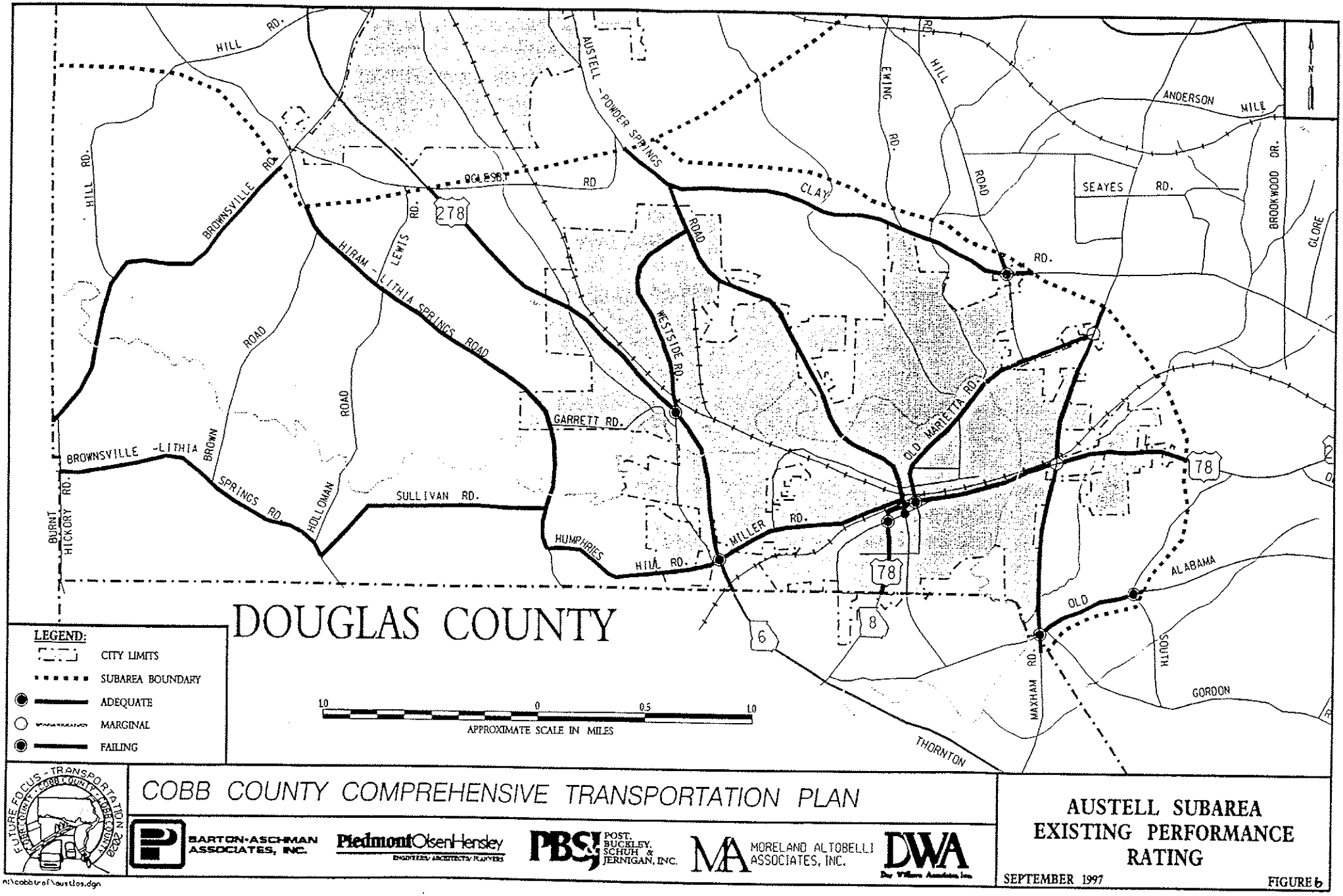
Figure 5



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AUSTELL SUBAREA EXISTING PERFORMANCE RATING

SEPTEMBER 1997

FIGURE 6

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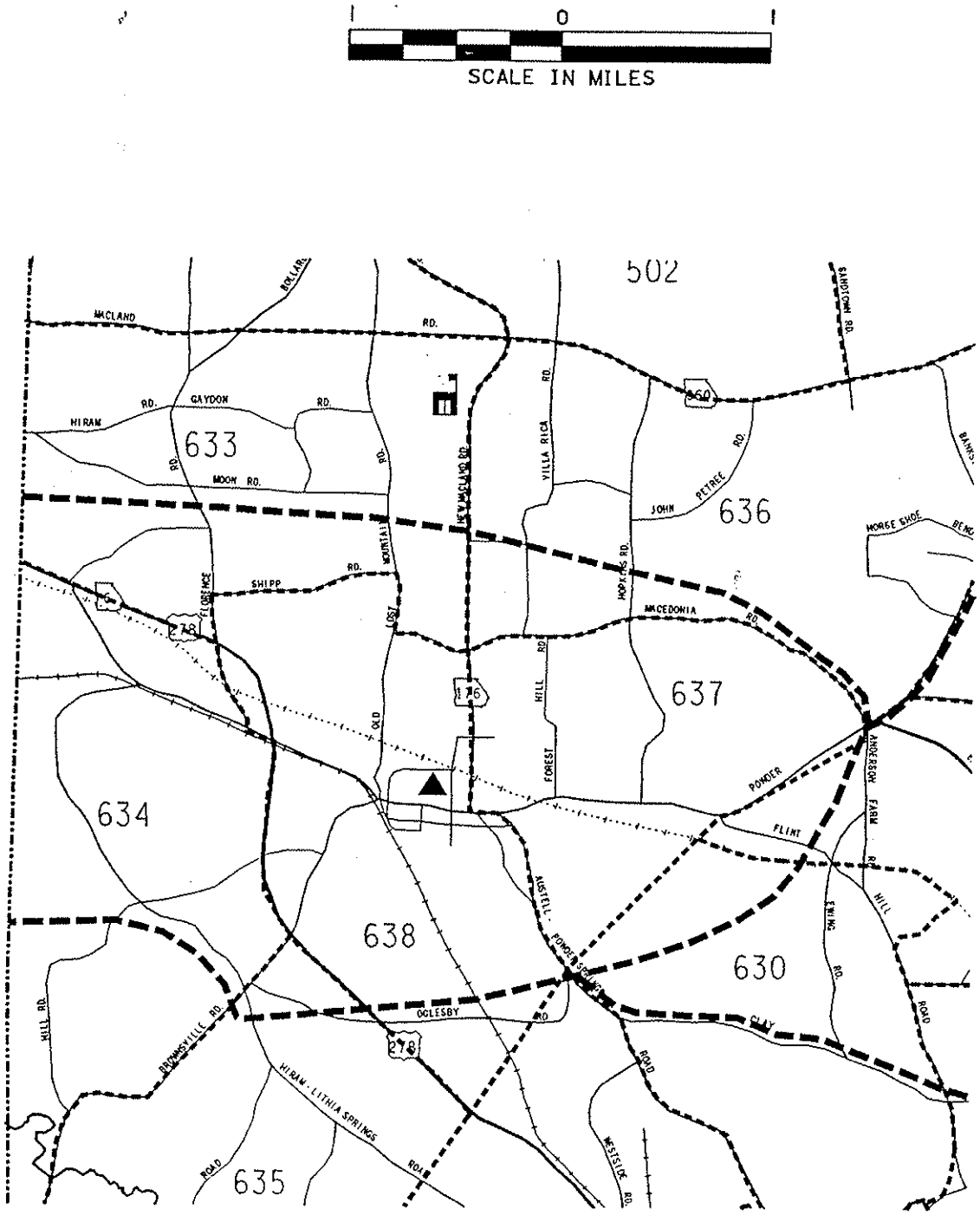
Figure 6

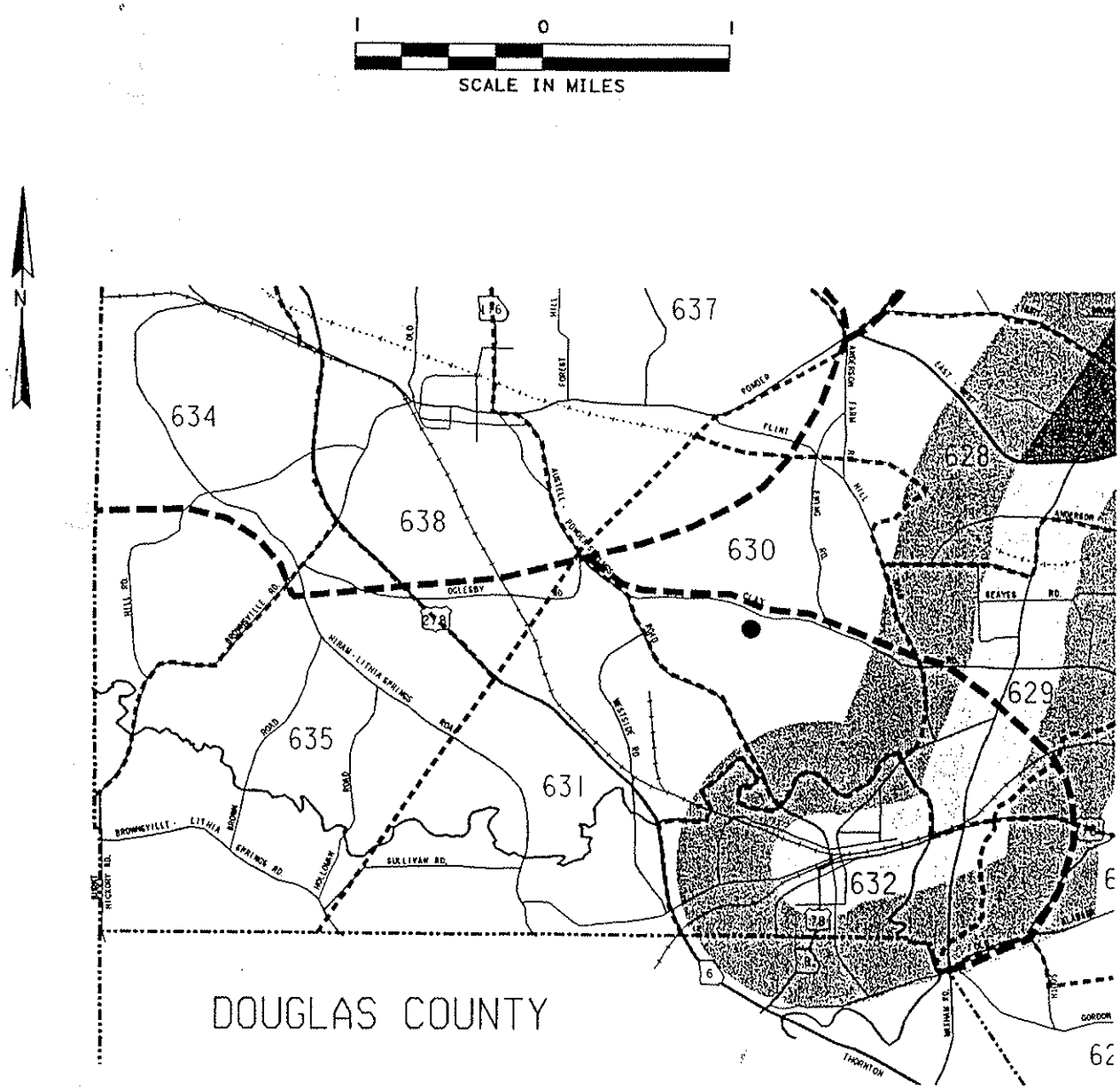


POWDER SPRINGS SUBAREA EXISTING CONDITIONS ANALYSIS

COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

TRANSIT SERVICES COVERAGE AREA

FIGURE 7



- HEALTH CARE
- HIGH SCHOOL
- HOSPITAL
- LIBRARY
- PARK & RIDE LOT
- SENIOR CENTER
- UNIVERSITY/ COLLEGE

TRANSIT SERVICE COVERAGE AREA
FIXED ROUTE - 1/4 MILE WALK DISTANCE

- REGULAR SERVICE
- EXPRESS/ LIMITED SERVICE (> 60 MINUTES)
- PARATRANSIT SERVICE AREA (3/4 MILE ADJACENT TO FIXED ROUTE SERVICE)
- SUB AREA BOUNDARY
- TRAFFIC ANALYSIS ZONE (TAZ) BOUNDARY

AUSTELL SUBAREA EXISTING CONDITIONS ANALYSIS

COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

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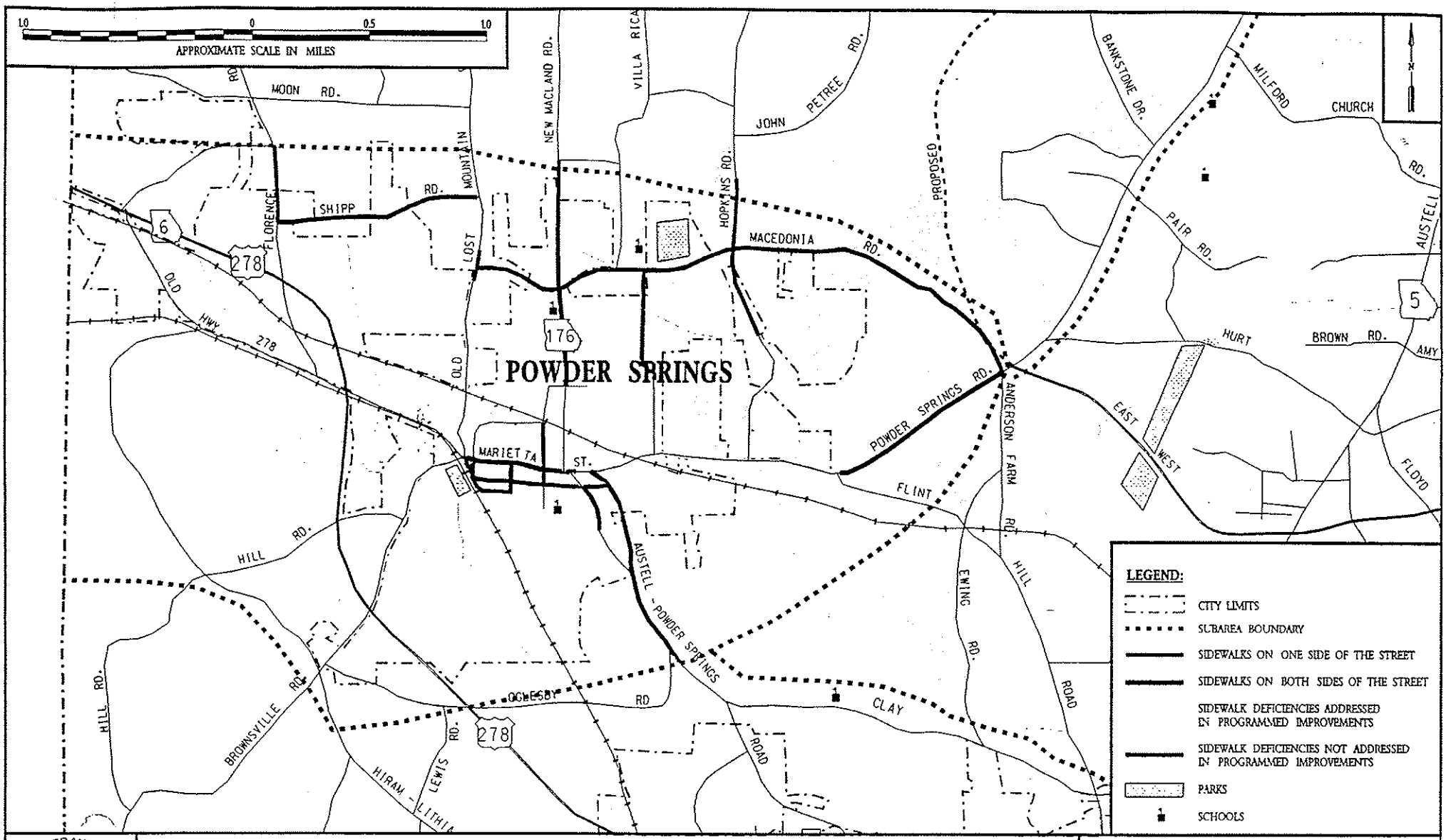
TRANSIT SERVICES COVERAGE AREA

FIGURE 8



FUTURE FOCUS - TRANSPORTATION 2020 - COBB COUNTY

COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

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POWDER SPRINGS SUBAREA EXISTING PEDESTRIAN FACILITIES & DEFICIENCIES

SEPTEMBER 1997 FIGURE 9

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Figure 9

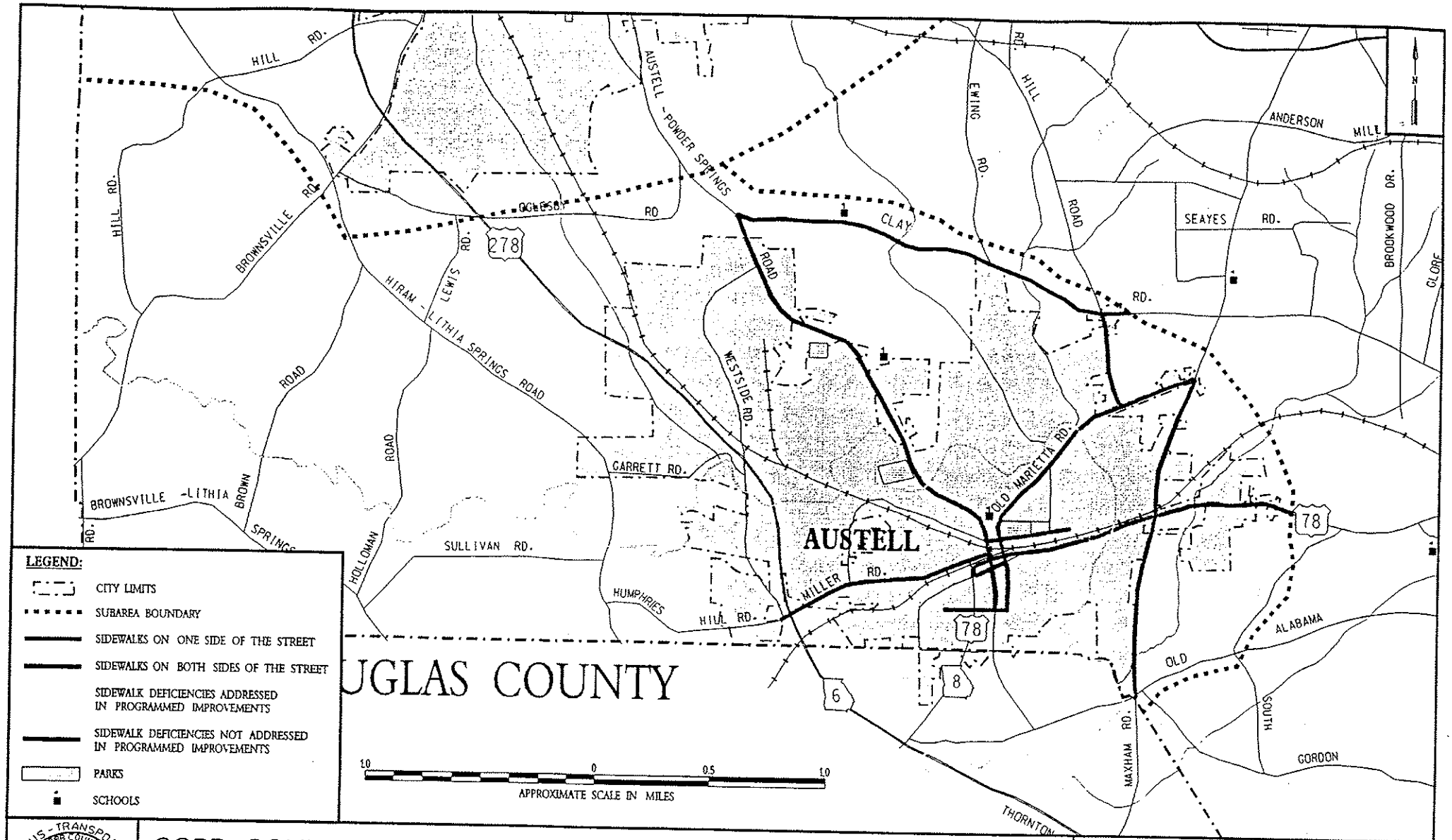

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Figure 10

2.3 Land Use Elements

2.3.1. Land Use Inventory

A land use inventory and data base/spreadsheet was established for all 69 sites within the study boundaries. All 69 inventory sites were numbered and mapped. The site numbers appear in the text boxes, which are shown on Map 1. It is important to note that these site numbers are independent and unrelated to parcel numbers as established by Cobb County tax records. Certain sites include numerous sub sites, which have not been listed in the inventory as individual sites but rather appear as components of the inventory sites. The 69 inventory sites contain a total of 395 sub sites.

The inventory included:

- Name of business, unless vacant or residential.
- Type of business.
- Condition of structure.
- Condition of property.
- Presence of outside storage and potential for screening such.
- Other professional observations made by planning division staff while on site.

Since some of the sites consist of multiple-acre areas, the general and most dominating existing land use on the site is reflected in the inventory. A sample field reconnaissance worksheet used by staff is included on page A1 in the appendix. The appendix also contains the entire inventory.

2.3.2. Existing and Future Land Use

The existing land use, adopted future land use designations and existing zoning districts for all of the sites within the study boundaries are shown on Maps 3, 4 and 5. Please note that the existing land use, shown in Map 3, reflects the sites as established in the inventory.

2.3.3. Summary of Land Use Inventory

A summary of the land use inventory and database/spreadsheet that was developed is attached and listed on page A2 in the appendix. The findings include:

- 82.6% of the inventory sites within the study area are developed.
- 96.9% of the sub sites within the study area are developed.

- Of that developed property:
  - 95.2% is used residentially.
  - 1.7% is used commercially.
  - 3.1% is vacant, undeveloped or unknown[2].
  - 1% of the structures inventoried were noted as being in poor condition.
  - 0.7% of the properties inventoried were noted as being in poor condition.
  - 1.9% of the sites inventoried had outside storage.
  - 2.7% of the sites inventoried appeared to have potential code violations.

The summary of the land use inventory is based on the number of 395 sub sites inventoried in the study.

2.3.4. Analysis of Sites

The analysis of inventory sites focuses on sites identified in the land use inventory as being vacant/undeveloped or commercial, showing the Future Land Use designation IC (Industrial Compatible) and/or showing Zoning Districts of commercial/industrial nature. The analysis reflects the existing conditions and is primarily based on data that is shown in Maps 3 and 6-9.

For the following analysis, individual inventory sites have been combined into analysis blocks, which are shown in Map 10.

[2] Large vacant/undeveloped areas do only count as one sub site. Developed inventory sites on the other hand have been divided into sub sites and therefore are represented in larger numbers than vacant/undeveloped sites. In order to get a good understanding of the degree of development in the study area, the map showing the existing land use (Map 3) may serve as a better indicator than the numbers above.

Block A: Sites 2 (Western Half), 22 – 25, portion of site 32

Land Uses/Zoning:

- Existing Land Use: Vacant/undeveloped and residential.
- Future Land Use Designations: Industrial Compatible (IC).
- Existing Zoning Districts: Future Industrial (IF).

Other Characteristics:

- Sites 2 and 23 border on land within city limits of Powder Springs with Future Land Use designations Low Density Residential and Existing Zoning Districts being Light Industrial (LI), with Business Park Overlay (BPO).
- Adjacent to land in south with Future Land Use designation being Low Density Residential and Existing Zoning being Planned Residential Development (PRD).
- Sites 2 and 23 abutting land used residentially on East.
- Divided by Norfolk Southern Railroad tracks.
- Access to C.H. James Pkwy. via Oglesby Road by passing through residential areas.
- Access to Powder Springs Road via Frank Akins Rd. or Oglesby Rd. by passing through residential areas.

Block B: Sites 2 (Eastern Half) and 13-19

Land Uses/Zoning:

- Existing Land Use: Mainly residential, with 2 small vacant or undeveloped areas and public/institutional land use.
- Future Land Use Designations: Low Density Residential (LDR) and Public/ Institutional (PI).
- Existing Zoning Districts: Future Industrial (IF) and R-20.

Other Characteristics:

- Adjacent to land in North, East and South with Future Land Use being Low Density Residential (LDR) and Existing Zoning Districts being R-20.
- Access to C.H. James Pkwy. via Oglesby Road by passing through residential areas.
- Access to Powder Springs Road via Frank Akins Rd. or Oglesby Rd. by passing through residential areas.

Block C: Sites 28, 29 and 32 (Portion within Jurisdiction of Cobb County only)

Land Uses/Zoning:

- Existing Land Use: Mainly vacant/undeveloped, with some residential use.
- Future Land Use Designations: Industrial Compatible (IC)
- Existing Zoning Districts: R-30 and Future Industrial (IF)

Other Characteristics:

- Abutting land within city limits of Powder Springs with Future Land Use designation Low Density Residential (LDR) and Existing Zoning Districts being Light Industrial (LI), with Business Park Overlay (BPO).
- Access to C.H. James Pkwy. and Powder Springs Rd. via Oglesby Rd.
- The following table shows the flood hazard characteristics for the area:

Total Area of Sites	Area within Floodway	Area within 100-yr Floodplain	Total Area within Flood Hazard Zone	
			absolute	%
27.8 ac	12.0 ac	8.5 ac	20.5 ac	73.7%

Table 3: Flood Hazard Areas for Block C

Block D: Sites 27, 30, 31, 33

Land Uses/Zoning:

- Existing Land Use: Mainly vacant/undeveloped, some residential.
- Future Land Use Designation: Industrial Compatible (IC).
- Existing Zoning Districts: R-30, Future Industrial (IF) and Light Industrial (LI).

Other Characteristics:

- Adjacent to land within city limits of Powder Springs, showing Future Land Use Designation as Low Density Residential (LDR) and current Zoning District as LI, with Business Park Overlay (BPO).
- Adjacent to the east to land showing Future Land Use as Low Density Residential (LDR) and Current Zoning District as Planned Residential Development (PRD); to the south to land with Future Land Use showing as Industrial Compatible (IC) and Current Zoning as Light Industrial.
- Proximity to C.H. James Parkway and Interstate 20 via Oglesby Rd.
- Paved service road leading into area.
- The following table shows the flood hazard characteristics for the area:

Total Area of Sites	Area within Floodway	Area within 100-yr Floodplain	Total Area within Flood Hazard Zone	
			absolute	%
85.4 ac	12.9 ac	10.6 ac	23.5 ac	27.5%

Table 4: Flood Hazard Areas for Block D

Block E: Site 34 (Portion within Jurisdiction of Cobb County only)

Land Uses/Zoning:

- Existing Land Use: Vacant/undeveloped.
- Future Land Use Designation: Industrial Compatible (IC) and Low Density Residential (LDR).
- Current Zoning District: Light Industrial (LI), Planned Residential Development (PRD), Future Industrial (IF).

Other Characteristics:

- Adjacent to land within City limits of Austell with Future Land Use designation Industrial Compatible (IC) and Current Zoning District being Light Industrial (LI).
- Eastern boundary formed by Norfolk Southern Railroad and western boundary by C.H. James Parkway.
- Proximity to C.H. James Parkway and Interstate 20 through Oglesby Rd.
- Unpaved service road leading into area, connecting site to Oglesby Road via site 33.
- Tract of approx. 14 acres, owned by Cobb County, is located on south end of site, adjacent to Austell City limits.
- The following table shows the flood hazard characteristics for the area:

Total Area of Site	Area within Floodway	Area within 100-yr Floodplain	Total Area within Flood Hazard Zone	
			absolute	%
108.0 ac	34.8 ac	43.5 ac	78.3 ac	72.5%

Table 5: Flood Hazard Areas for Block E

3. Development Recommendations

3. Development Recommendations

The analysis of sites in the previous chapter shows one main feature: Numerous sites are to different degrees affected by the presence of Powder Springs Creek and its tributaries. As a consequence, existing and future land use of these sites may have a strong impact on the appearance of the creek.
The first part of this chapter serves therefore as a short overview of the most important findings regarding land development and provisions to protect water quality.

3.1. General Objectives

3.1.1. Impervious Surface

One main source for the deterioration of water quality in urban and suburban areas is generated by pollution in storm water runoff from urban land uses. This factor is strongly subject to the percentage of impervious surface created by development. Impervious surfaces include typical roads, rooftops, parking lots, driveways, side-walks and patios.

Stream degradation for a watershed generally starts to occur at a gross impervious surface rate equal to or larger than 15% [GA Dept. of Natural Resources].
Estimates for the "typical" percent of impervious surface by land cover category have been developed by the project team for the Big Haynes Creek Watershed Management Plan Study and are shown below:

Land Coverage Category	**% Impervious Cover**
Forest/Open	0.5%
Agricultural/Pasture/Cropland	0.5%
Single Family:	
2.1 – 5.0 acres	10%
1.1 – 2.0 acres	12%
0.5 – 1.0 acres	19%
0.25 – 0.4 acres	26%

Land Coverage Category	% Impervious Cover
Townhouse/Apartment	48%
Commercial	85%
Office/Light Industrial	70%
Heavy Industrial	80%
Waterbodies	100%
Major Roads	90%

Table 6: 'Typical' percent impervious by land cover category [Big Haynes Creek Watershed Management Plan Study].

Interim Stormwater Management Guidelines developed by the ARC Storm Water Management Task Force state: "As a general guideline to local governments, several studies indicate, that watershed-wide impervious surface amounts should not exceed 10 – 25% of the total land area in a water supply watershed."
Powder Springs Creek is not classified as a water supply watershed. However, for water quality and flood protection, a maximum imperviousness of 25% is typically targeted by local governments [GA Dept. of Natural Resources].

The existing average basin imperviousness for Powder Springs Creek is estimated at 16%. Under the current Comprehensive Plan, the overall basin impervious percentage could rise to over 28% [Basin Wide Stormwater Capital Improvement Study for Powder Springs Creek (Draft), Cobb Co. Water System].

3.1.2. Buffers

Siting construction and development away from pristine areas around streams helps protecting stream quality. Currently, a 100 ft undisturbed buffer required by the Cobb County Stream Buffer Ordinance applies to this section of Powder Springs Creek.

3.2. Recommendations for Identified Sites

The sites are listed in the same order as in Chapter 2.3.4 (Analysis of Sites).

The following development recommendations have been developed based on a number of observations, mainly listed in Chapter 2, including:

- Compatibility with surrounding Future Land Use Designations.
- Compatibility with surrounding Existing Zoning Districts.
- Compatibility of Existing Land Use and Future Land Use Designation (shown in Map 6).
- Site configuration.
- Allocation regarding accessibility from major thoroughfares.
- Conditions regarding proximity of Powder Springs Creek and existence of special flood areas.

Block A: Sites 2 (Western Half), 22 – 25, portions of site 32

- Based on the observations made in the previous chapters, change the Future Land Use Designation from Industrial Compatible (IC) to Low Density Residential (LDR) (see Map 11).

  This will allow to minimize impact on residential areas east of Powder Springs Creek, while using the creek as a natural buffer to separate different land use intensities.

- Encourage and support uses that are in compliance with the assigned Future Land Use Designation.

Block B: Sites 2 (Eastern Half) and 13 – 19

- With respect to the noncompliance of adopted Future Land Use Designation and Current Zoning District, encourage and support uses that are in compliance with the adopted Future Land Use Designation, being Low Density Residential.

Block C: Sites 28, 29 and 32 (Portion within Jurisdiction of Cobb County only)

- Based on the observations made in the previous chapters, maintain the existing land use category as IC (Industrial Compatible). Powder Spring Creek will provide for a buffer between residential land use recommendations to the east and industrial land uses to the west. It provides for a transition between heavier uses abutting C.H. James Parkway and residential uses to the east of the creek.

- In general, development within the designated special flood areas should not be encouraged, as stated in the Flood Damage Prevention Article, Chapter 58, Official Code of Cobb County, GA.

- Strictly maintain the 100-ft stream buffer, as required by county ordinance, which may be amended from time to time. Measurements are from each stream bank. All clearing, earth moving, construction and ground disturbance shall not be allowed within the buffer zone.

- In order to maintain stream quality, establish a limit of maximum impervious surface of 70% per development. This amount corresponds with the findings of the Big Haynes Creek Watershed Management Plan Study and the regulations adopted by the BOC in December 2000, regarding impervious surface in Activity Centers, which contain one or more streams or floodplain. Mitigation of impervious surfaces can be achieved by porous asphalt and concrete pavements, crushed stone and gravel pavements, grassed parking areas, open celled pavers, etc.

- Conservation-Scenario:

  In order to protect the stream corridor and the existing special flood areas from development, potential acquisition of these zones through the County would guarantee the best results. Giving this measure serious consideration based upon the recommendations included in the Powder Springs Creek Basin Study [Draft, Cobb County Water System] would assure the compliance with buffer requirements, setbacks, limitation of impervious surface etc. most efficiently. Potential acquired areas could be developed into greenways, parks or other recreational areas.

  The City of Powder Springs is entertaining the idea of providing a greenway recreation trail along Powder Springs Creek that would tie into Powder Springs Park, in the city's downtown area. By conserving the natural features of the creek surroundings, the County could provide for a possibility of trail extension towards the city limits of Austell. This could add an additional mile to the potential trail. In addition, the county owns approximately 14 acres of land adjacent to the City of Austell city limits in site 34. Portions of this land could be made available for recreational use and act as trailhead/-end.

Block D: Sites 27, 30, 31 and 33

- Based on the observations made in the previous chapters, maintain the existing land use category as IC (Industrial Compatible). Powder Springs Creek will provide for a buffer between the residential neighborhood to the east and industrial land uses to the west. It provides for a transition between these uses of different intensity.

- In general, development within the designated special flood areas should be reviewed closely, as stated in the Flood Damage Prevention Article, Chapter 58, Official Code of Cobb County, GA.

- Strictly maintain the 100-ft stream buffer, as required by county ordinance, which may be amended from time to time. Measurements are from each streambank. All clearing, earth moving, construction and ground disturbance shall not be allowed within the buffer zone.

- In order to protect water quality, prevent extensive stream degradation and according to the findings in chapter 3.1 (General Objectives), the limitation of maximum impervious surface of 70% per development should be established[3]. Any area of floodplain or wetlands shall be subtracted from the aggregate area submitted for zoning or development prior to the calculation.
  Mitigation of impervious surfaces can be achieved by porous asphalt and concrete pavements, crushed stone and gravel pavements, grassed parking areas, open celled pavers, etc.

- An application for a development project for site 33 should be brought in as one unified plan. This would allow for review of the site as a unit and permit the most effective considerations regarding environmental impacts, stream protection efforts and the quality of the development.

  Additionally, access to any future development should be provided by the existing access road only. Thereby, fast access to C.H. James Parkway without affecting residential areas would be assured and, in addition, the residentially zoned strip along Oglesby Road would experience minimal traffic impact.

  Consultation with the Cobb County and the Georgia Departments of Transportation manifest the feasibility of this measure. The Cobb County Department of Transportation typically attempts to limit commercial access to collector roads, as well as to minimize the number of curb cuts along collector roads. The Georgia Department of Transportation would not be able to grant any drives along this portion of C.H. James Parkway, since the area falls within a Limited Access section. (See pages A14, A15 in the appendix).

[3] This number corresponds with the findings of the Big Haynes Creek Watershed Management Plan Study and the regulations adopted by the BOC in December 2000, regarding impervious surface in Activity Centers, which contain one or more streams or floodplain.

- The portion of the site currently zoned as light industrial (LI) was rezoned in 1985. In this context, the Board of Commissioners made the development of this portion subject to the following stipulations:
  - Brick or masonry front for buildings.
  - No metal buildings.
  - Design and build parallel access road to development.

  The minutes are attached on page A3 in the appendix.

- Considering the layout of the site and the development recommendations for the abutting properties, the following desirable uses are recommended:
  - Warehouse/Storage facilities.
  - Professional business parks/office.
  - Distribution centers.

- Outside storage of any type should not be in uncovered or on unpaved/pervious areas. Runoff from impervious surfaces should not contain any noxious substances.

- Uses that emit noxious odors, fumes, or sounds are not encouraged.

- Conservation-Scenario:

  For detailed description see previous recommendation under Block C in this Chapter.

Block E: Site 34 (Portion within Jurisdiction of Cobb County only)

- Based on the observations made in the previous chapters, maintain the existing land use category as IC (Industrial Compatible). Powder Springs Creek will provide for a buffer between the residential neighborhood to the northeast and industrial land uses to the west. It provides for a transition between these uses of different intensity.

- Strictly maintain the 100 ft stream buffer, as required by county ordinance, which may be amended from time to time. Measurements are from each streambank. All clearing, earth moving, construction and ground disturbance shall not be allowed within the buffer zone.

- In order to protect water quality, prevent extensive stream degradation and according to the findings in chapter 3.1 (General Objectives), the limitation of maximum impervious surface of 70% per development should be established (see also footnote 3 on page 36).
  Mitigation of impervious surfaces can be achieved by porous asphalt and concrete pavements, crushed stone and gravel pavements, grassed parking areas, open celled pavers, etc.

- An application for a development project for the portion of site 34 currently zoned light industrial (LI), should be brought in as one unified plan. This would allow for review of the site as a unit and permit the most effective considerations regarding environmental impacts, stream protection efforts and the quality of the development.

  Additionally, access to any future development should be provided by the existing access road only. Fast access to C.H. James Parkway without affecting residential areas would be assured. Comments from the Cobb County and the Georgia Departments of Transportation supporting this measure are included as pages A14 and A15 in the appendix. See also discussion of this item in Analysis Block D on page 36.

- Additional development regulations are provided by decisions made by the Board of Commissioners in 1988, based on an application for rezoning. Development for the portion of the site currently zoned as light industrial (LI) has been made subject to stipulations. Some of the major stipulations are:
  - Warehousing only.
  - All buildings to have a masonry façade facing Thornton Road (now known as C.H. James Parkway).

- Cobb Development Control Department to monitor all site development and all sites to come through plan review process.
- Signs to conform to the sign ordinance.
- Subject to DOT recommendations.
- No building construction to be allowed until paving of existing road is worked out.

For a complete listing, see the minutes, attached on pages A4 and A5 in the appendix.

- Outside storage of any type should not be in uncovered or on unpaved/pervious areas. Runoff from impervious surfaces should not contain any noxious substances.

- Uses that emit noxious odors, fumes, or sounds are not encouraged.

- Considering the layout of the site and the development recommendations for the abutting properties, the following desirable uses are recommended:
  - Warehouse/Storage facilities.
  - Professional business parks/office.
  - Distribution centers.

- Conservation-Scenario:

  For detailed description see previous recommendation under Block C in this Chapter. For site 34, this scenario would have the strongest impact, since large areas lie within flood hazard zones.

General Recommendations:

- Structures and sites/properties identified as being in poor condition should be surveyed by the Community Development Agency's Development and Inspections Division in accordance with the Standard Building Code, 1994 Edition, Chapter 1, Sections 103.5 and 103.6.

- In order to prevent potential future truck traffic, serving sites 33 and 34, from passing residential areas on Oglesby Road, a limitation for tractor trailers should be established in coordination with Cobb County DOT. This could be in form of a prohibition sign on Oglesby Road, posted at the northwestern corner of site 33. Tractor trailers exiting the access road from sites 33 and 34 would only be allowed to turn left in order to directly access C.H. James Parkway. The same prohibition measure would have to be taken on the eastern end of Oglesby Road to prevent traffic with origin/destination Powder Springs Road from entering residential areas[4].

[4]At the time of completion of this study, the Cobb County DOT has implemented this measure. A sign limiting through traffic has been installed. See also page A 14 in the appendix.

4. Proposed Land Use Changes

4. Proposed Land Use Changes

The future land use amendments, which are recommended in this study, are intended to accomplish a number of objectives, including:

- Establishing a more coordinated land use pattern which is consistent with objectives listed in the Cobb County Comprehensive Plan such as providing transitions in scale and/or land use between high and low intensity land uses, protecting and preserving buildings, neighborhoods or areas of historical, architectural or cultural significance and providing sufficient opportunities for each land use type to serve the needs of the community while maintaining the current tax base balance and sustaining the desired mix of residential units.

- Improving the compatibility of land uses with the sensibility of the area regarding wetlands, floodplain areas and streambeds.

- Providing regulations in order to help protect the water quality and at the same time minimizing the type of activities that might be damaged by potential high water or flooding.

Map 11 illustrates recommended future land use amendments for the C.H. James Parkway Study area. A summary of these recommended amendments is listed below:

Block	Sites	Adopted Future Land Use Designation	Recommended Future Land Use Designation
A	2 (western half), 22-25, portion of 32	IC	LDR

Table 7: Recommended Future Land Use changes

5. Proposed Policy Initiatives

5. Proposed Policy Initiatives

The proposed policy initiatives, which are recommended in this study, are intended to accomplish a number of objectives including:

- Bringing in development, which is in compliance with the special conditions due to the presence of Powder Springs Creek.
- Allowing for high quality development in areas provided for Industrial Compatible land use and preventing undesirable development patterns potentially caused by the adjacent intermodal rail facility in Austell.
- Capitalizing on the prevention of negative impacts for residential areas resulting from potential development of sites with industrial designations.
- Eliminating unsightly code violations and excluding nonconforming uses.

Listed below are potential policy initiatives, which could be implemented to achieve the objectives of the corridor study:

- Place special emphasis on site plan review for all site development within analyzed study blocks in order to assure compliance with requirements and recommendations developed in this study.
- Continue acquisition and development of flood plain into passive recreation space, consistent with ongoing efforts of basinwide stormwater capital improvement programs.
- In accordance with the Standard Building Code, 1994 Edition, Chapter 1, Sections 103.5 and 103.6, begin inspections of the small number of sites and properties noted as being in poor condition.
- Continue proactive code enforcement throughout the study area with emphasis on potential code violations listed in the land use inventory.

6. Implementation Plan/Schedule

6. Implementation Plan/Schedule

Project/Initiative	Responsibility	C.H. James Parkway Study Implementation Plan/Schedule Target Dates
Continue acquisition and passive development of floodplain	Board of Commissioners, Stormwater Management	Ongoing
Special emphasis – Site Plan review	Planning & Zoning Divisions, Site Plan Review	Ongoing
Recommended Future Land Use Amendments	Planning Division	May 2001
Proactive Code Enforcement	Code Enforcement	June 2001
Inspection of Structures and Sites in poor condition	Development and Inspections	June 2001
Restrict Tractor Trailer Traffic on Oglesby Rd.	Department of Transportation	Measure has been taken by the Cobb County DOT at time of completion of this study

Table 8: Implementation Plan/Schedule

7. Appendix

	Page:
1. Sample Field Reconnaissance Worksheet	A1
2. Summary Statistics of Land Use Inventory	A2
3. Zoning Minutes	A3-A5
4. Land Use Inventory	A6-A11
5. Comment Historic Preservation Planner	A12
6. Comments Cobb DOT and GA DOT	A13-A15
7. References	A16

Sample Field Reconnaissance Worksheet – Land Use Inventory:

Name of Business: _____

_____

Type of Business: _____

_____

Condition of Structure: _____

Condition of Site/Property: _____

_____

Outside Storage: _____

Potential Code Violation: _____

Remarks: _____

_____

Summary Statistics:		Residential	Commercial/ Public/Institut.	Undeveloped	Others/ Unknown	Total Sums	Total Percentages
Number of Inventory Sites		49	7	12	1	69	100.0%
Number of Sub-Sites		395	7	12	1	415	100.0%
Developed # of Inventory Sites		49	7		1	57	82.6%
Undeveloped # of Inventory Sites				12		12	17.4%
Developed # of Sub-Sites		395	7	0	0	402	96.9%
Undeveloped # of Sub-Sites		0	0	12	1	13	3.1%
Condition of Structure	Poor	4	0	0	0	4	1.0%
	Adequate	25	3	0	0	28	7.0%
	Good	366	4	0	0	370	92.0%
Condition of Property	Poor	1	2	0	0	3	0.7%
	Adequate	7	1	0	1	9	2.2%
	Good	387	4	12	0	403	97.1%
Outside Storage	Yes	6	2	0	0	8	1.9%
	No	389	5	12	1	407	98.1%
Possible Code Violations	Yes	9	2	0	0	11	2.7%
	No	386	5	12	1	404	97.3%

11/4/85

APPLICATION FOR REZONING
TO THE
COBB COUNTY BOARD OF COMMISSIONERS OF ROADS AND REVENUES
AND THE
COBB COUNTY PLANNING COMMISSION

(type or print clearly)

Application No. 449

Hearing Date _____

Applicant Billy L. Askea (business name) Business Phone 436-6101 Home Phone 436-7007

Billy L. Askea (representative's name, printed) Address 4600 Somerset Road, Smyrna, Georgia 30080

Billy L Askea (representative's signature) Business Phone 436-6101 Home Phone 436-7007

Titleholder Billy L. Askea Business Phone 436-6101 Home Phone 436-7007

Signature Billy L Askea (attach additional signatures, if needed) Address 4600 Somerset Road, Smyrna, Georgia 30080

Zoning Request From Single Family Residential R-20 (present zoning) To Light Industrial (proposed zoning)

For the Purpose of Office/Warehouse/Distribution (subdivision, restaurant, warehouse, apts., etc.) Size of Tract 55.4 acre(s)

Location N.E. Side of New Thornton Road extension and South of intersection of Olgsbey Rd (street address, if applicable, nearest intersection, etc.) ± 550 feet

Land Lot(s) 1096 and 1097 District 19th District 2nd Section

Recommendation of Planning Commission 12-17-85. Planning Commission recommended application be held. Motion by Vansant, seconded by Jones; carried 4-1. Adams opposed. 3-25-86 Planning Commission recommended application be approved. Motion by Thompson, seconded by Brown; carried 4-0.

Henley A. Vansant Jr. Chairman

Board of Commissioners' Decision 4-15-86 Board of Commissioners approved application subject to brick or masonry front, no metal buildings, design and build parallel access road to development. if the property is annexed within the next 10 years, the property will revert back to R-20 zoning. Motion by Paschal, seconded by Smith; carried 4-1. Burton opposed.

Earl E Smith Chairman

13

Application for Rezoning
COBB COUNTY

(type or print clearly)

Application No. 247
Hearing Date 12-20-88

Applicant Billy L. Askea Business Phone 436-6101 Home Phone 436-7007
Billy L. Askea Address 4600 Somerset Road, Smyrna, GA 30080
(representative's name, printed)
Billy L. Askea Business Phone 436-6101 Home Phone 436-7007
(representative's signature)

Titleholder Billy L. Askea Business Phone 436-6101 Home Phone 436-7007
Signature Billy L. Askea Address 4600 Somerset Road, Smyrna, GA 30080
(attach additional signatures, if needed)

Zoning Request From R-30 (present zoning) To LI (Lighting Industrial) (proposed zoning)

For the Purpose of Grading and Site Work Size of Tract 86 acre(s)
(subdivision, restaurant, warehouse, apts., etc.)

Location New Thornton Road--2200' from Oglesby Road intersection
(street address, if applicable, nearest intersection, etc.)

Land Lot(s) 1125, 1126, 1127, and 1169 District 19 Second Section

We have investigated the site as to the existence of archeological and/or architectural landmarks. I hereby certify that there are no [X] there are [ ] such assets. If any, they are as follows:

Billy L. Askea
Applicant's Signature

FOR OFFICIAL USE ONLY

Recommendation of Planning Commission 12/20/88 Planning Commission recommended approval subject to the following stipulations: 1) warehousing only; 2) all buildings to have a masonry facade facing Thornton Road; 3) Cobb Development Control Department to monitor all site development and all sites to come through plan review process; 4) all signs to conform to the sign ordinance; 5) subject to DOT recommendations; 6) approve for grading but no building construction to be allowed until paving

Stanley A. Usman, P.E. Chairman

Board of Commissioners' Decision 12/20/88 Board of Commissioners approved application as stated above. Motion by Paschal, second by H. Smith, carried 5-0.

Nicholas L. Lerosset Chairman

131

 NO. 247

COBB COUNTY BOARD OF COMMISSIONERS OF ROADS AND REVENUES

COBB COUNTY PLANNING COMMISSION

Date of Application _____ Date of Hearing 12/20/88

Applicant's Name Billy L. Askea

Address 4600 Somerset Road, Smyrna, GA 30080

Recommendation of Planning Commission (Cont. from Page 1)

of the existing road is worked out; 7) subject to Historic Preservation comments. Motion by Vansant, second by Wise, carried 5-0.

Henley A. Vansant Jr., Chairman

Final Decision of Board of Commissioners (Cont. from Page 1)

Philip L. Secrest, Chairman

Site No	Name Business	Type Business	Res.	Developed # of Sub Sites	Undeveloped	Condition of Structure (Enter 1 in appropriate Column)			Condition of Property (Enter 1 in appropriate Column)		
						Poor	Adequate	Good	Poor	Adequate	Good
1	N/A vacant	N/A vacant			1						1
2	N/A SFH	N/A SFH	1	8		see remarks					1
3	N/A SFH	N/A SFH	1	11		see remarks					1
4	Country Lane General Store	Antiques and Crafts		1			1				1
5	N/A SFH	N/A SFH	1	5				1			1
6	N/A SFH	N/A SFH	1	5				1			1
7	N/A SFH	N/A SFH	1	6		see remarks			1	1	
8	not accessible										
9	N/A SFH	N/A SFH	1	7				1			1
10	N/A SFH	N/A SFH	1	5		see remarks			see remarks		
11	N/A SFH	N/A SFH	1	24				1			1
12	N/A SFH	N/A SFH	1	1			1				1
13	N/A SFH	N/A SFH	1	6		see remarks					1
14	N/A vacant	N/A vacant			1						1
15	N/A vacant SFH	N/A	1	1		1				1	
16	N/A SFH	N/A SFH	1	1				1		1	
17	Doss Memorial Baptist Church	Church	1	1				1			1
18	N/A storage	N/A		1			1		1		
19	N/A SFH	N/A SFH	1	3				1			1
20	N/A SFH	N/A SFH	1	8		see remarks					1
21	N/A vacant structure	N/A	1	1		1			1		
22	N/A SFH	N/A SFH	1	1			1			1	
23	N/A vacant	N/A vacant			1						1
24	N/A SFH	N/A SFH	1	1				1			1
25	N/A vacant	N/A vacant			1						1
26	N/A "Five Oaks" Subdivision	N/A	1	35				1			1

Site No	Outside Storage		Possible Code Violations		Remarks
	Yes	No	Yes	No	
1		1		1	Wooded area; power line
2	1		1		8 SFH, 1 story brick or wood, good to marginal condition; old wood, some furniture stored in backyard at 2 sites; older neighborhood w/ large trees.
3	1		1		11 SFH, 1-2 story brick or wood, good condition; 1in marginal to poor condition; junk & old furniture stored in front of 1 house; older neighborhood w/ large trees.
4		1		1	
5		1		1	5 SFH, 1 story brick; older neighborhood (20+ years)
6		1		1	5 SFH, 1 story brick; older neighborhood (20+ years)
7		1		1	6 SFH, good condition, 2 in marginal cond.; 1 story wood
8					may be vacant; seems to be yard of SFH
9		1		1	7 SFH, 1 story brick; older neighborhood (20+ years), large trees.
10		1		1	5 SFH, 1 story brick, 2 in marginal, 3 in good condition; older neighborhood (20+ years); houses in far west corner adjacent to creek.
11		1		1	~ 24 SFH, 1 story brick; Older neighborhood (20+ years), large trees.
12		1		1	1 SFH
13	1		1		6 SFH, 3 in good, 3 in adequate condition; 1 story wood or brick; 2 sites with junk, old rusty parts stored in backyard.
14		1		1	Wooded area
15		1		1	1 story brick, vacant SFH in northern part of property.
16		1		1	1 story brick.
17		1		1	1.5 story brick/wood
18	1		1		2 story metal prefab bldg.; old engines, rusty pipes, old trailer, wood stored in partly fenced yard; seems to belong to site #2.
19		1		1	3 SFH, 1 story brick/wood.
20		1		1	8 SFH, 6 in good, 2 in adequate condition; 1 story wood/brick.
21		1	1		1 story wood, abandoned (apartment ?) bldg.
22	1		1		2 story wood; some furniture and junk stored.
23		1		1	Wooded area
24		1		1	1 story brick bldg, large barn on property.
25		1		1	mainly wooded
26		1		1	New subdivision, ~ 35 houses.

Site No	Name Business	Type Business	Res.	Developed # of Sub Sites	Undeveloped	Condition of Structure (Enter 1 in appropriate Column)			Condition of Property (Enter 1 in appropriate Column)		
						Poor	Adequate	Good	Poor	Adequate	Good
27	N/A SFH	N/A SFH	1	1				1			1
28	N/A SFH	N/A SFH	1	1			1				1
29	N/A SFH	N/A SFH	1	1				1			1
30	N/A SFH	N/A SFH	1	1			1				1
31	N/A SFH	N/A SFH	1	1		see remarks					1
32	N/A vacant	N/A vacant			1						1
33	N/A vacant	N/A			1						
34	N/A vacant	N/A			1						1
35	N/A vacant	N/A			1						1
36	N/A Subdivision	N/A	1	7				1			1
37	N/A vacant	N/A			1						1
38	N/A SFH	N/A SFH	1	2		see remarks					1
39	N/A SFH	N/A SFH	1	20				1			1
40	unknown	unknown	1	1			1			1	
41	N/A SFH	N/A SFH	1	18				1			1
42	N/A "West Ridge" Subdivision	N/A	1	90				1		1	
43	N/A vacant	N/A		1	1						1
44	N/A SFH	N/A SFH	1	4				1			1
45	Cobb Co. Fire Station No. 6	Fire Station		1				1			1
46	Faith Baptist Temple	Church		1				1			1
47	N/A vacant	N/A			1						1
48	N/A Subdivision	N/A	1	25		see remarks					1
49	N/A vacant	N/A			1						
50	N/A Subdivision	N/A	1	35		see remarks					1
51	N/A SFH	N/A SFH	1	15				1			1
52	Bryant	Heating & Cooling Systems		1			1			1	
53	N/A SFH	N/A SFH	1	1				1			1
54	N/A SFH	N/A SFH	1	1				1			1

A 8

Site No	Outside Storage		Possible Code Violations		Remarks
	Yes	No	Yes	No	
27	1		1		1 story cobblestone; old RV, some junk stored in yard.
28		1		1	1 story wood.
29		1		1	1 story brick.
30		1		1	1 story wood.
31		1		1	1 story wood, marginal to good condition.
32		1		1	Wooded area
33		1		1	Wooded, partly cleared; paved service road of ~ 1/2 Mile leads into area.
34		1		1	Mainly wooded; service road off Oglesby provides access into area.
35		1		1	Wooded area.
36		1		1	New subdivision, 7 houses, 2 story wood.
37		1		1	Wooded area.
38		1		1	Possibly 2 SFH, not accessible; rest of site undeveloped and wooded.
39		1		1	Older SFH-Neighborhood, ~20 SFH; 1 to 2 story brick or wood.
40	1		1		Seems to be some business in SFH; several cars, wood and other objects stored on property
41		1	1		Older SFH-Neighborhood, ~18 SFH; 1 to 2 story brick or wood; 1 structure vacant and in poor condition.
42		1		1	Older subdivision,~ 90 SFH, 1 to 2 story brick or wood.
43		1		1	Large lawn/pastry, may belong to site # 44.
44		1		1	4 SFH, 1 to 2 story brick/wood.
45		1		1	2 story brick/wood.
46		1		1	1.5 story brick.
47		1		1	Wooded area.
48		1		1	~ 20 SFH, 1 to 2 story wood or brick; good condition, few in marginal cond.; older houses in northern part, newer ones in southern area.
49					Mainly wooded.
50		1		1	~ 35 older SFH, 1 story brick or wood; good condition, some in marginal cond.
51		1		1	Older SFH neighborhood, ~ 15 SFH, 1 to 2 story wood/brick.
52	1		1		1 story brick, marginal; former gas station, pumps are gone; dumpster stored in front; property is for sale.
53		1		1	1 story brick.
54		1		1	1 story brick.

A 9

Site No	Name Business	Type Business	Res.	Developed # of Sub Sites	Undeveloped	Condition of Structure (Enter 1 in appropriate Column)			Condition of Property (Enter 1 in appropriate Column)		
						Poor	Adequate	Good	Poor	Adequate	Good
55	N/A Subdivision	N/A	1	10				1			1
56	N/A SFH	N/A	1	1				1			1
57	Sweetwater Chapel	Church		1				1			1
58	N/A SFH	N/A	1	1				1			1
59	N/A SFH	N/A	1	1				1			1
60	N/A SFH	N/A	1	1				1			1
61	Gas Pipeline service station			1							
62	N/A SFH	N/A	1	1			1				1
63	N/A SFH	N/A	1	1				1			1
64	N/A SFH	N/A	1	1				1			1
65	N/A SFH	N/A	1	1		1				1	
66	N/A SFH	N/A	1	1				1			1
67	N/A "Meadows Lake" Subdivision	N/A	1	1		see remarks					
68	N/A vacant SFH	N/A	1	1		1				1	
69	N/A "Fairwood" Subdivision	N/A	1	12				1			1
Total			49	395	12	4	9	31	3	9	52

A 10

Site No	Outside Storage		Possible Code Violations		Remarks
	Yes	No	Yes	No	
55		1		1	New SFH subdivision, ~10 houses, 2 story wood/brick.
56		1		1	1 story wood.
57		1		1	2 story brick/stucco.
58		1		1	1 story wood.
59		1		1	1story brick.
60		1		1	1 to 2 story wood/brick.
61		1		1	Fenced pipes.
62		1		1	1 story wood; may be historic, with log cabin.
63		1		1	
64		1		1	1 story wood.
65		1		1	1 story wood.
66		1		1	
67					new subdivision under construction.
68		1	1		Burnt down SFH.
69		1		1	New SFH subdivision, ~12 houses, 2 story wood.
Total	8	58	11	55	

A 1i

Memorandum

To: Britta Van AArtsen

From: Michael Fortenberry

Date: 01/12/99

Re: Study Area Comments

A review of the attached map indicating the study area has been completed, as it relates to Historic Preservation. It appears he area does not contain any noted earthworks or artifacts and only contains one potential historic structure, located at 5103 Holloman Road. I am not aware if the home remains standing, or its current structural integrity.

If you desire any additional information, please contact me at ext. 2010.

COBB COUNTY COMMUNITY DEVELOPMENT AGENCY
191 Lawrence Street, 3rd floor
Marietta, Georgia 30060
Telephone: (770) 528-2191 Fax: (770) 528-2049

TO: Greg Holder, Cobb County Department of Transportation
FROM: Britta van Aartsen, Planning Division BVA
DATE: 02/01/1999
RE: C.H. James Parkway Corridor Study

As discussed today, we are currently preparing a corridor study along C.H. James Parkway/ Oglesby Road. Some recommendations stated in the study are of transportational nature and we would like to ask for your opinion and any inputs from your side. The area of interest is mainly south of Oglesby Rd, currently shown on the Future Land Use Map as IC (Industrial Compatible); please refer to the aerial photograph. Are the following recommendations feasible and would the DOT give it's support to them:

1. Establish a prohibition sign for heavy trucks on Oglesby Rd. just east of the intersection with the service road currently leading into the IC-areas. This measure would prevent impacts on residential areas on Oglesby Rd from tractor trailers serving the area after potential development.

2. In order to establish a buffer along Oglesby Rd. between potential commercial uses on the mentioned tracts and surrounding residential uses, we recommend that the existing service road should serve as the only access for future development. No additional access road should be provided in any other areas onto Oglesby Rd.

3. Are there any limitations given by the GA DOT regarding the provision of direct access into the areas from C.H. James Parkway? As to our information, no direct access to these tracts would by granted by the State DOT. Can you verify and confirm this.

Any suggestions and recommendations are appreciated. Also, please let us know if any documentations or studies have been prepared from your side which may already include one or more of the above mentioned points.

Board of Commissioners
Bill Byrne, Chairman
William A. Cooper, District 1
Joe L. Thompson, District 2
Samuel S. Olens, District 3
George Woody Thompson, District 4

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DEPARTMENT OF TRANSPORTATION

1890 County Services Parkway
Marietta, Georgia 30008-4014

Phone: (770) 528-1600 Fax: (770) 528-1601

MEMORANDUM

TO: Britta Van Aartsen

FROM: Daniel B. Dobry, Jr., P.E. DD

DATE: February 16, 1999

SUBJECT: C.H. James Parkway Corridor Study

Your memo to Greg Holder dated February 1, 1999, concerning transportation issues related to the C.H. James Parkway Corridor Study has been deferred to me for response. The recommendations listed in your memo are feasible, more specifically:

1. A sign prohibiting through truck traffic has been installed on Oglesby Road to reduce the impact of commercial vehicles on the residential area.

2. Cobb Department of Transportation (CDOT) typically attempts to limit commercial access to collector roads, as well as to minimize the number of curb cuts along collector roads. Comments to that effect are made either during a rezoning or site plan review.

3. CDOT defers to the Georgia Department of Transportation (GDOT) for approval for any access to a classified state route (C.H. James Pkwy). If the parcel were not landlocked, CDOT would not support direct access to C.H. James Parkway.

Recent traffic counts for C.H. James Pkwy and Oglesby Road are not available. The latest counts available are from February 1995 for Oglesby Road (1320 eastbound and 1275 westbound) performed as part of a signal study. The latest counts available for C.H. James Pkwy are from February 1996 (28,697 ADT) provided by GDOT.

Please contact me if you have any questions or need additional information.

DBD/JAS

G:\USERS\COMMON\DEVREV\BVA0299.DOC

Department of Transportation
State of Georgia
District Seven
5025 New Peachtree Road, N.E.
Chamblee, Georgia 30341

February 17, 1999

Cobb County Community Development Agency
Planning Division
191 Lawrence St.
Marietta, Ga. 30060-1661

SUBJECT: ACCESS REVIEW, S.R.6 (C.H. JAMES) AT OGLESBY ROAD, COBB COUNTY

Dear Ms. Van Aartsen:

This office has received your request for the Department's comments concerning the subject location.

Since the area described falls within a Limited Access section, the Department is unable to grant any drives along State Route 6. There appears to be adequate access to this property via the County Access Road.

I trust this information is satisfactory. If you require any additional information, please do not hesitate to contact this office at 770-986-1070.

Sincerely,

Eleanor Smith

cc: Pending #_____
Scott Zehngraff, District Access Management

C. H. James Parkway Corridor Study

Map Package

Prepared by the
Community Development Agency
Planning Division

April, 2001

References

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Camp Dresser & McKee, 1995. *Big Haynes Creek Watershed Management Plan Study, Final Report.* Prepared for Big Haynes Creek Project Team.

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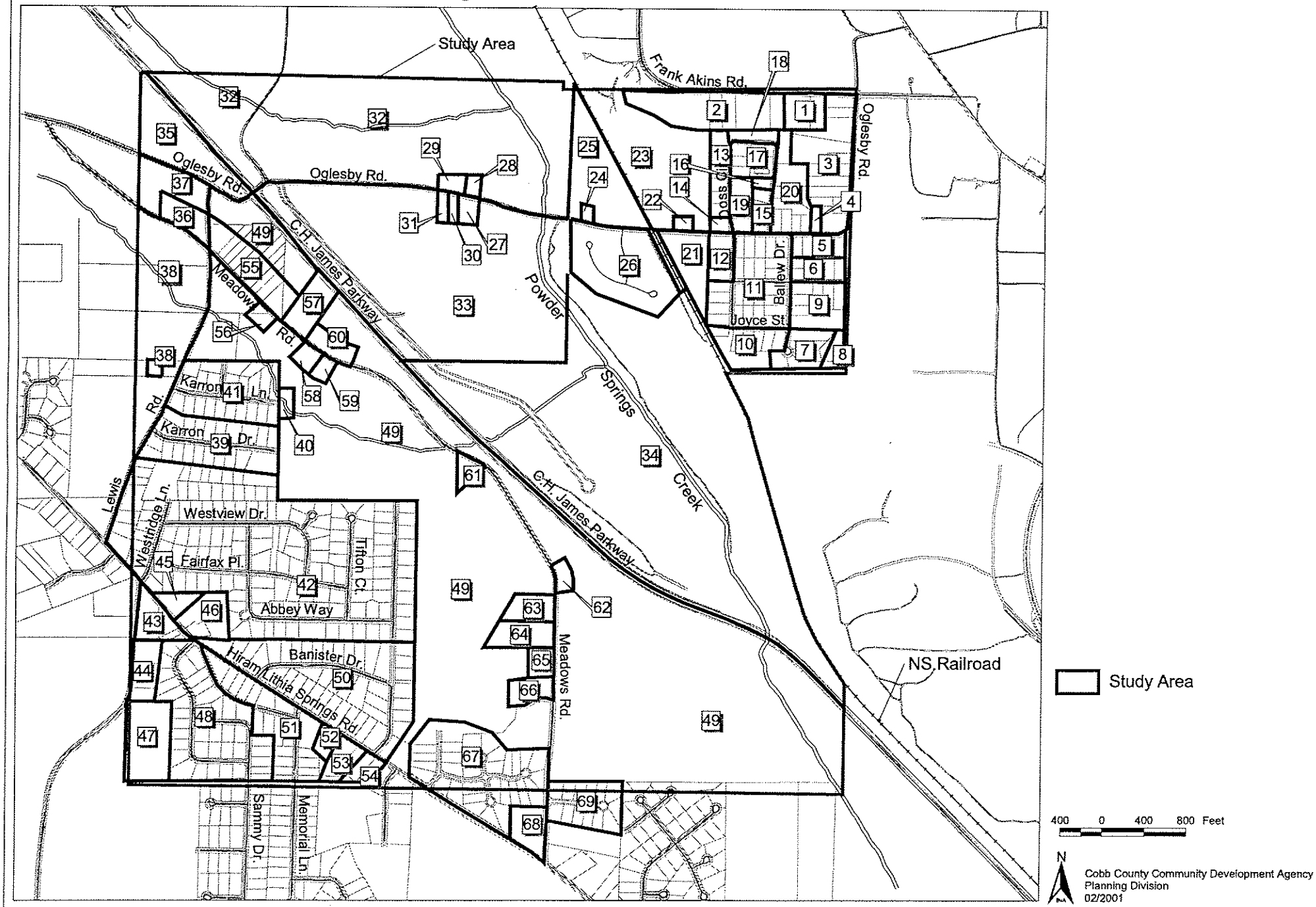
Kundell, James E.; Woolf, S. Wesley, 1986. *Georgia Wetlands, Trends and Policy Options.* Carl Vinson Institute of Government, The University of Georgia, Athens.

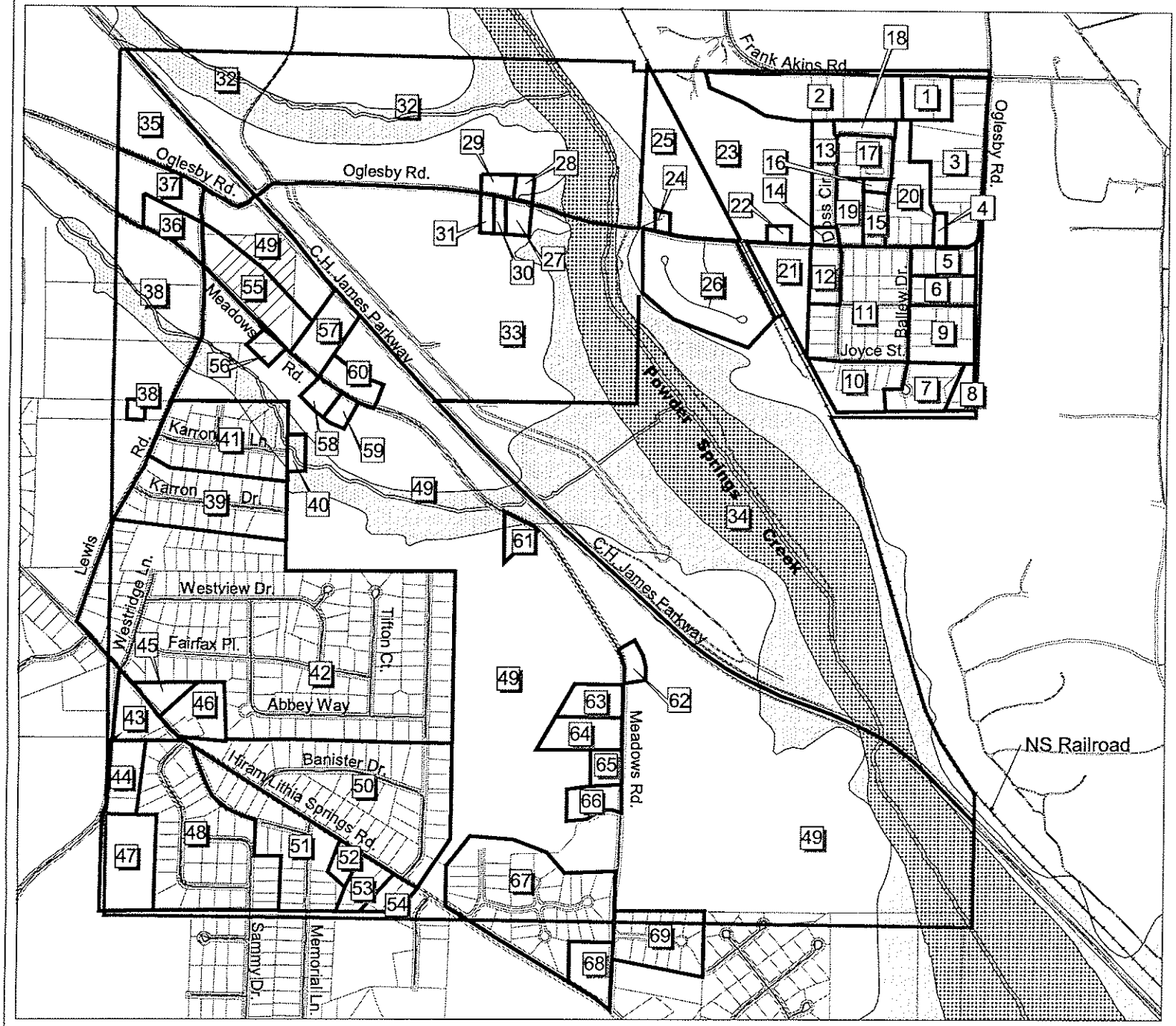
Rockdale County, Department of Public Services and Engineering. *Zoning Ordinance.*

The University of Georgia, School of Environmental Design, 1997. *Land Development Provisions to Protect Georgia Water Quality.* Prepared for Georgia Department of Natural Resources Environmental Protection Division.

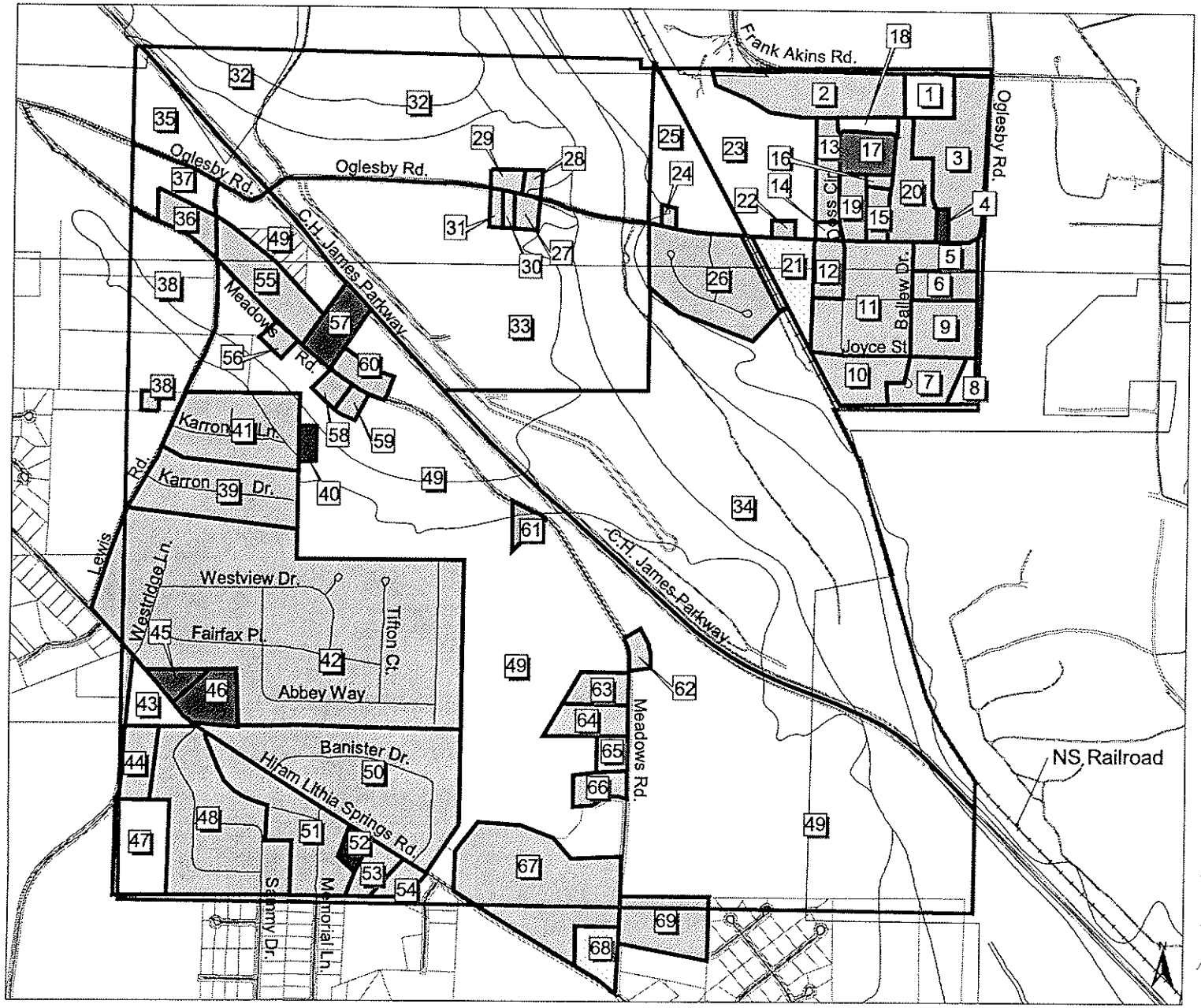
C.H. James Parkway Study
Map 1
Site Numbers for Land Use Inventory



C.H. James Parkway Study
Map 2
General Overview Flood Hazard Areas



C.H. James Parkway Study
Map 3
Existing Land Use



Legend:

Existing Land Use:
- Commercial
- Public/Institutional
- Residential
- Transp./Comm./Utilities
- Vacant/Residential
- Vacant/Undeveloped

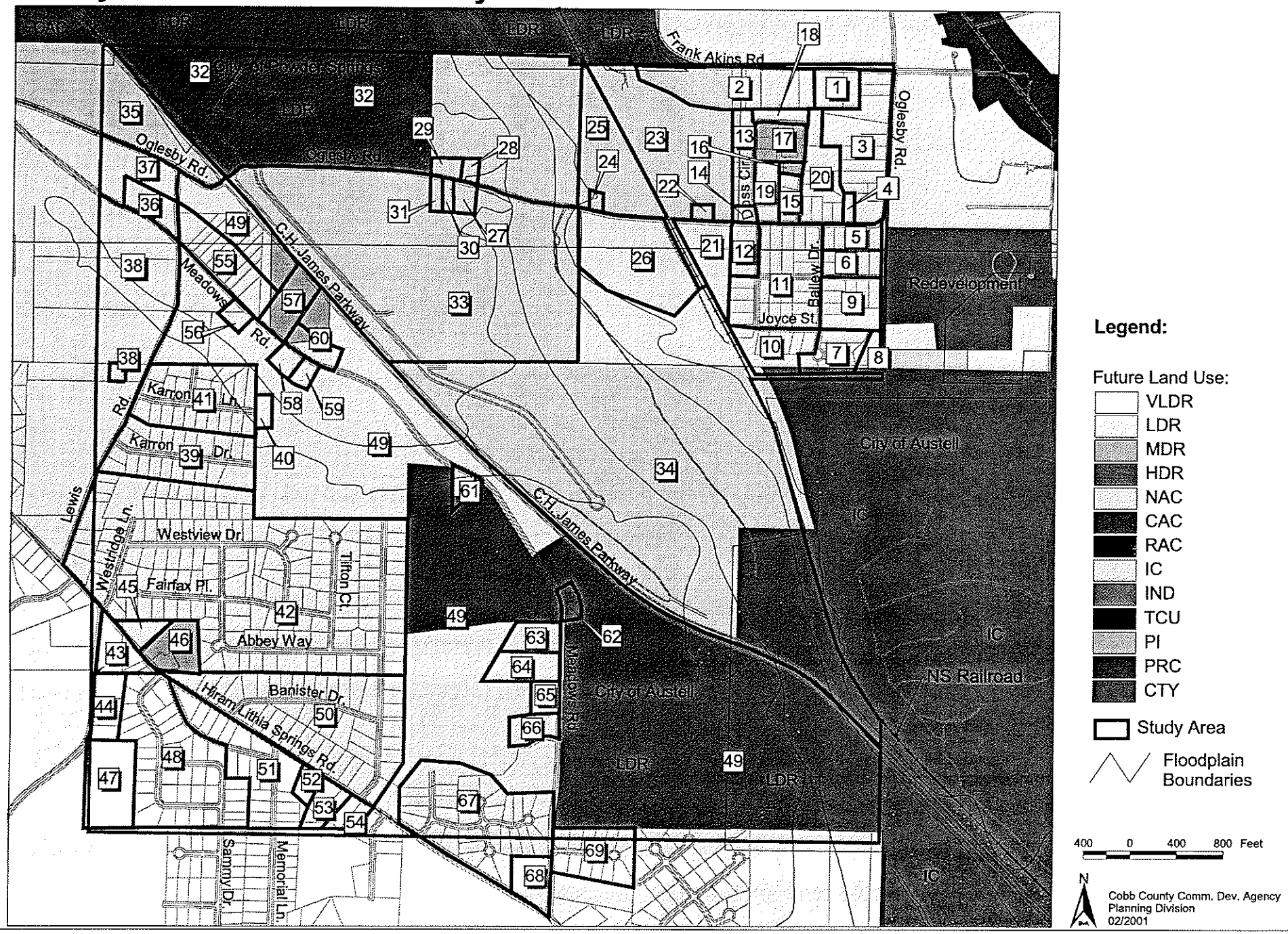
Study Area

Floodplain Boundaries

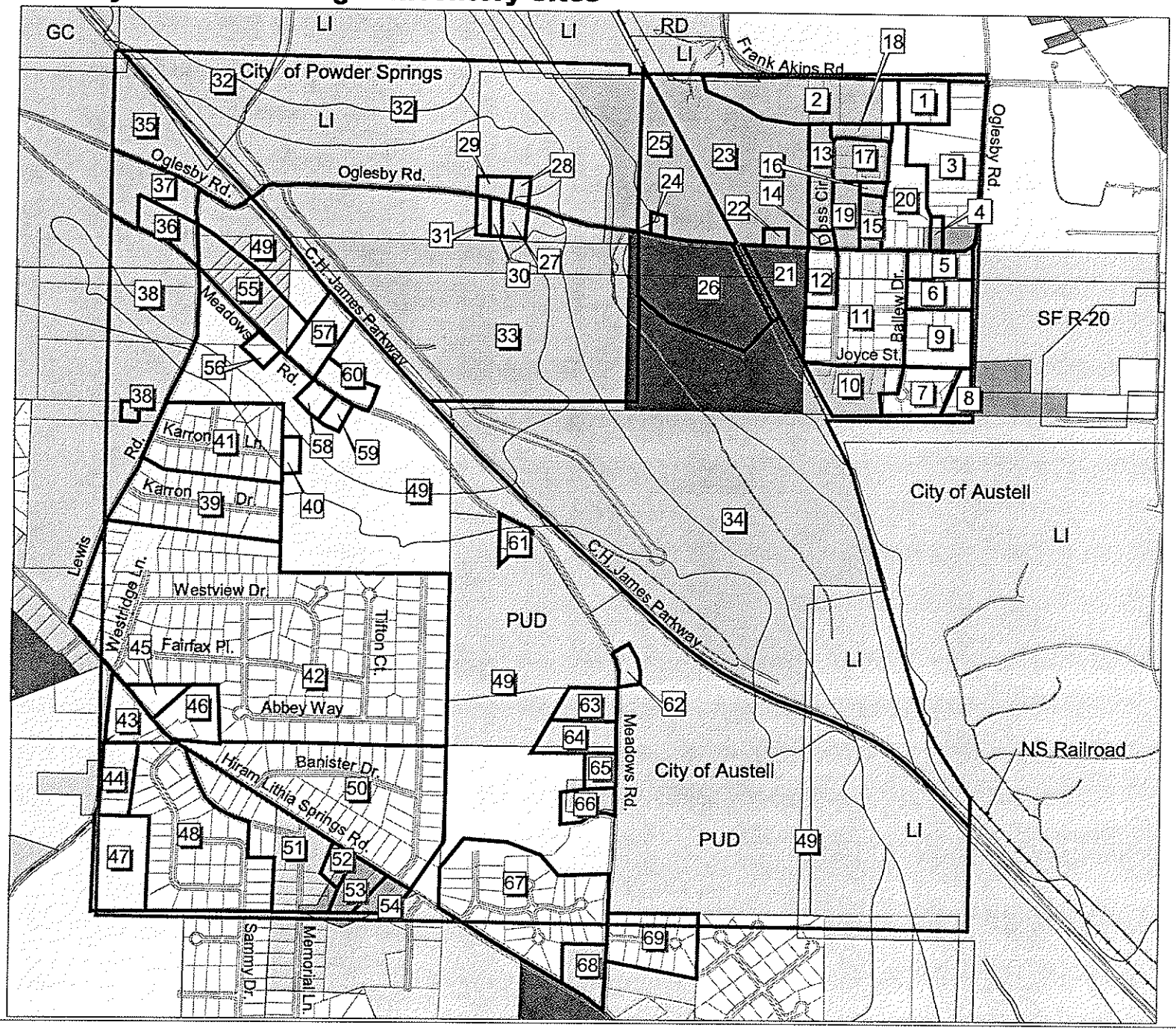
400 0 400 800 Feet

Cobb County Community Development Agency
Planning Division
02/2001

C.H. James Parkway Study
Map 4
Overlay: Future Land Use & Inventory Sites



C.H. James Parkway Study
Map 5
Overlay: Current Zoning & Inventory Sites



Legend:

Zoning:
- CRC
- City Lim
- GC
- HI
- IF
- LI
- NRC
- NS
- OI
- PRD
- PSC
- R-15
- R-20
- R-30
- R-80
- RA-6

Study Area

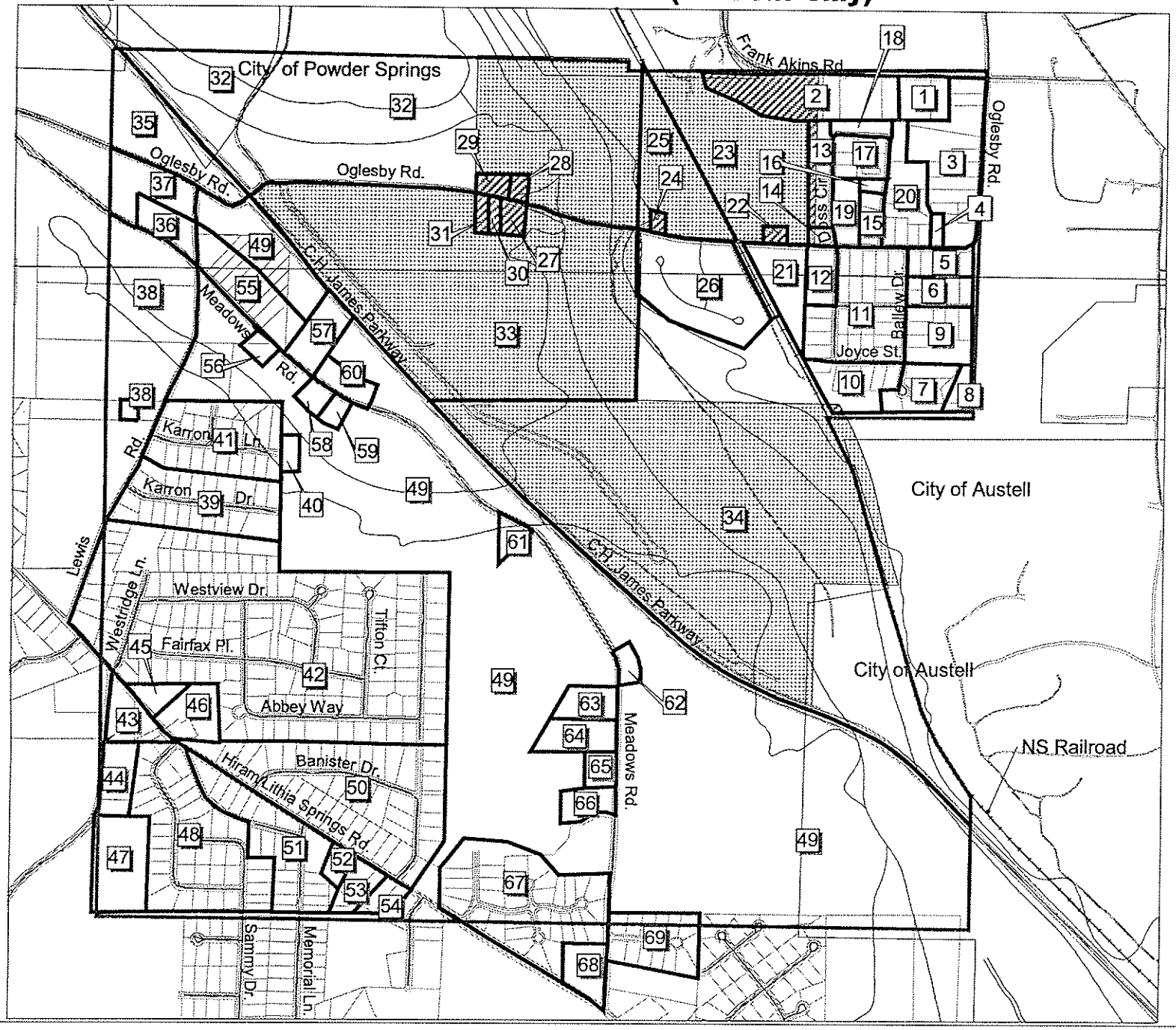
Floodplain Boundaries

400 0 400 800 Feet

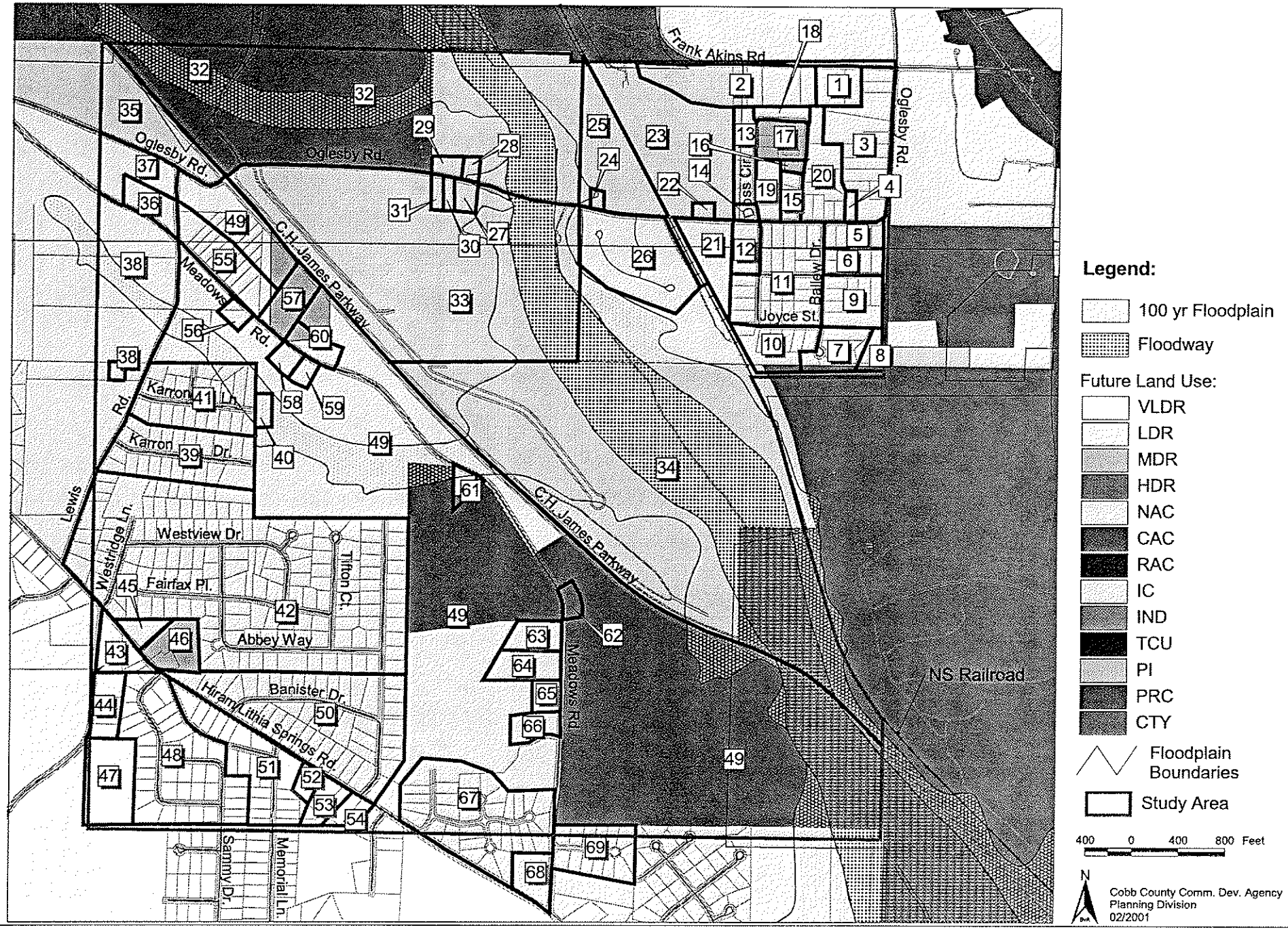
N

Cobb County Comm. Dev. Agency
Planning Division
02/2001

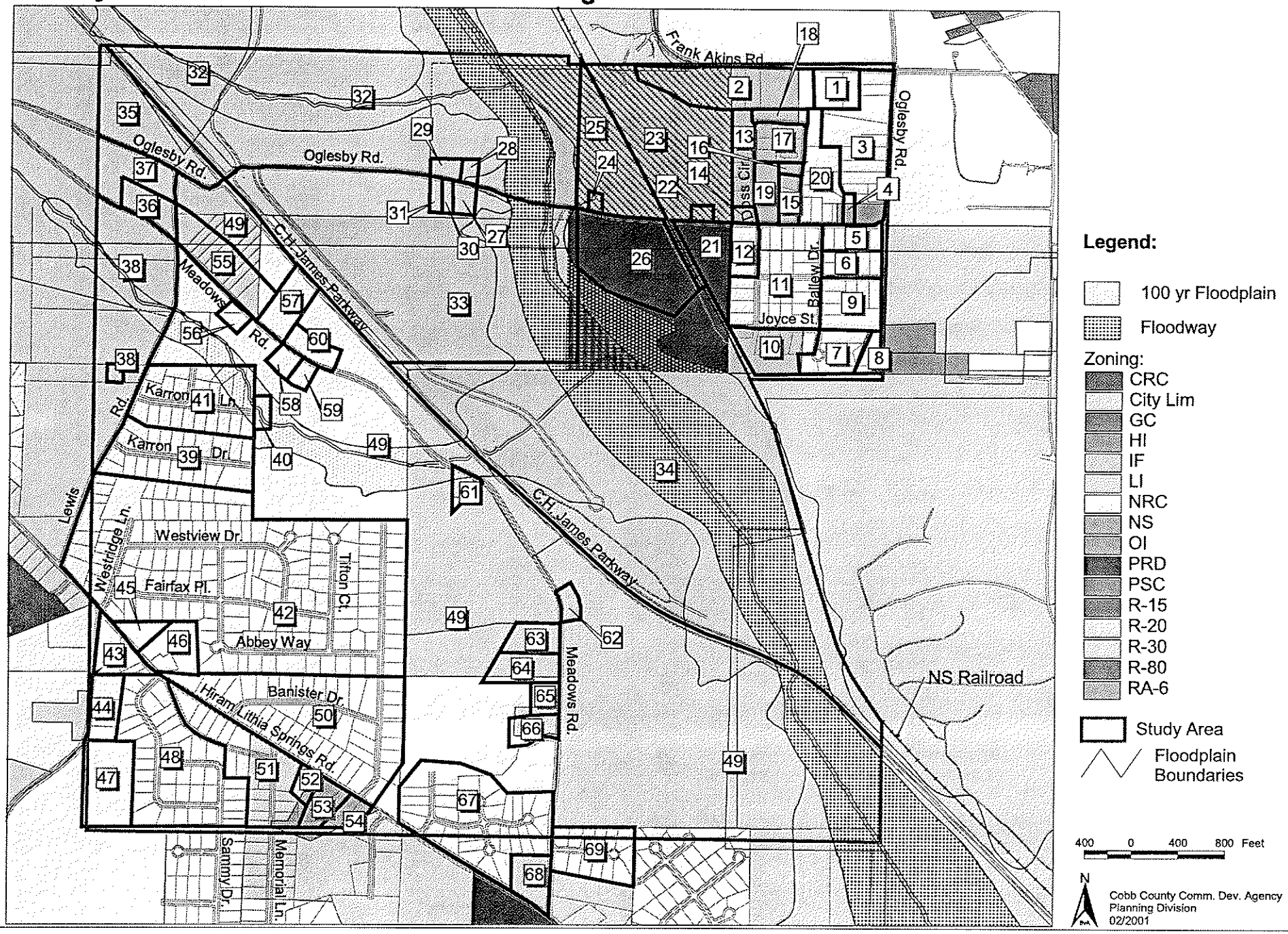
C.H. James Parkway Study
Map 6
Overlay: Current Land Use & Future Land Use (IC areas only)



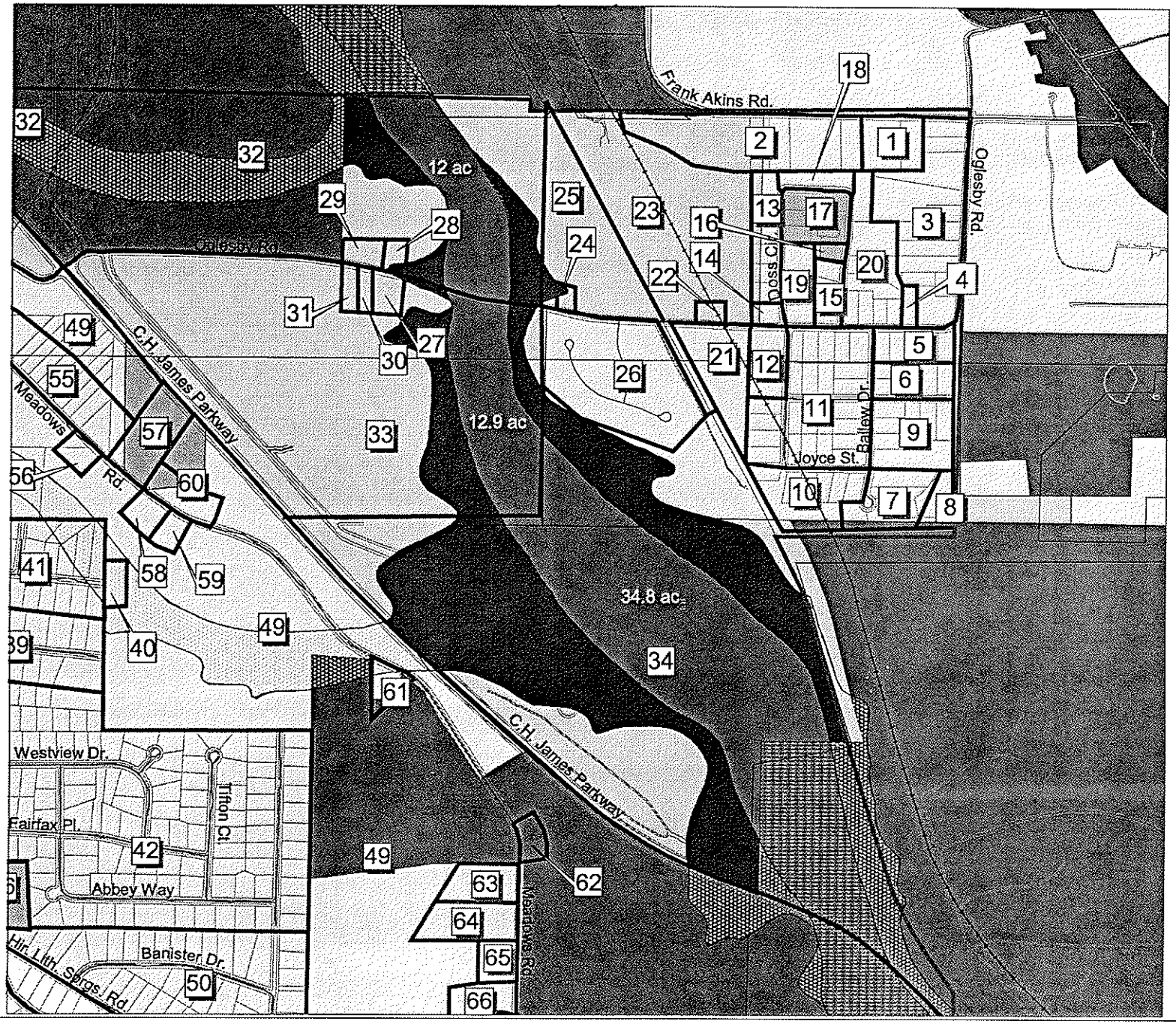
C.H. James Parkway Study
Map 7
Overlay: Flood Hazard Areas & Future Land Use



C.H. James Parkway Study
Map 8
Overlay: Flood Hazard Areas & Current Zoning



C.H. James Parkway Study
Map 9
Main Floodplain Areas



Legend:

- Portions within Floodway
- Portions within 100 yr Floodplain
- Floodway
- 100 yr Floodplain

Future Land Use:

- VLDR
- LDR
- MDR
- HDR
- NAC
- CAC
- RAC
- IC
- IND
- TCU
- PI
- PRC
- CTY

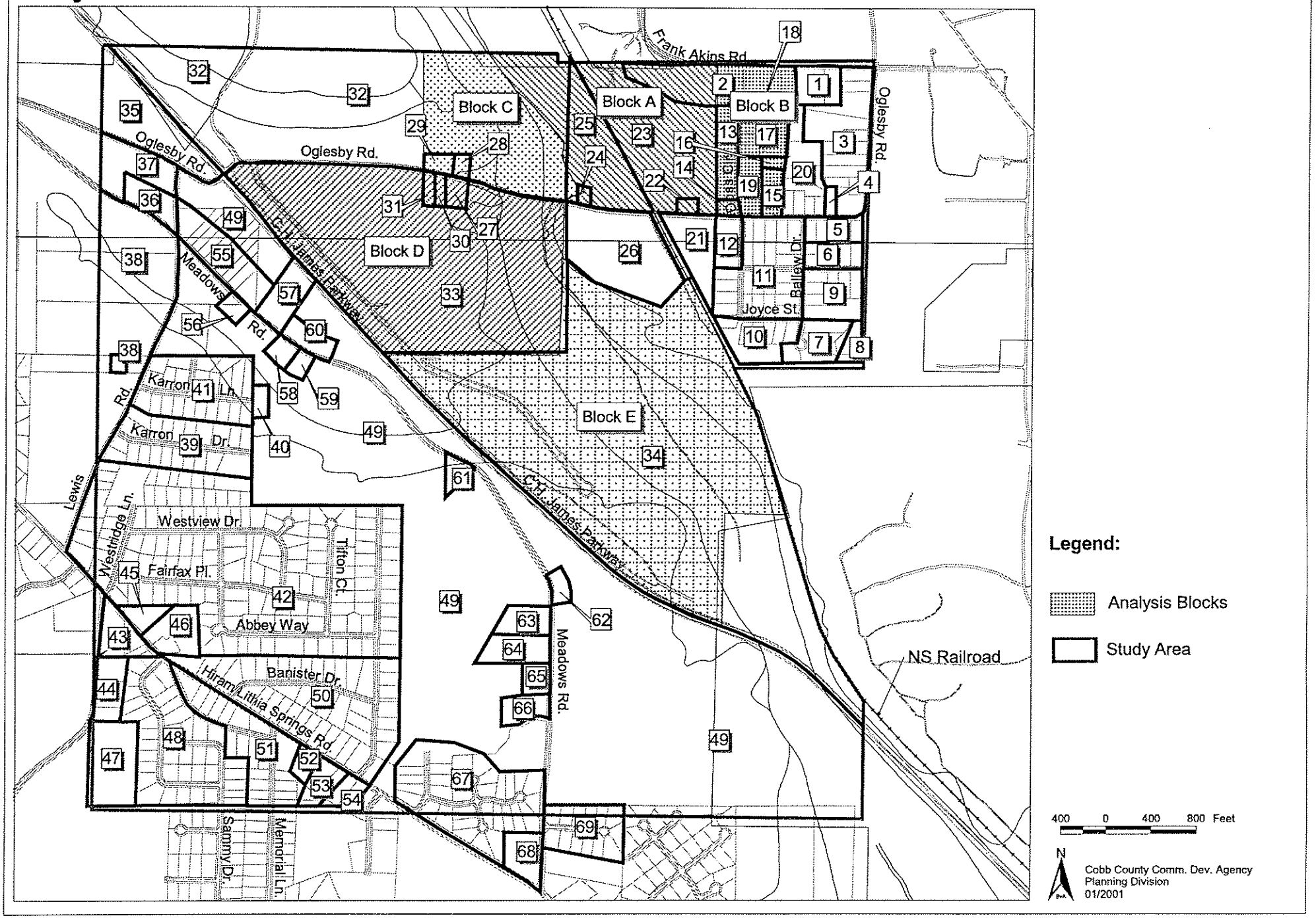
Study Area

300 0 300 600 Feet

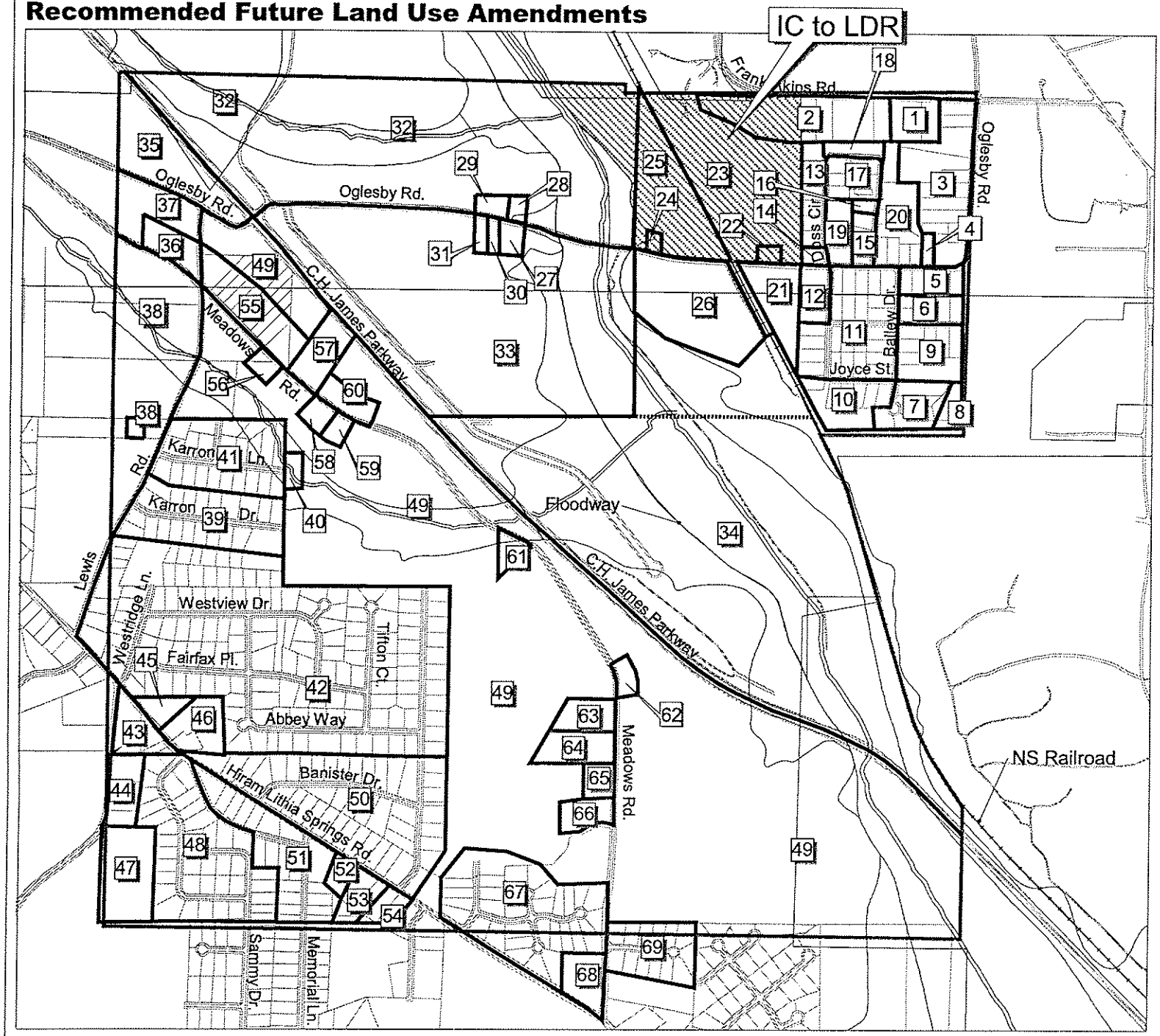
N

Cobb County Comm. Dev. Agency
Planning Division
02/2001

C.H. James Parkway Study
Map 10
Analysis Blocks



C.H. James Parkway Study
Map 11
Recommended Future Land Use Amendments



Legend:

- Study Area
- 25 Inventory Sites
- Floodway / 100 yr Floodplain

400 0 400 800 Feet

N

Cobb County Comm. Dev. Agency
Planning Division
02/2001