

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Cobb Parkway (US 41)	Arterial	45	GDOT	100'
Paces Mill Road	Major Collector	35	Cobb County	80'

Roadway	Location	Average daily trips (vpd)	Level of service
Cobb Parkway (US 41)	North of Cumberland Blvd	17,300	C
Paces Mill Road	West of Paces Ferry Road	20,100	C

Based on 2023 GDOT counting data for Cobb Parkway and Paces Mill Road.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads and collector roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	Total (vph)	In (vph)	Out (vph)	Total (vph)	
221	Multifamily Housing (Mid Rise) (4-10 floors)	290 DU	25	83	<b>107</b>	69	44	<b>113</b>	<b>1,317</b>
310	Hotel (General Urban/Suburban)	130 rooms	33	26	<b>60</b>	26	39	<b>77</b>	<b>1,039</b>
821	Shopping Plaza with Supermarket (40K-150K)	110 KSF	144	89	<b>388</b>	286	310	<b>993</b>	<b>10,394</b>
<b>TOTAL</b>			203	197	<b>555</b>	394	392	<b>1,183</b>	<b>12,749</b>

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling units, KSF= 1,000 square feet

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11<sup>th</sup> edition.

### Comments and Observations

Cobb Parkway is classified as an arterial and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

Paces Mill Road is classified as a major collector and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received October 15, 2024, this development does require a traffic study submittal. Cobb DOT reviewed a traffic study for a more intense proposed use of this site (OB-15-2024) as described below. Therefore, the traffic study requirement for this development can be considered complete.

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Cobb DOT received a traffic Submittal 2 (dated February 14, 2024; received February 15, 2024) with an included site plan. The traffic impact study and site plan retained a right-in right-out driveway at the existing Driveway 3 location. A meeting was held between Cobb County and the developer team on March 4<sup>th</sup> to discuss the overall parcel history, including its previous zoning stipulations. The consensus of that meeting was that the Driveway 3 location would be allowed to remain as a right-in right-out only driveway in its existing location. With Driveway 3 remaining in place, the February 14<sup>th</sup> Submittal 2 was accepted, reviewed, and approved by Cobb DOT.

Recommendation 6 below concerns a left turn lane at the western Paces Mill driveway. The developer team submitted a left turn exception request (Submittal 4 memorandum, dated December 2, 2024) to Cobb DOT on December 4, 2024. Cobb DOT staff reviewed the submission and performed additional microsimulation analysis to compare queue demand needs to the included left turn lane layouts.

The exception request was to shorten the required lane storage (from 150' to 50') and taper (from 50' to 25') to avoid an existing drainage culvert and associated stream buffer/wetlands on Paces Mill Road. DOT response is as follows:

- Cobb DOT does concur with the December 2<sup>nd</sup> Submittal 4 that the standard turn lane installation at the current driveway location would be expensive and require extensive permitting due to impacts to stream buffers, regulated wetlands, and natural preservation areas.
- However, taper lengths are set by the speed limit of the roadway. 50' is required for Paces Mill Road.
- Based on the microsimulation analysis performed by Cobb DOT staff, a minimum of 75' of storage will be required in addition to the 50' taper.
- The December 2<sup>nd</sup> exception request for 50' of storage with a 25' taper is therefore not acceptable to Cobb DOT for traffic operations on Paces Mill Road.
- However, Cobb DOT is willing to continue working with the developer team to obtain an installation of 75' of storage and a 50' taper.
- Possible mitigation measures to achieve this design would be:
  - Relocating the western driveway to the east enough to make the installation feasible between the culvert and driveway.

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- Combining the eastern and western driveways into a single, more central driveway.

Based on the Cobb DOT Submittal 4 review, the December 2<sup>nd</sup> exception request is **DENIED**. However, comments and recommendations below have been updated based on the December 2<sup>nd</sup> submission and its review.

**THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION.**

**Recommendations:**

1. Recommend a traffic study pursuant to Code Section 134-121(b)(8). However, the traffic study requirement for this development can be considered complete based on the acceptance of the approved traffic study from previous zoning case OB-15-2024.
2. Recommend constructing curb, gutter, and sidewalk along the Paces Mill Road frontage. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.
3. Recommend Paces Mill Road access points include deceleration lane, taper and/or improved curve radius to address safety because Paces Mill Road is a major collector roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to CCDOT approval. **This right turn lane is not shown for the western driveway on the December 2<sup>nd</sup> Left Turn Lane Exhibits. The right turn lane should be shown on any revised left turn lane submissions for this driveway.**

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4. Recommend a minimum of 50 feet straight-line distance from the edge of the right-of-way line on Paces Mill Road to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116. To comply with this requirement, recommend closing or relocating the immediate access from the easternmost driveway on Paces Mill Road to the parking lot or limit that internal opening to egress only onto the driveway.
5. Recommend constructing a raised concrete island in lieu of the existing painted island at the easternmost driveway on Paces Mill Road to aid compliance with turn restrictions. The final design of this driveway, including any improved radius and/or taper in lieu of a right turn lane due to geometric constraints, will be addressed through Plan Review. [No improvements are shown for the eastern driveway on the December 2<sup>nd</sup> Left Turn Lane Exhibits. Improvements at adjacent intersections can either be shown or otherwise noted in a text box referencing the approved zoning case comments.](#)
6. Recommend Paces Mill Road westernmost access include left turn lane to address safety because Paces Mill Road is a major collector roadway. This recommendation is pursuant to Cobb County Development Standard 402.10, Left Turn Lane Design Guidelines, and Cobb County Development Standard Detail 401F, Left Turn Lane. Cobb DOT also follows Table 9-24 and Figure 9-35 recommendations published in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (Green Book), 7th Edition.
  - a. Due to extenuating circumstances of the site and location, a left turn waiver request (Submittal 4) may be submitted by the developer team during the Plan Review process. [The developer team submitted a left turn exception request \(Submittal 4 memorandum, dated December 2, 2024\) to Cobb DOT on December 4, 2024.](#)
  - b. The waiver should be submitted in a memorandum and outline the reasons behind the left turn lane variance including but not limited to: the design and construction feasibility, any possible hardships, as well as all constraints of the site and adjacent road network. [The December 2<sup>nd</sup> exception request to shorten the required lane storage and taper is DENIED. Cobb DOT recommends applicant continue coordination with Cobb DOT to design an adequate left turn lane for the anticipated traffic needs, as described above in the Comments and Observations section.](#)

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- c. As part of the waiver review during the Plan Review process Cobb DOT will retain the right to prohibit left-in movements at the development driveway if a needed left turn lane cannot be installed. [Cobb DOT retains the right to prohibit turning movements when a needed turn lane cannot be installed at a development driveway.](#)
  - d. Recommendation 6 will be considered satisfied if a Submittal 4 left turn waiver request at the Paces Mill Road westernmost access driveway is approved by Cobb DOT during the Plan Review process. [This recommendation no longer applies based on the current information submitted to Cobb DOT.](#)
7. Recommend Georgia Department of Transportation (GDOT) permits for any work that encroaches upon State right-of-way.
  8. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.