



REGIONAL REVIEW NOTICE

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

DATE: September 14, 2016

ARC REVIEW CODE: R1609141

TO: Chairman Tim Lee, Cobb County Board of Commissioners
ATTN TO: John Pederson, Zoning Division Manager
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Galleria 75 **Review Type:** DRI **Submitting Local Government:** Cobb County

Date Opened: September 14, 2016

Deadline for Comments: September 29, 2016

Date to Close: October 4, 2016 (If no significant issues are identified during the comment period, the review will close on September 30, 2016.)

Description: This DRI is located in Cobb County, east of the intersection Cobb Galleria Parkway and Riverwood Parkway. The site is north of Cumberland Boulevard, west of Interstate 75, and south of Akers Mill Road. The proposed mixed-use project will consist of seven buildings totaling approximately 450,000 sq. ft. of office space, 45,000 sq. ft. of retail space, and 600 residential units. Primary access to the development is proposed at the existing signalized intersection of Cobb Galleria Parkway and Riverwood Parkway, with secondary access via an existing right-in/right-out driveway at the southern boundary of the development. The DRI review trigger for this project is an application for a rezoning filed with Cobb County. The project is estimated to be complete in 2025. A portion of this DRI was reviewed in 1996 as part of a proposed DRI known as Kennedy Center.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located within a Regional Employment Corridor and a Regional Center. The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM.

Recommended policies for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit; increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.

Regional Centers are the region's key centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

Recommended policies for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

This DRI appears to manifest many of the above policies for this area of the region - in particular, converting a single-use site to a mixed-use development with a significant housing component, in an area that is predominated by commercial and office uses. These characteristics offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. This framework can eliminate dependency on cars for internal circulation and encourage workers and visitors to use alternative transportation modes to access the development.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, as well as all connections from the project to neighboring uses. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The proposed development is located within the Cumberland Livable Centers Initiative (LCI) study area. As a result, the development plan should be consistent with the recommendations of the LCI plan and any plan updates or supplemental studies. The original Cumberland LCI study was completed in 2001, with a major (10-year) update completed in 2011. Smaller supplemental studies have been conducted for this LCI area related to housing, signage, and transit-oriented development planning. In general, the DRI's mixed-use characteristics and adaptive reuse support the goals and recommendations of the LCI plan.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors.

Additional preliminary comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DOBBINS AIR RESERVE BASE
CITY OF SMYRNA

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
CUMBERLAND CID

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF MARIETTA
NATIONAL PARK SERVICE/CRNRA

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Galleria 75** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *September 29, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: September 14, 2016

ARC REVIEW CODE: R1609141

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Galleria 75

Review Type: Development of Regional Impact

Description: This DRI is located in Cobb County, east of the intersection Cobb Galleria Parkway and Riverwood Parkway. The site is north of Cumberland Boulevard, west of Interstate 75, and south of Akers Mill Road. The proposed mixed-use project will consist of seven buildings totaling approximately 450,000 sq. ft. of office space, 45,000 sq. ft. of retail space, and 600 residential units. Primary access to the development is proposed at the existing signalized intersection of Cobb Galleria Parkway and Riverwood Parkway, with secondary access via an existing right-in/right-out driveway at the southern boundary of the development. The DRI review trigger for this project is an application for a rezoning filed with Cobb County. The project is estimated to be complete in 2025. A portion of this DRI was reviewed in 1996 as part of a proposed DRI known as Kennedy Center.

Submitting Local Government: Cobb County

Date Opened: September 14, 2016

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

**GALLERIA PARKWAY MIXED USE DRI
Cobb County
Natural Resources Division Review Comments**

September 8, 2016

Watershed and Stream Protection

The project is located in the Chattahoochee Corridor Watershed, but it is not within the 2000-foot Chattahoochee River Corridor. The USGS coverage for the project area shows no blue line streams on or near the project property. Any waters of the state that may be on the property will be subject to the State 25-foot Erosion and Sedimentation buffer requirements.

The Chattahoochee is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number 2615
DRI Title GALLERIA 75
County Cobb County
City (if applicable) None / Unincorporated
Address / Location Off Cobb Galleria Parkway, South of Akers Mill Road, North of Cumberland Parkway
Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice L Mangham
Copied David Haynes
Date September 7, 2016

TRAFFIC STUDY

Prepared by Croy Engineering, LLC
Date September 1, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

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

☐ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

☒ NO (*provide comments below*)

The traffic study includes planned and programmed improvements from the Regional Transportation Plan, GDOT's Trans PI, Cobb County Comprehensive Transportation Plan and Blueprint Cumberland which are found on pages 8 and 9 of the traffic analysis. The date of the RTP list is not known, however there are projects in the current RTP proposed in the study area that are not listed in the traffic analysis. While not directly adjacent to the project site, development of the site may have indirect impact on these roadways. Excluded projects include: Cumberland Boulevard Widening from Akers Mill Road to Spring Street-network year 2020, 175 north managed lanes access ramp at Akers Mill Road-network year 2020.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The project site is in close proximity to Interstate 75, Interstate 285, Cumberland Blvd and Cobb Galleria Parkway. Interstates 75 and 285 and Cumberland Blvd are identified as regional thoroughfares. The two access points to the site are proposed from Cobb Galleria Parkway; a full access point at Cobb Galleria Parkway and Riverwood Parkway and a right in-right out access point further south.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The project site is adjacent to I75, I285 which are identified as regional truck routes however the site will be served access from Cobb Galleria Parkway.

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

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

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

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

Operator / Rail Line [Click here to enter name of operator and rail line](#)

Nearest Station [Click here to enter name of station.](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

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

[Click here to provide comments.](#)

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

[Click here to provide comments.](#)

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

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

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

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

The Atlanta Region's Plan includes development of a high capacity rail service along the I-285 North corridor linking the Cumberland/Galleria area with Perimeter Center and Doraville. The RTP includes funding only for ROW preservation, to be done in conjunction with the Revive 285 managed lanes project. It does not include funding for construction and operation of rail service.

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA (limited) Cobb Community Transit

Bus Route(s) 10, 10 A, 10B, 12, 50

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Sidewalks and crosswalks currently exist along both sides of Cobb Galleria Parkway and along Cumberland Blvd adjacent to the site providing pedestrian access. Internal bicycle and pedestrian facilities to allow for internal pedestrian circulation on the site are also being proposed.

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

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

☐ Route uses high volume and/or high speed streets

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

[Click here to provide comments.](#)

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

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

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

☐ NO

☒ YES

See #6

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

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

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

☒ YES (provide additional information below)

Name of facility Chattahoochee Recreational , Unknown Trail Name

Distance ☐ Within or adjacent to development site (0.10 mile or less)
 ☒ 0.15 to 0.50 mile
 ☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity
 ☐ Sidewalk and crosswalk network is incomplete
 ☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

A multi use trail exists adjacent to the site along Cobb Galleria Parkway. Sidewalks are depicting allowing for site access from the existing trail. Traffic study report states that pedestrian access will be provided in accordance with Cobb County development requirements.

Bicycling Access* ☒ Dedicated lanes or cycle tracks provide connectivity
 ☒ Low volume and/or low speed streets provide connectivity
 ☐ Route uses high volume and/or high speed streets
 ☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

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

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The site plan depicts connectivity to the existing land uses adjacent to the project site. There is an undeveloped parcel abutting the northern boundary of the project site. The site plan nor the traffic analysis indicate that provisions are being made to allow for vehicular access via inter parcel connectivity.

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

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

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

The site plan shows external interconnectivity for pedestrians between adjacent developments currently exists and/or are proposed via sidewalks along the right of way. It also shows bicycle and pedestrian facilities are being proposed internal to the site.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site plan shows external interconnectivity for pedestrians between adjacent developments currently exists and/or are proposed along Cobb Galleria Parkway via sidewalks along the right of way. It also shows bicycle and pedestrian facilities are being proposed internal to the site.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The proposed development will consist of 600 apartments (Buildings B & C) 400,000 square feet of office use (Building A) and 20,000 square feet of specialty retail (Buildings D,E and G), 25,000 square feet of retail and 50,000 square feet of office (Building F). Building A sits in the rear of the development and depicts a loading dock. The loading dock appears to only be accessible by the

limited driveway which is also provides vehicular and pedestrian access. The propose use for building F which sits in front of the development is to house a 25,000 square foot anchor store however, the information provided does not give any indication on parking, loading and unloading of large freight trucks to the building. The building is bordered by the main driveway and parking. Freight circulation appears to share lanes and drives with vehicles and bicycles. No lane separation internal to the site. More information is needed regarding loading and circulation of large freight carriers to this site.

RECOMMENDATIONS

- 13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

- 14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

- 15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

In an effort to promote roadway decongestion and increase safety and accessibility, ARC recommends that consideration is given to providing for future vehicular interconnectivity between the proposed development and adjacent undeveloped sites whenever possible.

The ability for delivery and service vehicles to efficiently enter, maneuver inside and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent feasible, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways drive lanes, sidewalks, paths and other facilities.



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2615

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local
Government: Cobb

Individual completing form: John Pederson

Telephone: (770) 528-2035

E-mail: john.pederson@cobbcounty.org

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

Proposed Project Information

Name of Proposed Project: Galleria 75

Location (Street Address, 33.881332,-84.456331 also east side of Cobb Galleria Parkway between Cumberland
GPS Coordinates, or Legal Boulevard and Akers
Land Lot Description):

Brief Description of Project: Mixed-use development comprised of apartments, office space and retail space.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 600 apartment units; 450,000 SF Office Space; 45,000 SF of Retail

Developer: PAC Galleria 75, LLC

Mailing Address: 3284 Northside Parkway NW

Address 2: Suite 150

City: Atlanta State: GA Zip: 30327

Telephone: 770-818-4100

Email: bdupree@pacapts.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2025
Overall project: 2025

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Developments of Regional Impact

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DRI #2615

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Cobb
Individual completing form: John Pederson
Telephone: (770) 528-2035
Email: john.pederson@cobbcounty.org

Project Information

Name of Proposed Project: Galleria 75
DRI ID Number: 2615
Developer/Applicant: PAC Galleria 75, LLC
Telephone: 770-818-4100
Email(s): bdupree@pacapts.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$300 Million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4.32 Million

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc): For the proposed development to be constructed, an existing 110,000 square foot office building will be demolished.

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.2 MGD

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

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

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

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

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.15 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

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

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) (8,623 - Daily); (1,002 - AM Peak Hr); (985 - PM Peak Hr)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,305 Tons/Year

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 90% - 95%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater quality units will be used for treatment on site. Stormwater detention will be provided by regional master detention pond.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Response to Question 1 Answer (YES): The site drains to the Chattahoochee River via a regional detention facility that was constructed in compliance with the applicable regulations at the time of construction. This project will install water quality measures to meet current state and local regulations.

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Marietta, GA 30062

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www.pacapts.com
Office: (770) 989-4796
Cell: (404) 234-7653
Email: bdupree@pacapts.com

DENSITY IN GROSS RESIDENTIAL UNITS PER ACRE:

RESIDENTIAL TOWERS:
600 UNITS/7.6 AC = 0.012 AC

RETAIL:
45,000 SF/ 7.6 AC = 0.135 AC

OFFICE:
450,000 SF / 7.6 AC= 1,359 AC

PARKING:
2,500 PARKING LOTS / 7.6 AC= 0.007 A.C.

SITE ACRAGE: 7.6 AC

DRI # 2615