



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: October 25, 2016

ARC REVIEW CODE: R1610251

TO: Chairman Tim Lee, Cobb County Board of Commissioners
ATTN TO: John Pederson, Zoning Division Manager, Cobb County
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: Vinings Atlanta

Review Type: DRI

Submitting Local Government: Cobb County

Date Opened: Oct. 25, 2016

Deadline for Comments: Nov. 9, 2016

Date to Close: Nov. 14, 2016

Description:

This DRI is located in Cobb County, southeast of the intersection of Cumberland Parkway and the northern segment of Paces Walk. The site is approximately one-half mile south of Paces Ferry Road. The proposed 18.8-acre mixed-use project will consist of 300 apartment units, 50 condominiums, 225 senior housing units, 200 assisted living units, a 300-room hotel, 100,000 square feet of office space, and 101,103 square feet of retail space. Primary access is proposed via Cumberland Parkway with additional access via Paces Walk. The DRI trigger for this project is a rezoning application filed with Cobb County. The projected buildout for this DRI is 2019.

PRELIMINARY COMMENTS:

According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, this DRI is located in the Developed/Established Suburbs Area of the region. Developed/Established Suburbs are areas of development that occurred from roughly 1970 to 1995. These areas are projected to remain suburbs through 2040.

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 Developed/Established Suburbs include:

- New development should connect to the existing road network and adjacent developments, and the use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

-CONTINUED ON NEXT PAGE-

This DRI appears to manifest many of the above policies for this area of the region – in particular, converting an underutilized site to a mixed-use town center development, connected to multiple existing roadways, and close to bus transit (albeit peak hour service only via Cobb County Transit LINC Route #20 HD). 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 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 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 and roadways. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided at key locations throughout the site.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Developed/Established Suburbs area.

This DRI is within the Cumberland Community Improvement District (CID) area. It is approximately 1.4 miles south of the boundary of the Livable Centers Initiative (LCI) study area that covers the core of the Cumberland CID area. ARC's understanding is that Cobb County and the CID may explore expanding the LCI study area southward in the future. If this is a realistic possibility, the development team, along with CID and County staff, should work together to ensure that the DRI generally aligns with the LCI study's recommendations – or at minimum that the project's impacts do not negatively affect the potential for the Cumberland LCI study area to develop as planned.

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
CITY OF SMYRNA

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

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

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 RC: Vinings Atlanta *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: *November 9, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1610251

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Vinings Atlanta

Review Type: Development of Regional Impact

Description: This DRI is located in Cobb County, southeast of the intersection of Cumberland Parkway and the northern segment of Paces Walk. The site is approximately one-half mile south of Paces Ferry Road. The proposed 18.8-acre mixed-use project will consist of 300 apartment units, 50 condominiums, 225 senior housing units, 200 assisted living units, a 300-room hotel, 100,000 square feet of office space, and 101,103 square feet of retail space. Primary access is proposed via Cumberland Parkway with additional access via Paces Walk. The DRI trigger for this project is a rezoning application filed with Cobb County. The projected buildout for this DRI is 2019.

Submitting Local Government: Cobb County

Date Opened: October 25, 2016

Deadline for Comments: November 9, 2016

Date to Close: November 14, 2016

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:

[illegible]

**VININGS ATLANTA DRI
Cobb County
Natural Resources Division Review Comments**

October 20, 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 proposed project is within that portion of the Chattahoochee watershed that 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	DRI #2620
DRI Title	Vinings Atlanta
County	Cobb County
City (if applicable)	Select a city from the list.
Address / Location	Cumberland Parkway between Paces Ferry Road and Atlanta Road
Review Process	<input type="checkbox"/> EXPEDITED <input checked="" type="checkbox"/> NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Marquitrice Mangham
Copied	David Haynes
Date	October 20, 2016

TRAFFIC STUDY

Prepared by	Croy Engineering
Date	October 19, 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*)

[Click here to provide comments.](#)

☒ NO (*provide comments below*)

The analysis references the former ARC Plan 2040 rather than the current Atlanta Regions Plan. The date or version of the ARC Plan 2040 used is unknown. The projects identified in the analysis are either under construction or completed. The Atlanta Region's Plan identifies the following additional project in the study area: Project # AR-ML-210 - I- 285 West Managed Lanes from I-20 to I 75 N (Long Range).

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 I-285, which provides access to Cumberland Parkway. The development proposes three access points: one full and one limited access point on Cumberland Parkway and one full access point from Paces Walk. Neither of the roadways identified are considered a part of the regional network.

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 in close proximity to I-285, which is identified as a regional truck route. However, access to the site is provided from Cumberland Parkway and Paces Walk.

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

No additional comments.

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) Cobb LINC

Bus Route(s) Route 20

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 currently exists on both sides of Cumberland Parkway adjacent to the project site, providing connectivity to local transit stops.

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)

The speed limit along Cumberland Parkway is posted as 35 miles per hour. The relatively low speed limit along the existing four lane roadway allows for shared lanes by both vehicles and cyclist.

* 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 # 5 & 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 Unknown

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)

[Click here to provide comments.](#)

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)

The Cobb County Trail Map depicts existing, programmed and future multi use trail networks located in the analysis area, however, none are adjacent to the project site. Bicycle and pedestrian facilities adjacent to the site provide indirect connectivity to nearby multiuse trail facilities.

* 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 project site abuts existing single and multifamily residential neighborhoods on the south and east sides. The proposed uses could serve the existing neighborhoods surrounding the project site. The conceptual plan does not depict proposed accommodations for inter-parcel connectivity for vehicles. This may be because of the layout of existing neighboring developments as well as the topographical variations in slope between adjoining parcels.

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 depicts proposed sidewalks throughout the development, providing for pedestrian intra-parcel accessibility throughout the site. The site plan and traffic analysis does not note separate facilities for vehicles and bicycles on site, however, proper accommodations may be proposed to allow for safe maneuvering of bicycle traffic commingled with vehicle traffic. The site is adjacent to existing

high density residential on the south side and on the north and east sides along Paces Walk. Paces Walk has no sidewalks along the roadway way connecting pedestrians to the site. In addition, no interparcel connectivity is proposed to the adjacent 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)

Pedestrian facilities are provided along Cumberland Parkway adjacent to the project site which provide for pedestrian connectivity to adjoining parcels. The conceptual plan does not depict proposed accommodations for inter-parcel connectivity for pedestrians or bicycles. This may be because of the layout of existing neighboring developments as well as the topographical variations in slope between adjoining parcels. Although sidewalks may be provided along Paces Walk to accommodate pedestrians likely frequently the site, no facilities are presented on the site plan.

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 depicts both residential and commercial uses. Parcels A, B and C propose some measure of commercial, retail or office uses, with Parcel A housing a grocery store underneath apartments. Significant freight traffic may be generated with mostly two to three axle freight carriers delivering on site to small retail stores and office uses. The grocery store is more likely to generate semi truck trailer traffic for deliveries. A loading area appears to be designated for deliveries to the grocery store. The plan does not depict separate travel lanes internal to the site or designate access points in an effort to separate bicycle and pedestrians from truck traffic to and from the site. Paces Walk is a local road which generally does not permit semi truck traffic, therefore truck traffic at this access point may be limited.

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):**

It is ARC policy to encourage inter parcel connectivity between developments whenever possible. If topographical conditions permit, sidewalks along Paces Walk connecting to the neighboring residential development should be considered. Designated entrance and exit points for freight carriers, as well as designated delivery hours, should be considered to minimize intermingling of truck and bicycle/pedestrian traffic, increasing safety for all modes.

Paces Walk is a local two lane road looping around to provide two access points to Cumberland Parkway. Paces Walk has no turn lanes. The access point to the project site is close to the access site of

the adjacent residential development. To increase safety and mobility of access to the site, limited use of the Paces Walk access point should be considered.



Developments of Regional Impact

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

DRI #2620

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 County
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: Vinings Atlanta
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Cumberland Parkway; 17th District; Land Lots 816,817,839,840
Brief Description of Project: Mixed Use Development consisting of apartments, condominiums, senior housing, assisted living, hotel, retail and supermarket.

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.): Residential: 852 Units; Hotel: 300 rooms; Retail 101,103 SF; Office: 100,000 SF

Developer: Kaplan Morgan Vinings Development, LLC

Mailing Address: 2802 Paces Ferry Road

Address 2: Suite 100

City: Atlanta State: GA Zip: 30339

Telephone: 404-237-8828

Email: gmorgan@morgancos.com

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

If yes, property owner: ADIC, Inc., successor by merger to XEBO Corporation

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: 2018
Overall project: 2018

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



Developments of Regional Impact

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DRI #2620

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 County
Individual completing form: John Pederson
Telephone: 770-528-2035
Email: john.pederson@cobbcounty.org

Project Information

Name of Proposed Project: Vinings Atlanta
DRI ID Number: 2620
Developer/Applicant: Kaplan Morgan Real Estate Developments, LLC
Telephone: 404-237-8828
Email(s): mkaplan@livekaplan.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 M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$5,864,880.00

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):

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)? 0.334 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?
0.426 miles - 10" Water Line

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)? 0.367 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?0.292 miles - 8" Sewer Line

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.) AM Peak - 977 trips; PM Peak - 1,090 trips; Daily (two-way) - 11,354 trips

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:Traffic signal is warranted at main entrance on Cumberland Parkway.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,111 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? 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Project will be designed to meet Cobb County requirements for water quality, channel protection and detention.

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:

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)

PROJECT NAME: VININGS ATLANTA
DRI NUMBER: #2620

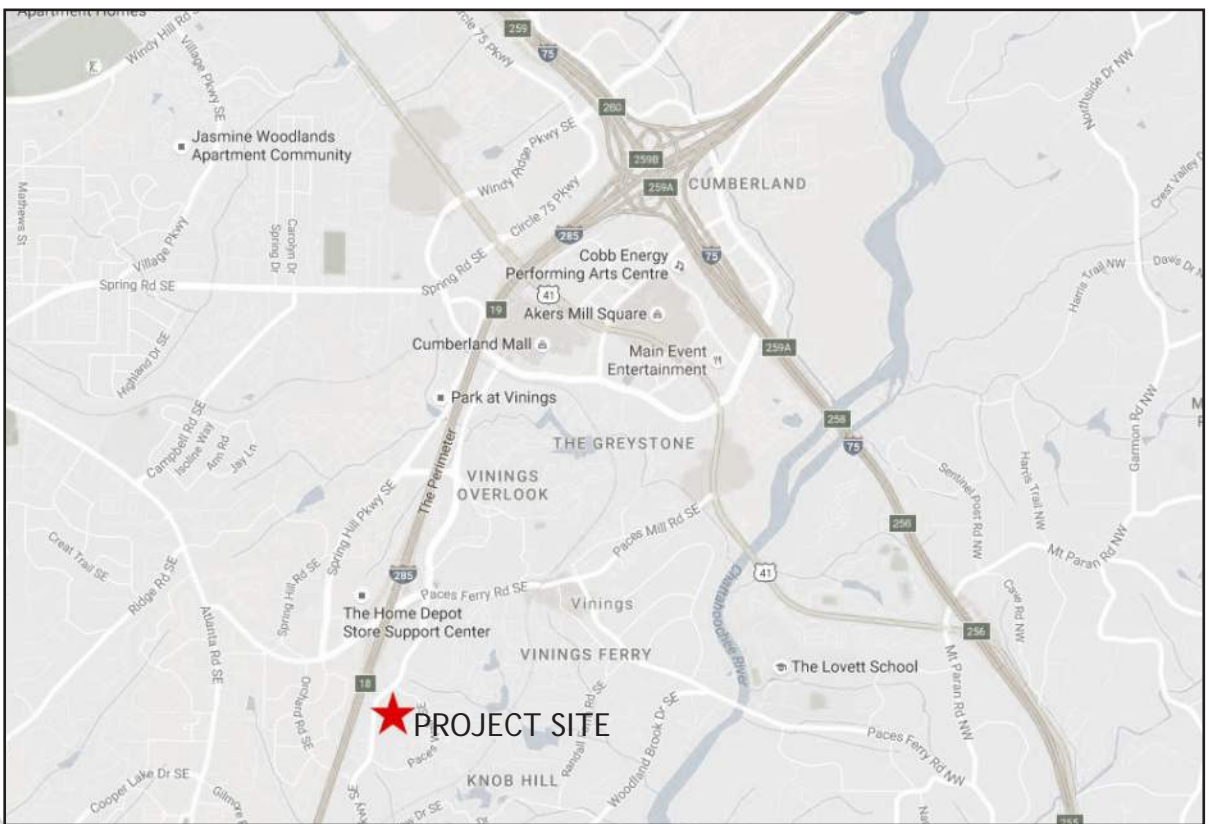
TRAFFIC ENGINEER
CROY ENGINEERING, LLC.
DANIEL B. DOBRY, JR.
200 NORTH COBB PARKWAY
BUILDING 400, SUITE 413
MARIETTA, GA 30062
770-971-5407

SITE PLANNER
NILES BOLTON ASSOCIATES
CHRIS FORTNER
3060 PEACHTREE ROAD N.W.
SUITE 600
ATLANTA, GA 30305
404-365-7600

CLIENT
KAPLAN MORGAN REAL
ESTATE DEVELOPMENTS, LLC.
MORRIS KAPLAN
2802 PACES FERRY ROAD
SUITE 100
ATLANTA, GA 30339
732-236-1226

Conceptual Site Plan

Cumberland Parkway Site - Cobb County, GA



SITE LOCATION MAP

LEGEND

- PROPERTY LINE
- SETBACK/YARD LINE
- BUFFER LINE
- LANDSCAPE STRIP LINE
- PROPOSED PARCEL LINE

- APARTMENTS - 300 UNITS (700 SF MIN)
- CONDOS - 50 UNITS (1,800 SF AVG)
- SENIOR LIVING - 225 UNITS (800 SF AVG)
- AGE RESTRICTED - 200 UNITS (910 SF AVG)
- HOTEL - 300 ROOMS (400 SF AVG)
- RETAIL - 101,103 SF
- OFFICE - 100,000 SF

CURVE TABLE				
Curve	Length	Radius	Chord Bearing	Chord Length
C1	11.49	719.81'	N47° 37' 45"E	11.49'
C2	195.94	290.45'	S65° 12' 33"E	192.25'
C3	111.35	135.22'	S60° 53' 37"E	108.23'
C4	125.82	246.18'	S22° 48' 30"E	124.46'
C5	42.59	416.34'	S10° 26' 27"E	42.57'
C6	349.83	400.75'	N30° 03' 11"E	338.83'
C7	84.59	694.82'	N51° 34' 25"E	84.54'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S41° 54' 51"E	25.00'
L2	S46° 07' 33"E	135.87'
L3	S08° 17' 21"E	58.96'
L4	N05° 33' 49"E	40.21'

NOTES:
BOUNDARY INFORMATION GATHERED FROM LAND AND TITLE SURVEY DATED 05-23-2016 BY PAULSON MITCHELL INCORPORATED. PLAN DEVELOPED AS SITE PLAN FOR REZONING FROM CRC (COMMUNITY RETAIL COMMERCIAL) TO RRC (REGIONAL RETAIL COMMERCIAL).

SITE DATA
OVERALL SITE AREA: 820,976.88 SF (18.847 ACRES)
TOTAL DEVELOPMENT AREA: 1,247,884 SF
OVERALL FAR: 1.52

PARCEL A:
SITE AREA - 304,150.75 SF (6.98 AC)
COMBINED FAR 0.60
GROCERY STORE - 78,000 SF (0.10)
APARTMENTS - 285,000 SF (0.35)
CONDOMINIUMS - 116,781 SF (0.14)
RETAIL - 12,637 SF (0.01)
PARKING
1,079 STRUCTURED DECK SPACES
15 SURFACE SPACES
1,099 TOTAL SPACES

PARCEL B:
SITE AREA - 91,421.62 SF (2.10 AC)
COMBINED FAR 0.13
OFFICE - 100,000 SF (0.12)
RETAIL - 5,232 SF (0.01)
PARKING
617 TOTAL STRUCTURED DECK SPACES

PARCEL C:
SITE AREA - 39,246.06 SF (0.90 AC)
COMBINED FAR 0.16
HOTEL - 120,000 SF (0.15)
RETAIL - 5,234 SF (0.01)
PARKING
162 STRUCTURED DECK SPACES
23 SURFACE SPACES
185 TOTAL SPACES

PARCEL D:
SITE AREA - 21,541.85 SF (0.50 AC)
COMBINED FAR 0.00
PARKING
26 TOTAL SURFACE SPACES

PARCEL E:
SITE AREA - 112,209.64 SF (2.58 AC)
COMBINED FAR 0.30
AGE RESTRICTED HOUSING - 250,000 SF (0.30)
PARKING
300 TOTAL STRUCTURED DECK SPACES

PARCEL F:
SITE AREA - 66,567.25 SF (1.53 AC)
COMBINED FAR 0.33
SENIOR LIVING - 275,000 SF (0.33)
150 TOTAL STRUCTURED DECK SPACES