

DATE: Dec. 10, 2020

ARC REVIEW CODE: R2011231

TO: Chairman Mike Boyce
ATTN TO: John Pederson, Zoning Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Circle 75 (DRI #3169)

Submitting Local Government: Cobb County

Review Type: Development of Regional Impact **Date Opened:** Nov. 24, 2020 **Date Closed:** Dec. 10, 2020

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project at 900–1100 Circle 75 Parkway in unincorporated Cobb County, located between I–285 to the southeast and across Circle 75 Parkway from The Battery. The project proposes 500 multifamily residential units, 500 hotel rooms, and 400,000 SF of office space. The local trigger is a rezoning. Expected buildout is spring 2026.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Employment Corridor as well as a Regional Center (Cumberland). It is also located directly across Circle 75 Parkway from a Regional Attractor (Truist Park). ARC's Regional Development Guide (RDG) details recommended policies for these areas on the UGPM. General information and policy recommendations for Regional Employment Corridors, Regional Centers, and Regional Attractors are listed at the bottom of this report. The site is also within the boundary of the Cumberland Livable Centers Initiative (LCI).

This DRI appears to manifest some aspects of regional policy. It supports some goals of the LCI program in that it converts a portion of a car-oriented office park setting into an infill, mixed-use location with apartments, a hotel, and office space and some opportunities for residents, hotel guests, and office tenants to work and shop on site. The site is also adjacent to several other job centers and amenities in the Truist Park/Battery development across Circle 75 Parkway and the existing mall and surrounding office buildings via the pedestrian bridge across I–285.

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. During the Pre-Review meeting for this project, several questions were raised regarding how pedestrians from the DRI will access Truist Park/Battery. The site plan as presented is still tentative in regards the exact orientation of the DRI frontage and locations of driveways, sidewalks, and crosswalks. These details will be essential for creating a project that is truly accessible to the surrounding area and in keeping with the long-term goals of the LCI program and Cumberland CID as expressed in various plans.

For example, the site plan currently shows existing sidewalks (approximately 4 feet wide, the bare minimum for ADA) and long curb radii (35 feet) that allow turning vehicles to carry high speeds into pedestrian zones and lengthen crossing distances. There is currently no legal or safe option for pedestrians to cross Circle 75 Parkway shown on the site plan, other than by accessing the existing pedestrian bridge located at the southwestern end of the site. The estimated walking distance for an office worker or event attendee who parks at the proposed new office tower at the northeastern end of the DRI site is 0.4 miles to the pedestrian bridge, then a similar distance back up to the nearest admission gate for the stadium. If the DRI is intended to serve the stadium development and vice versa, then additional pedestrian crossings must be provided.

The intersection at Site Driveway D and the Braves service driveway doesn't currently show a signalized intersection or pedestrian crosswalk. Another factor to consider for pedestrians and cyclists is the multi-use trail on the other side of Circle 75, which is a part of the Cumberland area's trail network and provides access to the Bob Callan Trail, Rottenwood Creek Trail, and the Chattahoochee River National Recreation Area beyond. The site is currently served by CobbLinc route #15, with two stops on either side. Future streetscape design should seek input from CobbLinc staff to locate these stops in the appropriate location for safe pedestrian crossings and provide shelters and other amenities.

At the GRTA staff recommendations meeting for this project on Dec. 2, 2020, both Cobb and Georgia Departments of Transportation staff opposed requiring a condition for the project to install an additional pedestrian crossing option somewhere between the DRI and the Battery north of the existing pedestrian bridge at the southern end of the DRI site. They cited concerns about adequate sight distance and whether it would meet warrants (demonstrated pedestrian demand). Another justification offered was that for major events, police are on duty for traffic control. A condition was ultimately added requiring the applicant to study the issue in consultation with the local government.

ARC staff strongly supports requiring at least one additional pedestrian crossing, if not more. It's unclear without further analysis whether sight distance is an issue for the entire segment of Circle 75 fronting the DRI. Introducing residential, hotel, and new office uses across the street from a major retail and event attraction like the Battery will create demand for both visitors and employees crossing between the two projects. The explicit intent of the Battery in its public and private promotional materials is to create a "year-round" destination, which supports the goals of the Cumberland LCI and the LCI program in general. Deviation from the goals of the LCI program needs to have clear safety benefits versus accommodating vehicular demand. ARC has made significant transportation investments over the past 15 years to improve the pedestrian experience within the Cumberland area, where existing infrastructure was missing.

It is irresponsible to ignore this issue, no matter the traditional engineering standards used to justify it. Pedestrian safety in this location will need to be addressed in the near future, and it may come after pedestrian crashes. Cobb County's own Complete Streets Policy, adopted by the County Commission in 2009, states the following:

Cobb County will implement the Complete Streets concept by considering safe access for all users, to include motorists, bicyclists, pedestrians and transit users, including individuals with physical disabilities and senior citizens, in the planning, design, construction and operation of streets within its jurisdiction.

If a new additional pedestrian bridge is considered as an alternative, it will require several millions of dollars and thoughtful design to be an effective and attractive amenity. Pedestrian bridges can have the negative effect of removing pedestrians from the street environment and introducing security concerns. If it's not located and designed in such a way that is convenient and intuitive, then pedestrians, cyclists, and other trail users may not use it. Additional comments from ARC's Transportation Access & Mobility Group and GDOT's aviation division are attached.

The proposed development is located in the Cumberland LCI area (Cumberland Blueprint 3.0 from 2017) and is, in ARC's view, partially consistent with that study's goals and recommendations. This plan serves as the justification for this DRI's expedited review. This site falls in the "Circle 75" subarea, which states:

Recommended actions look to extend The Battery's pedestrian scale and walkability by prioritizing appropriate redevelopment of adjacent properties susceptible to change and reimagining Cobb Parkway as a grand boulevard welcoming to walkers, bikers and drivers. Despite the addition of the pedestrian-oriented bridges across I-285 and I-75, continued efforts to mitigate transportation infrastructure remains critical to achieving overall connectivity goals.

Another recommendation in Cumberland Blueprint notes the importance of strong design standards when attempting to convert auto-oriented uses into a more urban context. It recommends the establishment of design guidelines for the district and an "on-call" consultant to advise on these matters. The proposed rezoning to RRC - Regional Retail Commercial brings it with it required setbacks and other requirements that may be at odds with the Blueprint's stated goals of street-oriented development and a high-quality public realm. The developer of this DRI is seeking variances for some of these requirements and they are worth consideration where they will resolve conflict with the Blueprint.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) as part of any improvements to streetscapes, driveways, parking areas, buildings, etc. Additional comments from ARC's Natural Resources Group are attached to this report. They note that the project is outside the 2,000-foot Chattahoochee River Corridor, but it is upstream of Peachtree Creek, which places it in the portion of the Chattahoochee River watershed that is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act.

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations 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 the redevelopment of existing sites

Regional Centers are metro Atlanta's 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. Regional policy recommendations 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.

Regional Attractor Implementation Strategies include:

- Develop minimum and maximum parking requirements for new and infill development
- Encourage vertically and horizontally integrated mixed use developments that are locally appropriate in Major Retail Districts
- Encourage coordination between Employee Service Organizations (ESOs) and Transportation Management Associations (TMAs) in University Districts
- Capitalize on the regional resources provided by University Districts and Wellness Districts to meet the workforce needs of existing and emerging economic sectors
- Promote tourism opportunities and related uses in Recreation Districts
- Enhance mobility and accessibility for all by creation Complete Streets that accommodate all modes of transportation

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

FULTON COUNTY

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GRTA/SRTA

CUMBERLAND CIDS

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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DRI #3169

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: 770-528-2024
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: Circle 75
Location (Street Address, 900, 1000, and 1100 Circle 75 Parkway
GPS Coordinates, or Legal
Land Lot Description):
Brief Description of Project: This is a development consisting of multi-family, office, and hotel land uses. The site is adjacent to Truist Stadium.

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.): 500 multi-family units, 500 hotel rooms, 400,000 SF office
Developer: SK Realty (hugh Scott) and Goldenrod Companies (Ashlet Solt)
Mailing Address: 900 Circle 75 Parkway
Address 2: Suite 720
City: Atlanta State: GA Zip: 30399
Telephone: 707-771-5525
Email: Hughiii@skcr.com

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

If yes, property owner: LLCs (SK Realty, Goldenrod Companies, The Braves)

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: 2026
Overall project: Spring 2026

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DRI #3169

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: 770-528-2024
Email: john.pederson@cobbcounty.org

Project Information

Name of Proposed Project: Circle 75
DRI ID Number: 3169
Developer/Applicant: SK Realty (hugh Scott) and Goldenrod Companies (Ashlet Solt)
Telephone: 707-771-5525
Email(s): Hughiii@skcr.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: \$625,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$10,000,000

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): 96,000 SF existing office space to 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)? 0.30 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)? 0.25 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.) 9,492 new daily 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: Please refer to the traffic study prepared by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,400 tons

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%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater 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:
There is an existing stormwater facility on site that is classified as State Waters. Any impacts to the existing stormwater pond will require permitting with the EPA due to the impact to State Waters.

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[DRI Site Map](#) | [Contact](#)

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, December 9, 2020 11:24 AM
To: Greg Giuffrida
Subject: RE: ARC DRI Review Notification: Circle 75 DRI 3169
Attachments: ARC Preliminary Report - Circle 75 DRI 3169.pdf

Greg,

The proposed mixed use project at 900-1100 Circle 75 Parkway in unincorporated Cobb County, located between I-285 to the southeast and across Circle 75 Parkway from The Battery, that proposes 500 multifamily residential units, 500 hotel rooms, and 400,000 SF of office space, is 2.4 miles southeast of the Dobbins Air Base (MGE). It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the facility if built below elevation of 1089' MSL.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here

(<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Tuesday, November 24, 2020 11:53 AM
To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA <gfloyd@itsmarta.com> <gfloyd@itsmarta.com>; Kassa, Habte <hkassa@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; 'kclark@gefa.ga.gov'; Matthews, Timothy W <TMatthews@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; 'nongame.review@dnr.ga.gov'; 'nrogers@dot.ga.gov';

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

DRI INFORMATION

DRI Number #3169
DRI Title Circle 75
County Cobb County
City (if applicable)
Address / Location South of Circle 75 Parkway, east of Cobb Parkway, and north of I-285

Proposed Development Type:

The proposed mixed-use development will consist of residential, hotel, office, and retail land uses.
Build Out : 2026

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date November 25, 2020

TRAFFIC STUDY

Prepared by Kimley Horn
Date November 20, 2020

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

[Click here to provide comments.](#)

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

None of the proposed access points were identified as a Regional Thoroughfare. Circle 75 Pkwy is accessible via US 41/SR 3/Cobb Parkway, and I-285 on/off ramps are approximately 0.10 mi. from the intersection of Cobb Parkway and Circle 75 Pkwy.

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*)

Although there is no direct access from a designated regional truck route to the site, the following truck routes would be easily accessible from the project site: US 41/SR 3/Cobb Pkwy and I-285.

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

Nearest Station

[Click here to enter name of operator and rail line](#)

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*)

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

[Click here to provide 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) CobbLinc

Bus Route(s) Green Circulator and Blue Circulator (Note: The Blue Circulator provides connection to the Cumberland Transfer Center and riders are able to connect to CobbLinc Routes 10, R10, 15, 20, 25, 50, and MARTA Route 12.

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)

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)

* 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

CobbLinc

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 Westside of Akers Mill Trail (This proposed trail connects to the Sliver Comet Connector which the CID's project fact sheet anticipates construction to begin in 2021.)

- 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)

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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☐ OTHER (*Please explain*)

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*)
- ☐ OTHER (*Please explain*)

The project proposes to provide sidewalk connections between the existing sidewalks to the proposed development.

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)

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)

There is a proposed service drive for the project area. However, it is unclear of the path delivery and service vehicles will use for turning around.

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):

None

CIRCLE 75 PARKWAY DRI
Cobb County
Natural Resources Group Review Comments
November 23, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Chattahoochee Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. The project property is upstream of Peachtree Creek, which places it in the portion of the Chattahoochee River watershed that is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is within seven miles upstream of the nearest public water supply intake.

Stream Buffers

The USGS coverage for the project area shows no streams on or near the property. No streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any unmapped streams identified on the property may be subject to Cobb County's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

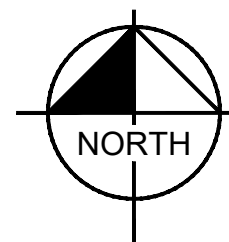
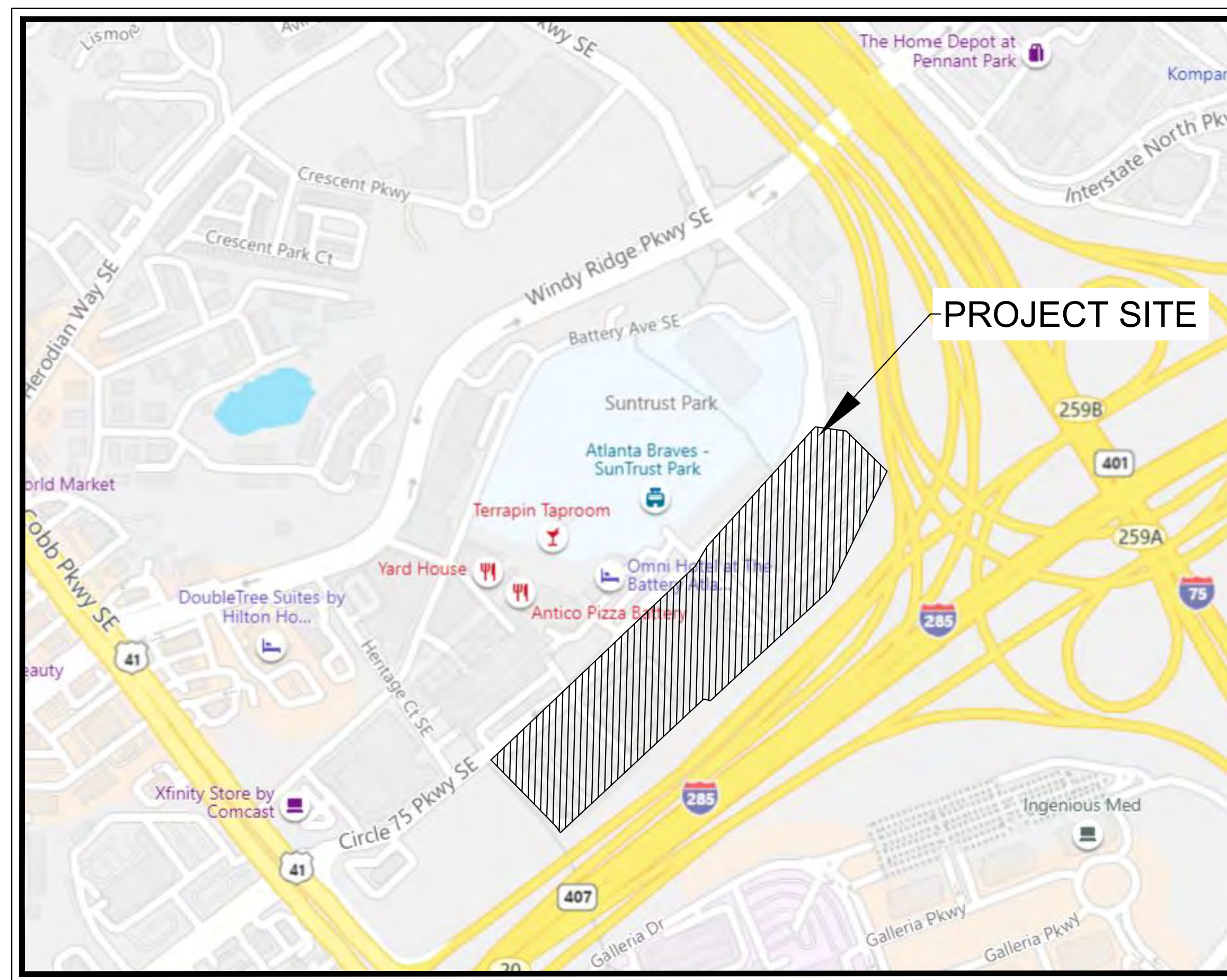
Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

CLIENT:	SK REALITY 900 CIRCLE 75 PARKWAY, SUITE 720 ATLANTA, GA 30399 PHONE: 770.771.5525 CONTACT: HUGH SCOTT
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. 817 W PEACHTREE ST NW, SUITE 601 ATLANTA, GA 30308 PHONE: 470.299.7064 CONTACT: JIN SEO
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 404.419.8700 CONTACT: KATE TRIPLETT, P.E.



SETBACK VARIANCES:

- REDUCTION OF ALL PARCELS' FRONT BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF ALL PARCELS' REAR BUILDING SETBACK FROM 50 FT TO 5 FT.
- REDUCTION OF ALL PARCELS' SOUTHERN SIDE BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF MINOR SIDE BUILDING SETBACK BETWEEN PARCELS FROM 50 FT TO 0 FT.

DESIGN VARIANCES:

- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.12) TO 0 FT.
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACES OF 80% TO 90%.
- VARIATION FROM MAXIMUM FLOOR AREA RATIO OF 1.00 TO 2.65.

1. CONCEPTUAL SITE PLAN ONLY. FINAL SITE PLAN AS TO BUILDING/USE LOCATION TO BE APPROVED BY THE BOARD OF COMMISSIONERS VIA THE OTHER BUSINESS AGENDA.
2. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
3. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
4. THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 134-220 AND 134-272 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.
5. THIS SITE IS NOT IN A FLOODPLAIN.
6. THE SITE DOES CONTAIN STATE WATERS.
7. THIS SITE DOES NOT CONTAIN A CEMETERY.

SITE SUMMARY:

PARCELS:	170915000160 (900) 170915000160 (POND) 17094600030 (1000) 17094600050 (1100)
LAND LOT 915, 945 & 946 17TH DISTRICT	
CURRENT ZONING:	O-1
PROPOSED ZONING:	CONDITIONAL RRC
SITE AREA:	19.04 AC
PROPOSED BUILDING SETBACK:	
FRONT:	15 FT
SIDE:	15 FT
REAR:	5 FT
PROPOSED LANDSCAPE SETBACK:	
FRONT:	0 FT
SIDE:	0 FT
REAR:	0 FT

EXISTING LAND USES & DENSITIES:

EXISTING TO REMAIN:	
900 PARCEL OFFICE	303,000 SF
1100 PARCEL OFFICE	254,360 SF
EXISTING TO BE REMOVED:	
1000 PARCEL OFFICE	96,000 SF

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	500 UNITS
CONDOMINIUM	200 UNITS
HOTEL	300 KEYS (240,000 SF)
OFFICE	400,000 SF
RETAIL	16,500 SF

POST-DEVELOPMENT DENSITIES:

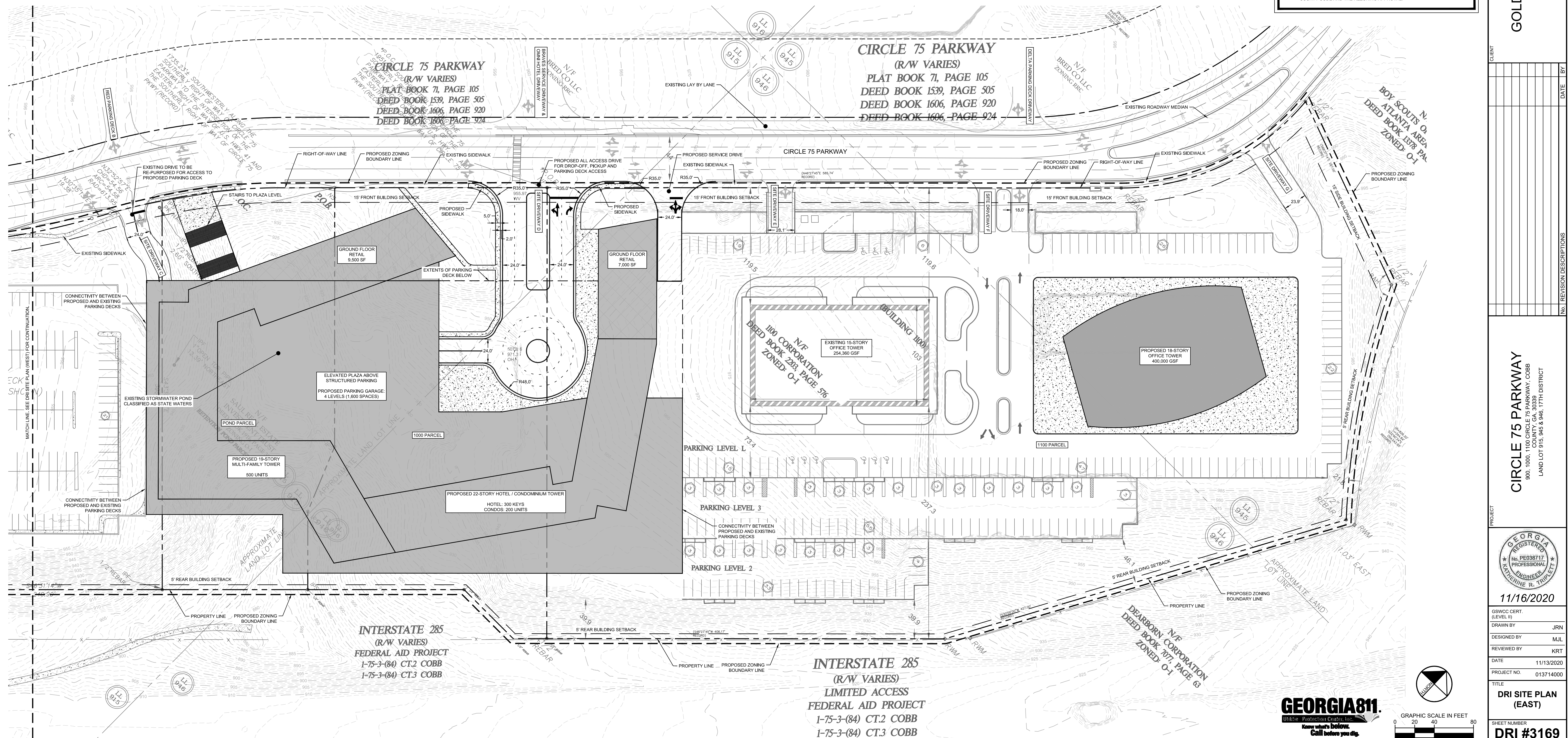
RESIDENTIAL	700 UNITS (36.8 UNITS/ACRE)
NON-RESIDENTIAL	1,213,860 SF (1.46 FAR)

PARKING SUMMARY:

REQUIRED PARKING:	5,029 SPACES (TOTAL)
MULTIFAMILY (500 UNITS)	875 SPACES (1.75/UNIT)
HOTEL (200 UNITS)	310 SPACES (1.00/UNIT PLUS 10)
CONDOMINIUM (200 UNITS)	400 SPACES (2.00/UNIT)
OFFICE	3361 SPACES (1.00/295 SF)
RETAIL	83 SPACES (1.00/200 SF)

PROPOSED PARKING:

THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 134-220 AND 134-272 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.



Drawing name: C:\Users\Jason.Noble\AppData\local\temp\AcPublish_2560\CO-20 - DRI SITE PLAN.dwg CO-20 DRI SITE PLAN Nov 17, 2020 4:56pm by: Jason.Noble

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GOLDENROD COMPANIES
10340 N 84TH STREET
OMAHA, NE 68122

CIRCLE 73 PARKWAY
900, 1000, 1100 CIRCLE 75 PARKWAY, COBB
COUNTY, GA. 30339

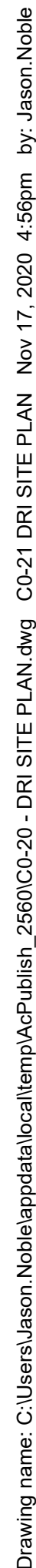


1/16/2020

WCC CERT. (LEVEL II)	
DRAWN BY	JR
SIGNED BY	MJ
VIEWED BY	KR
DATE	11/13/202
PROJECT NO.	01371400

DRI SITE PLAN (EAST)

HEET NUMBER



GEORGIA811.
 Unified Protection Center, Inc.
 Know what's below.
 Call before you dig.

GRAPHIC SCALE IN FEET

A horizontal scale bar with alternating black and white segments. The segments are labeled 0, 20, 40, and 80, representing feet.