

# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

**DATE:** Nov. 24, 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 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:** Circle 75 (DRI #3169)

**Review Type:** DRI

**Submitting Local Government:** Cobb County

**Date Opened:** Nov 24 2020

**Deadline for Comments:** Dec. 9, 2020

**Date to Close:** Dec. 9, 2020\*

*\*This review is expedited under GRTA rules because it is in an LCI area. If no major issues are raised in the comment period, the review will close the same day comments end.*

**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.

**PRELIMINARY 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) plan.

This DRI appears to manifest some aspects of regional policy. It generally supports the 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. This is the most logical location for a new crossing, but it will depend on ongoing discussions with Cobb Department of Transportation, Georgia Department of Transportation, and Georgia Regional Transportation Authority to determine future improvements to Circle 75 Parkway that incorporate a safe crosswalk, preferably with a sheltered median. 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.

If a new additional pedestrian bridge is considered, 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 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 will be included with the final report.

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 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

The stadium is considered a Regional Attractor: Recreation District, which includes major stadiums, concert venues, cultural and recreational areas within the region. Locally, these places are seen as important to the regional economic development strategy. These places also have sporadic, but high impacts on the local and regional transportation network. 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 CID

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



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Circle 75 (DRI #3169)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

**Comments must be emailed to:**

Greg Giuffrida  
Atlanta Regional Commission  
[ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org)  
Ph. (470) 378-1531

**Return Date: Dec. 9, 2020**

## DATE: Nov. 24, 2020

**TO:** ARC Group Managers

**FROM:** Greg Giuffrida, 470-378-1531

**Community Development:** Giuffrida, Greg

**Transportation Access and Mobility:** Little, Aries

**Natural Resources:** Santo, Jim

**Research and Analytics:** Skinner, Jim

**Aging and Health Resources:** Perumbeti, Katie

**Name of Proposal:** Circle 75 (DRI #3169)

**Review Type:** Development of Regional Impact

**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.

### Submitting Local Government: Cobb County

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- 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]



## Developments of Regional Impact

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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](mailto: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](mailto: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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## Developments of Regional Impact

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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](#)

**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](http://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.

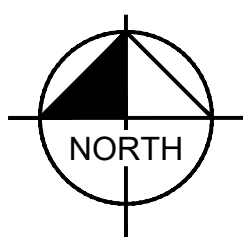
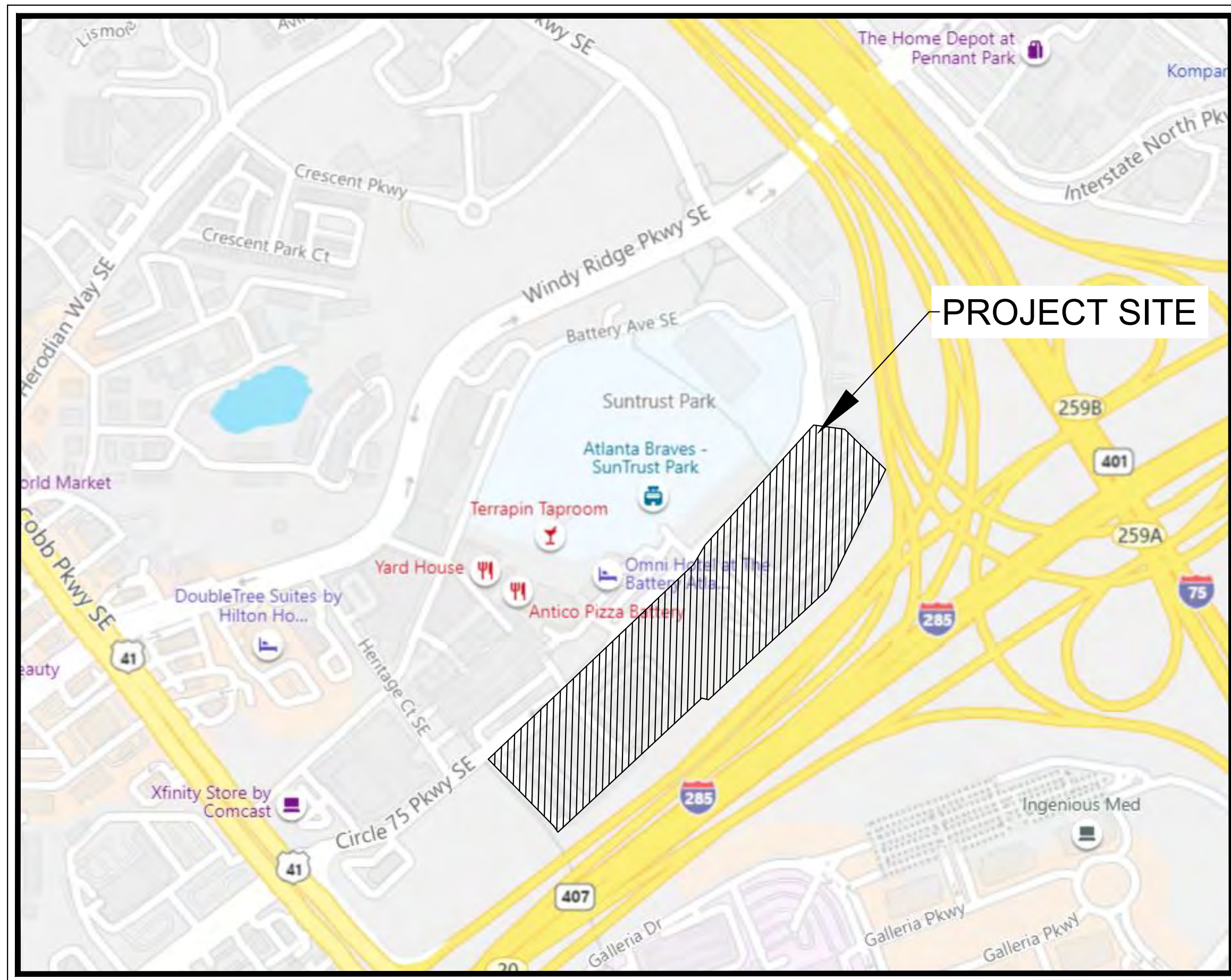


PROJECT CONTACTS

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.



VARIANCE REQUEST SUMMARY:

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. 403.1.2) TO 0 FT.
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACES OF 80% TO 90%.
- VARIATION FROM MAXIMUM FLOOR AREA RATIO OF 1.00 TO 2.65.

REZONING NOTES (CONT):

- 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.
- THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
- 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.
- 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.
- THIS SITE IS NOT IN A FLOODPLAIN.
- THE SITE DOES CONTAIN STATE WATERS.
- THIS SITE DOES NOT CONTAIN A CEMETERY.

REZONING NOTES:

SITE SUMMARY:

PARCELS: 17091500160 (900)  
17091500160 (PONDY)  
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:

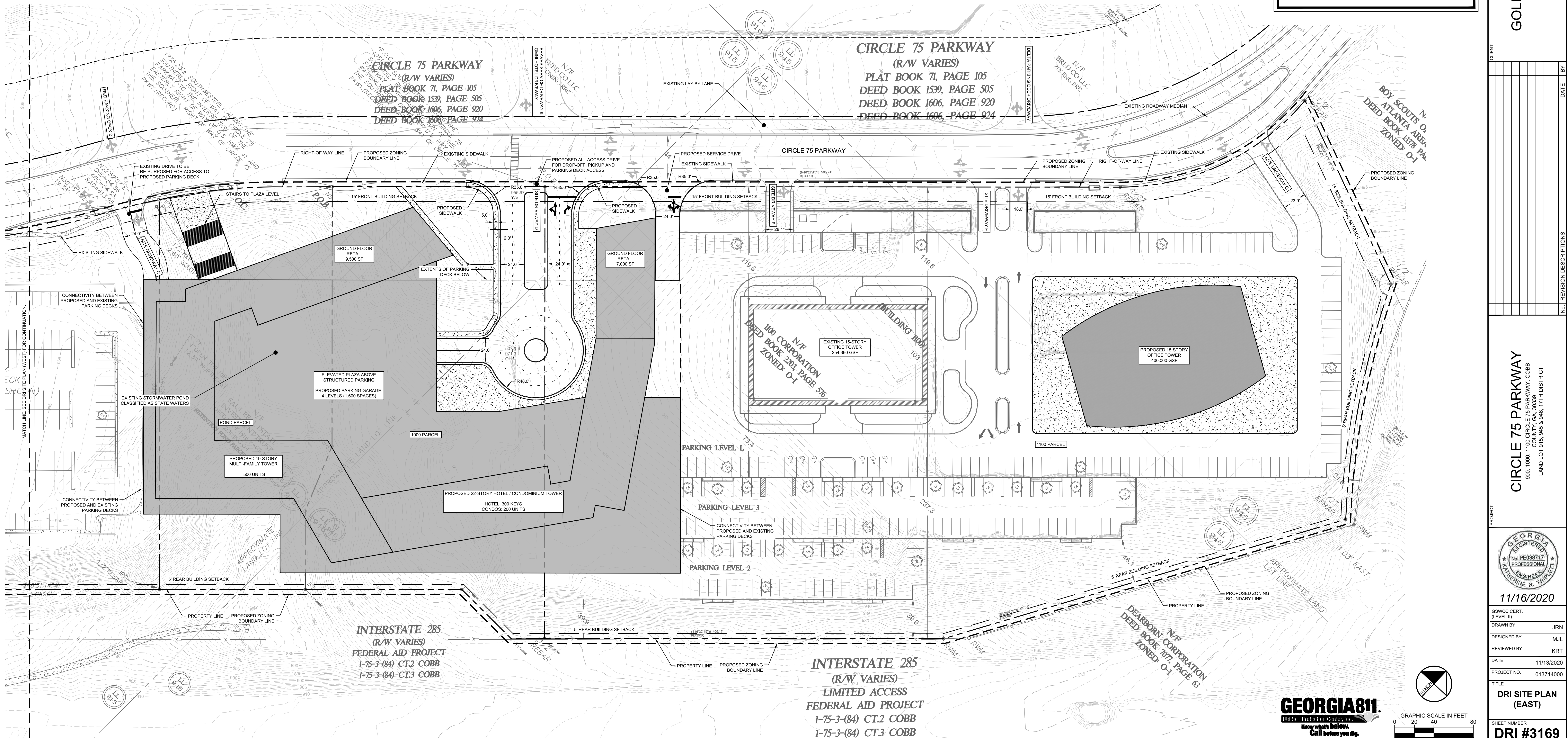
RESIDENTIAL 700 UNITS (36.8 UNITS/ACRE)  
NON-RESIDENTIAL 1,213,860 SF (1.46 FAR)

PARKING SUMMARY:

REQUIRED PARKING: 5,029 SPACES (TOTAL)  
MULTIFAMILY (500 UNITS) 875 SPACES (1.75 UNIT)  
HOTEL (300 UNITS) 310 SPACES (1.00 UNIT PLUS 10)  
CONDOMINIUM (200 UNITS) 400 SPACES (2.00 UNIT)  
OFFICE 3361 SPACES (1.00285 SF)  
RETAIL 83 SPACES (1.00200 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.



Kimley»Horn

GOLDENROD COMPANIES

CIRCLE 75 PARKWAY



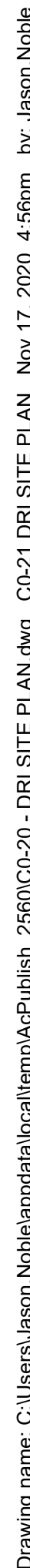
11/16/2020

GSWCC CERT. (LEVEL III)  
DRAWN BY: JRN  
DESIGNED BY: MJL  
REVIEWED BY: KRT  
DATE: 11/13/2020  
PROJECT NO.: 013714000

TITLE  
DRI SITE PLAN (EAST)

SHEET NUMBER  
DRI #3169





0 20 40 80