REGIONAL REVIEW NOTIFICATION

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

DATE: Mar 28 2007 **ARC REVIEW CODE**: R703281

TO: Chairman Sam Olens
ATTN TO: John Pederson, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Galleria Parkway Mixed Use Development
Review Type: Development of Regional Impact

Description: The proposed Galleria Parkway mixed use development will be located on 5.1 acres in Cobb County. The proposed development will consist of 35,000 square feet of retail space, 400,000 square feet of office space, 50 high rise condominiums, and a 250 room hotel. The proposed development will consist of 2,678 parking spaces of which 840 spaces will be provided for the GRTA BRT station and 100 spaces for CEPAC. Access to the proposed development is at three locations: two along Cobb Galleria Parkway, one via an access road to the Performing Arts Center with access to Akers Mill Road.

Submitting Local Government: Cobb County
Date Opened: Mar 28 2007
Deadline for Comments: *Apr 11 2007*
Earliest the Regional Review can be Completed: Apr 27 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SMYRNA
METRO ATLANTA RAPID TRANSIT AUTHORITY
GEORGIA CONSERVANCY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CUMBERLAND COMMUNITY IMPROVEMENT DISTRICT
NATIONAL PARK SERVICE
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF ATLANTA
CITY OF SANDY SPRINGS
UPPER CHATTAHOOCHEE RIVERKEEPER

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-04-11 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/landuse .

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Galleria Parkway Mixed Use Development** *See the Preliminary Report* .

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

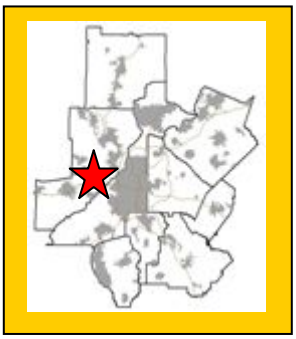
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: *Apr 11 2007*

Preliminary Report:	March 28, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Galleria Parkway #1327
Final Report Due:	April 27, 2007		Comments Due By:	April 11, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



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PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2010.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned OI (office institutional). The proposed zoning for the site is UVC (urban village community). The proposed development is consistent with the future land use plan for Cobb County, which designates the area as regional activity center.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

No, the proposed development would not increase the need for services in the area.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR	NAME
2005	Cumberland Blvd
2005	Cobb Performing Arts Center
2005	Regent Riverwood
2002	One Galleria Walk
2001	Crescent Galleria Parkway
1997	Overton Park
1996	Kennedy Center
1994	Kennedy Tract MUD
1984	Cumberland Center/Riverwood
1984	Circle 75 Office Park
1984	The Bluffs

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate.

The proposed development is located within the Cumberland Livable Center Initiative (LCI) Study area and should, therefore, meet the goals set forth in the study. The proposed development is located within the Cumberland Activity Center Area, as defined by the LCI Study, which is envisioned as the 'heart' of Cumberland and intended to be the most urbanized area in the count. The area is intended to serves as a regional destination within a framework of street, open space, and potential transit options. The proposed development is located in an area that was specifically identified in the LCI study for high density retail, residential, offices, and entertainment uses.

The Palisades are a series of bluffs and steep forested hills on either side of the river between the I-285 and I-75 bridges. After passing the existing development along Powers Ferry Road, the river enters the Palisades where there is little or no visible development for about a mile until the I-75 bridge

comes into view. It is a unique experience and a valuable resource for the Atlanta Region. The immediate area along the river is within the Chattahoochee River National Recreation Area and is protected. However, when high-rises have been proposed in the past in the Akers Mill – Cumberland Boulevard area, concerns have been raised that the proposed structures may be visible from the river in the Palisades. When high-rise projects in this area have been submitted as DRIs in the past, ARC staff has drawn sightline profiles using the 1:24,000 USGS quad sheet for the area (Sandy Springs) to identify any portions of the river in the Palisades where the new development may intrude on the scenic views.

This proposed project includes two towers – a 16-level office tower and a 22-level hotel/condominium tower. The property drops sharply from the street level of Cobb-Galleria Parkway - from about 970 feet above mean sea level (MSL) to about 890 MSL at the back of the property along I-75. The preliminary plans show traffic access and building pads built out at approximately street level. This was the assumed base of the towers. ARC staff conducted an informal sightline study for the project, with profiles based on the 1:24,000 USGS quad sheet for the area (the Sandy Springs quad). Seven sightlines were drawn between the property and the river for the taller tower using the base elevation of 970 MSL and a tower height of about 250 feet above the base elevation. The lowest terrain between the site and the river was selected for the sightlines. Based on the sightlines selected, it appears that structures that are not higher than 1200 MSL (230 feet above the 970 MSL base elevation will not be visible from the river until the I-75 bridge comes into view. <u>However, ARC staff suggests that more detailed sightline studies be conducted to insure that the structures are not visible from the Palisades portion of the river.</u>

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located west of Interstate 75 and south of Interstate 285 along Cobb Galleria Parkway near the Cobb Energy Performing Arts Center in Cobb County.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the Cobb County's jurisdiction. The proposed development is a mile from the City of Atlanta, City of Sandy Springs, and the City of Smyrna.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

This will be determined based on comments received from potentially impacted local governments.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $160,000,000 with an expected $4,174,225 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed and Stream Protection
The project is located in the Chattahoochee Corridor Basin, but it is not within the 2000-foot Chattahoochee River Corridor. There are no streams on the property, as indicated on the USGS 1:24,000 Sandy Springs quad map, which includes this property. Any unmapped streams that may still be subject to the requirements of the Cobb County Stream Buffer Ordinance

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

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

Viewsheds
The Palisades are a series of bluffs and steep forested hills on either side of the river between the I-285 and I-75 bridges. After passing the existing development along Powers Ferry Road, the river enters the Palisades where there is little or no visible development for about a mile until the I-75 bridge comes into view. It is a unique experience and a valuable resource for the Atlanta Region. The immediate area along the river is within the Chattahoochee River National Recreation Area and is protected. However, when high-rises have been proposed in the past in the Akers Mill – Cumberland Boulevard area, concerns have been raised that the proposed structures may be visible from the river in the Palisades. When high-rise projects in this area have been submitted as DRIs in the past, ARC staff has drawn sightline profiles using the 1:24,000 USGS quad sheet for the area (Sandy Springs) to identify any portions of the river in the Palisades where the new development may intrude on the scenic views.

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Storm Water/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, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amounts of pollutants that will be produced after construction of the proposed development. These estimates are presented below. The estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. Because of the overall coverage in the proposed project, Commercial was used for the calculations. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	**5.11**	**8.74**	**88.91**	**551.88**	**5023.13**	**6.29**	**1.12**
TOTAL	**5.11**	**8.74**	**88.91**	**551.88**	**5023.13**	**6.29**	**1.12**

Total Impervious: 85% in this analysis

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.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

How many site access points will be associated with the proposed development? What are their locations?

Three access points are proposed for this site.

- Driveway 1 will be a full-movement access point located along Cobb Galleria Parkway at the signalized intersection of Cobb Galleria Parkway and the BB&T Bank Driveway.
- Driveway 2 will be a right-in/right-out access point located along Cobb Galleria Parkway, approximately 225 ft north of the existing BB&T Bank Driveway.
- An access road along the west side of the Cobb Galleria Performing Arts Center, currently under construction, will provide a connection to Akers Mill Road.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
35,000 sq ft Retail Space	22	14	36	63	68	131	1504
50 Condominiums	8	35	43	20	12	32	412
400,000 sq ft Office Space	501	68	569	90	437	527	3878
250 Room Hotel	77	50	127	78	70	148	1864
Reductions	-12	-4	-16	-42	-49	-91	-1022
TOTAL NEW TRIPS	**596**	**163**	**759**	**209**	**538**	**747**	**6636**

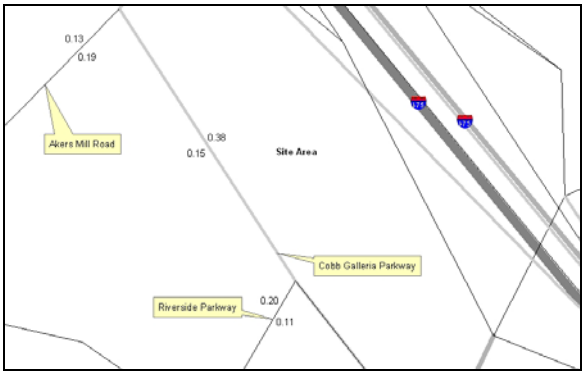
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this

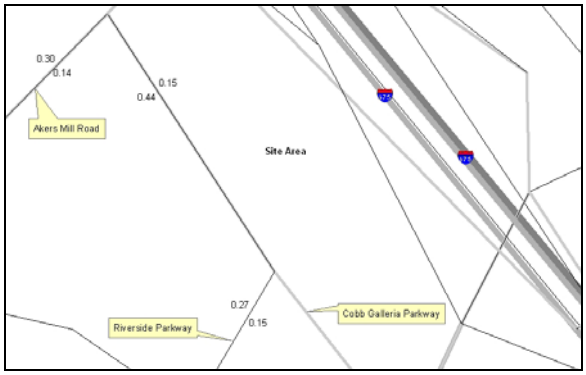
exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

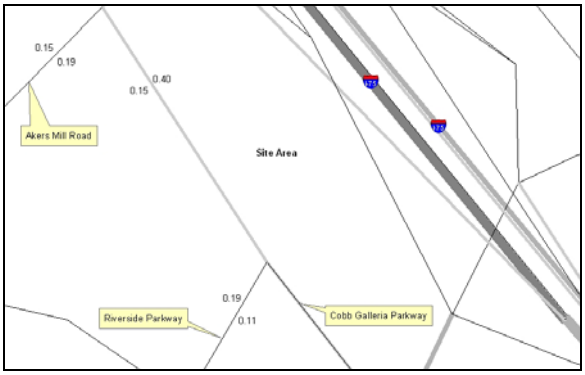
V/C Ratios



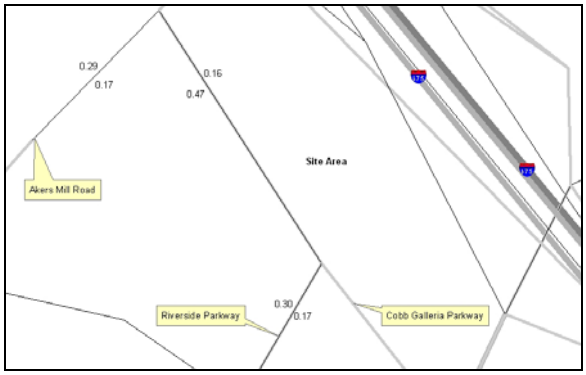
2005 AM Peak



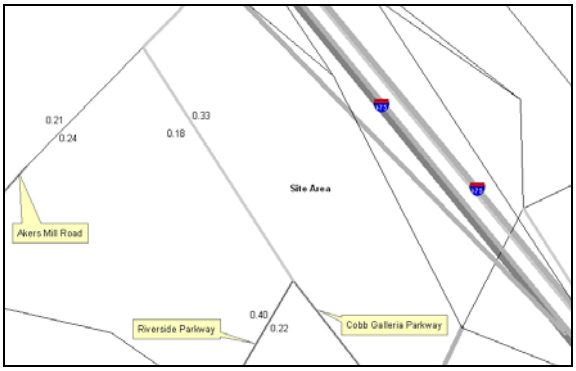
2005 PM Peak



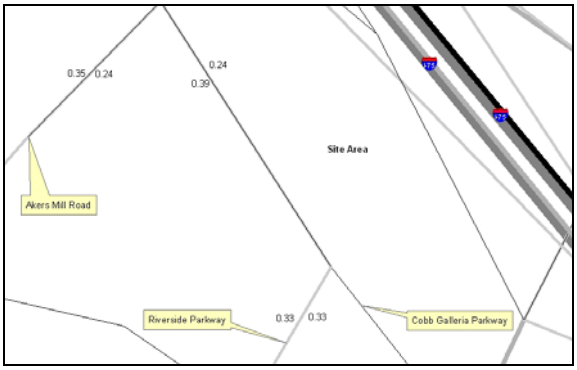
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-251A, B, C, D	I-75 NORTH (NORTHWEST CORRIDOR) BUS RAPID TRANSIT (BRT)	Transit Facility	2011
AR-H-001	I-75 NORTH HOV LANES	HOV Lanes	2012
CO-231	US 41 (COBB PARKWAY)	Roadway Capacity	2011
CO-AR-286	COBB GALLERIA PARKWAY PEDESTRIAN IMPROVEMENT	Pedestrian Facility	2008
CO-AR-291	AKERS MILL ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM CUMBERLAND BOULEVARD TO 250 FEET WEST OF COBB GALLERIA PARKWAY	Multi-Use Bike/Ped Facility	2008
CO-AR-303	GALLERIA PARK AND RIDE LOT	Transit Facility	2006
CO-AR-BP221	SPRING ROAD MULTI-USE TRAIL/CUMBERLAND CONNECTOR	Multi-Use Bike/Ped Facility	2009

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-909A, B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) - PHASE II	Transit Facility	2016
AT-012	US 41 (NORTHSIDE PARKWAY)	Roadway Capacity	2015

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Galleria Parkway.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for project site driveway configurations to be carried out in order to upgrade the existing level of service.

Cobb Galleria Parkway at BB&T Bank Driveway/Proposed Driveway 1

- Install a westbound left-turn lane and a shared left-turn/through/right-turn lane exiting the site along Driveway 1. The phasing at this intersection should be side-street split-phase.
- Re-stripe the BB&T Driveway to allow through traffic to enter the proposed Galleria Parkway Mixed Use Development.
- Install a protected/permitted left-turn signal phase for the southbound Cobb Galleria Parkway approach.

Cobb Galleria Parkway at Proposed Driveway 2

- Install a westbound right-turn only lane exiting the site.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Cobb Community Transit (CCT) bus routes 10A, 10B, and 50 provide service within the vicinity of the proposed site.

- CCT bus route 10A provides service, Monday through Friday, from 5:29 a.m. till 11:27 p.m. with headways between 16 and 30 minutes. Saturday service is provided from 5:33 a.m. till 11:33 p.m. with headways of 30 minutes.
- CCT bus route 10B provides service, Monday through Friday, from 6:39 a.m. to 8:27 a.m. in the morning with headways between 42 and 28 minutes. Service is provided in the evening from 4:11 p.m. till 6:16 p.m. with headways of 30 minutes.
- CCT bus route 50 provides service, Monday through Friday, from 6:08 a.m. till 11:55 p.m. with headways between 30 minutes and 1 hour. Service is provided on Saturday from 7:06 a.m. till 10:06 p.m. with headways of 1 hour.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Shuttle service to employment ctr/transit facility	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**17%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

According to the impact analysis in the traffic study, all studied intersections will operate above the minimum acceptable level of service in the future year background and future year total traffic conditions with no recommended improvements provided. However, the area surrounding the proposed site is experiencing a large amount of high density growth. The traffic consultant has made site driveway configuration recommendations for the proposed project to minimize increasing congestion on the surrounding roadway network. It is suggested that all recommended site driveway configuration recommendations be implemented prior to construction completion of this development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.09 MGD.

Which facility will treat wastewater from the project?

The RL Sutton facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of the RL Sutton site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

Not applicable.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.11 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 6,200 tons of solid waste per year and the waste will be disposed of in Henry County.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 50 housing units.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 303.39. This tract had an 8.6 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 6 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, considering there are additional housing opportunities within the six mile area of influence.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 1327
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/5/2007 3:21:25 PM

DEVELOPMENT OF REGIONAL IMPACT
Cobb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson 191 Lawrence Street Marietta, GA 30062
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail **(only one)**:	john.pederson@cobbcounty.org

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

Proposed Project Information

Name of Proposed Project:	Galleria Parkway Mixed Use Project

Development Type	Description of Project	Thresholds
Mixed Use	Mixed use development consisting of 400000 square feet of office 65000 square feet of condominiums (50 units) 155000 square feet of hotel and 35000 square feet of retail.	View Thresholds

Developer / Applicant and Mailing Address:	Grove Street Partners, LLC C/o John H. Moore Moore Ingram Johnson & Steele, LLP 192 Anderson Street Marietta, GA 30060
Telephone:	770-429-1499
Fax:	770-429-8631
Email:	jmoore@mijs.com
Name of property owner(s) if different from developer/applicant:	Cobb-Marietta Coliseum and Exhibit Hall Authority
Provide Land-Lot-District Number:	Land Lot 980, 1013, 1014; District 17
What are the principal streets or roads providing vehicular access to the site?	Cobb Galleria Parkway, Akers Mill Road, Cumberland Boulevard, I-75
Provide name of nearest street(s) or intersection:	Cobb Galleria Parkway & Akers Mill Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	+/-1 mile to City of Smyrna, City of Atlanta, & Fulton County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	Y
If yes, provide the following information (where applicable):	Name: Performing Arts Center
	Project ID: 681
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Cobb County Government
What is the name of the wastewater treatment supplier for this site?	Cobb County Government
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2009

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe):	

Submitted on: 3/22/2007 3:34:14 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Fax:	770-528-2003
Email (**only one**):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	Galleria Parkway
DRI ID Number:	1327
Developer/Applicant:	Grove Street Partners, LLC; Scott Reffett
Telephone:	770-818-4193
Fax:	770-818-4191
Email(s):	sreffett@grovestreetpartners.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$160,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$4,174,225
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): N/A	

Community Facilities Impacts

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)?	0.11 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, 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)?	0.09 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	596 in/ 163 out during AM peak hour; 227 in/556 out during PM peak hour.
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Please see DRI transportation report.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	6,200 tons per year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	84%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chattahoochee River via Rottenwood Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: There will be a detention pond with water quality devices.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

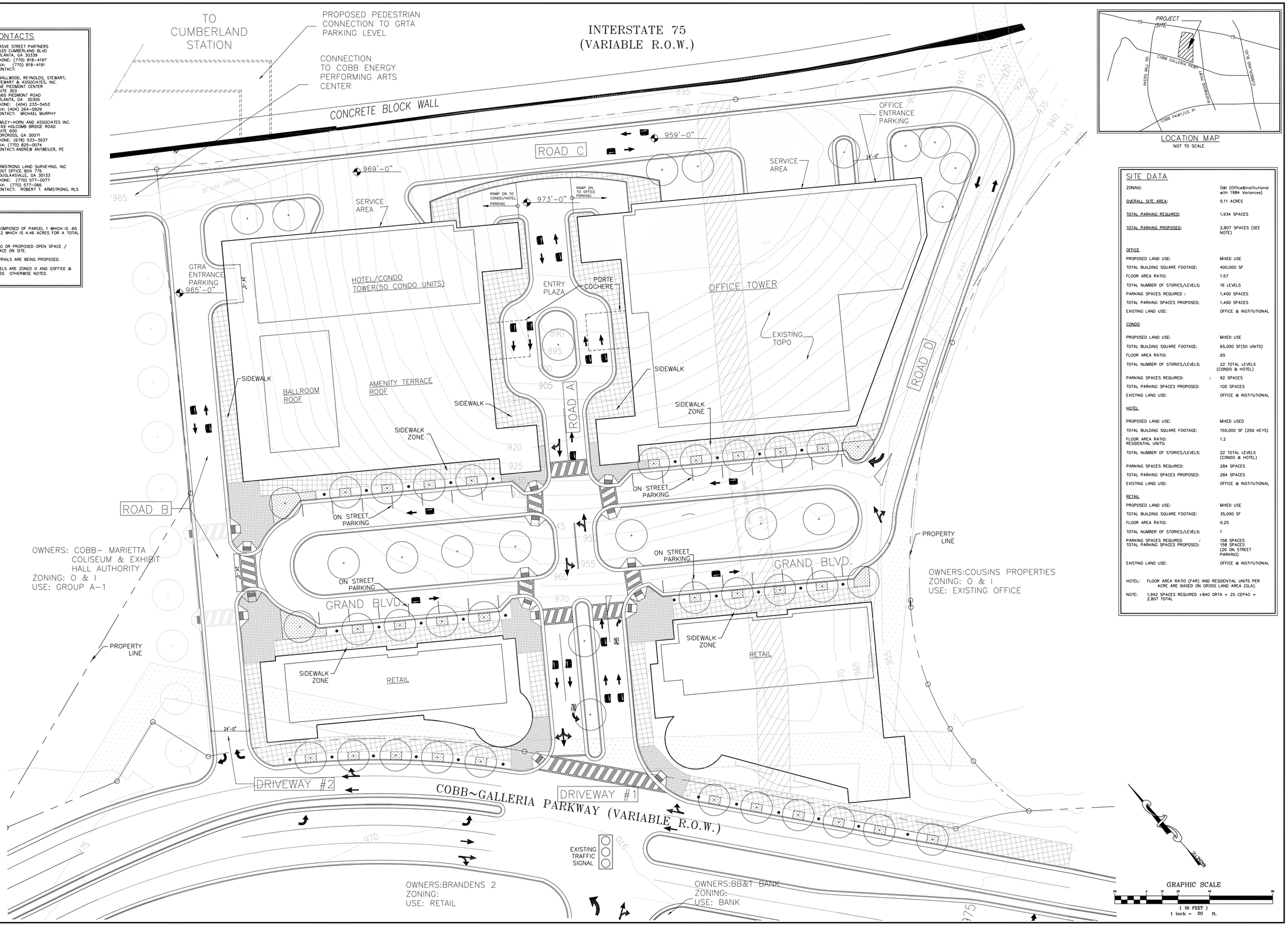
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

CONTACTS

OWNER:	GROVE STREET PARTNERS 3625 CUMBERLAND BLVD ATLANTA, GA 30339 PHONE: (770) 818-4197 FAX: (770) 818-4191 CONTACT:
ARCHITECT OF RECORD:	SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC. ONE PIEDMONT CENTER SUITE 303 3565 PIEDMONT ROAD ATLANTA, GA 30305 PHONE: (404) 233-5453 FAX: (404) 264-0929 CONTACT: MICHAEL MURPHY
TRAFFIC ENGINEER:	KIMLEY-HORN AND ASSOCIATES INC. 3169 HOLCOMB BRIDGE ROAD SUITE 600 NORCROSS, GA 30071 PHONE: (678) 533-3937 FAX: (770) 825-0074 CONTACT:ANDREW ANTWEILER, PE
SURVEYOR:	ARMSTRONG LAND SURVEYING, INC POST OFFICE BOX 775 DOUGLASVILLE, GA 30133 PHONE: (770) 577-0077 FAX: (770) 577-066 CONTACT: ROBERT T. ARMSTRONG, RLS

NOTES:

1. THE TOTAL SITE IS COMPOSED OF PARCEL 1 WHICH IS .65 ACRES AND PARCEL 2 WHICH IS 4.46 ACRES FOR A TOTAL OF 5.11 ACRES..
2. THERE IS NO EXISTING OR PROPOSED OPEN SPACE / DEDICATED PARK SPACE ON SITE.
3. NO BIKE LANES OR TRAILS ARE BEING PROPOSED.
4. ALL ADJACENT PARCELS ARE ZONED O AND I(OFFICE & INSTITUTIONAL) UNLESS OTHERWISE NOTED.



LOCATION MAP
NOT TO SCALE

SITE DATA

ZONING:	O&I (Office&Institutional with 1984 Variances)
OVERALL SITE AREA:	5.11 ACRES
TOTAL PARKING REQUIRED:	1,934 SPACES
TOTAL PARKING PROPOSED:	2,807 SPACES (SEE NOTE)
OFFICE	
PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	400,000 SF
FLOOR AREA RATIO:	1.57
TOTAL NUMBER OF STORIES/LEVELS:	16 LEVELS
PARKING SPACES REQUIRED :	1,400 SPACES
TOTAL PARKING SPACES PROPOSED:	1,400 SPACES
EXISTING LAND USE:	OFFICE & INSTITUTIONAL
CONDO	
PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	65,000 SF(50 UNITS)
FLOOR AREA RATIO:	.65
TOTAL NUMBER OF STORIES/LEVELS:	22 TOTAL LEVELS (CONDO & HOTEL)
PARKING SPACES REQUIRED: :	92 SPACES
TOTAL PARKING SPACES PROPOSED:	100 SPACES
EXISTING LAND USE:	OFFICE & INSTITUTIONAL
HOTEL	
PROPOSED LAND USE:	MIXED USED
TOTAL BUILDING SQUARE FOOTAGE:	155,000 SF (250 KEYS)
FLOOR AREA RATIO: RESIDENTIAL UNITS:	1.2
TOTAL NUMBER OF STORIES/LEVELS:	22 TOTAL LEVELS (CONDO & HOTEL)
PARKING SPACES REQUIRED:	284 SPACES
TOTAL PARKING SPACES PROPOSED:	284 SPACES
EXISTING LAND USE:	OFFICE & INSTITUTIONAL
RETAIL	
PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	35,000 SF
FLOOR AREA RATIO:	0.25
TOTAL NUMBER OF STORIES/LEVELS:	1
PARKING SPACES REQUIRED :	158 SPACES
TOTAL PARKING SPACES PROPOSED:	158 SPACES (26 ON STREET PARKING)
EXISTING LAND USE:	OFFICE & INSTITUTIONAL

HOTEL: FLOOR AREA RATIO (FAR) AND RESIDENTIAL UNITS PER ACRE ARE BASED ON GROSS LAND AREA (GLA).

NOTE: 1,942 SPACES REQUIRED +840 GRTA + 25 CEPAC = 2,807 TOTAL

Smallwood, Reynolds, Stewart, Stewart & Associates, Inc. Architects

One Piedmont Center, Suite 303 3565 Piedmont Road Atlanta, Georgia 30305

REVISIONS	
NO.	REMARKS

PRINTED	
DATE	REMARKS
08-29-07	DRI SITE PLAN

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DRI SITE PLAN

GALLERIA PARKWAY MIXED USE

GROVE STREET PARTNERS
COBB GALLERIA PARKWAY
ATLANTA, GA 30339

DATE
DRAWN
CHECKED
JOB NO. 5000TK.00

NOT ISSUED FOR CONSTRUCTION