

**Atlanta Regional Commission**  
200 Northcreek, Suite 300  
3715 Northside Parkway  
Atlanta, Georgia 30327-2809



**Harry West**  
Director

January 30, 1998

Honorable Bill Byrne, Chairman  
Cobb County Commission  
886 Lake Hollow Boulevard  
Marietta, GA 30064

RE: Development of Regional Impact Review  
Overton Park

Dear Bill:

I am writing to officially transmit the Atlanta Regional Commission's finding on the Development of Regional Impact (DRI) review of Overton Park. Since you were present at the meeting, you certainly know that the Commission found this DRI is in the best interest of the State; so I am just transmitting the resolution as a formality and to complete the file on the review.

I do want to express our appreciation to the County and the developer for all the cooperation we received in this review and for the important changes the developer made in order to meet air quality thresholds. We are grateful to Hines Interests for these changes.

Please feel free to call us if you have any questions at all about this review.

Sincerely,

**Harry West**  
Director

Enclosures

Facility: Overton  
Preliminary Report: December 22, 1997  
Final Report: \_\_\_\_\_

## DEVELOPMENTS OF REGIONAL IMPACT

### REVIEW REPORT

#### 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.**

YES. The Cobb County Comprehensive Plan identifies the area as "regional activity center."

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

To be determined in the review process.

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

According to information submitted on a previous review, development in this area will impact implementation of Cobb County's short-term work program.

**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?**

The project could accommodate 4,375 jobs and 600 residents including 115 students according to regional averages. Information submitted with the review indicates 10,000 jobs. The site would be accessed from the proposed Kennedy Parkway and the relocated Akers Mill Road.

**What other major development projects are planned in the vicinity of the proposed project?**

The nearest major development which ARC reviewed was the recently reviewed Kennedy Center office and hotel development across I-75 on the Kennedy Parkway.

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

No

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

No

## **LOCATION**

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

The site is located in east central Cobb County and bounded by I-75 on the west, I-285 on the north, and by the proposed Kennedy Parkway on the east and south.  
84°26'30"/33° 53'

**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 site is near the Chattahoochee River (but not in the Chattahoochee Corridor) and therefore near the City of Atlanta and Fulton County. It is also near the City limits of Smyrna and Marietta and is contiguous to federal park land.

**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.**

To be determined in the review process.

## **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?**

The development could generate approximately \$4.7 million annual tax revenue at build out based on the developer's estimated value.

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

The developer estimates 1,000 short-term jobs will be generated and 10,000 long-term jobs.

**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?**

The proposed development would compete with other nearby office and hotel developments such as Riverwood, Cumberland, and Galleria and the Post office and residential developments across the Chattahoochee River.

## **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.**

### **Impacts on CRNRA**

The East Palisades and West Palisades/Paces Mill units of the Chattahoochee River National Recreation Area (CRNRA) are a valuable and unique resource enjoyed by over 710,000 people each year. The 695 acre East and West Palisades Units represent a public investment that needs to be protected. The units offer a wide variety of recreational opportunities including hiking and jogging, bird watching, nature photography, wildflower study, picnicking and fishing. Hiking trails wind along the Chattahoochee River and Rottenwood Creek through forested floodplains, ridges and ravines. The portion of the West Palisades trail leading away from Interstate 75 and located between Rottenwood Creek and the proposed development is particularly tranquil, as is the trail along the ridge between Rottenwood Creek and the Chattahoochee River. In addition, rafting and canoeing in this area, on a stretch of the boundaries, offers an unspoiled, nature experience not found in any other major metropolitan area.

In an area where peaceful, nature experiences are becoming increasingly scarce, the CRNRA area adjacent to the proposed development and Parkway is particularly important. A study commissioned by the National Park Service and entitled "Visitor Perceptions and Reactions to On-Site Impacts" examined several national park areas, including the CRNRA. A survey of CRNRA visitors conducted as part of that study revealed that the most important reason for visiting the CRNRA was "To view the natural scenery." The developer has stated that no building will be visible from the Rottenwood Creek streambed or the Chattahoochee River riverbed.

### **Impacts on Rottenwood Creek and the Chattahoochee River**

Rottenwood Creek, a tributary to the Chattahoochee, is adjacent to the proposed project site. In addition, a segment of Rottenwood flows through the site. Rottenwood Creek is a very scenic component of the CRNRA West Palisades Unit.

Rottenwood Creek is threatened by storm water pollution and siltation problems. The creek is listed in a Georgia EPD water quality report as not supporting its water use classification under the Clean Water Act. Adopt-a-Stream data shows fairly good water quality in this portion of Rottenwood but low biodiversity. The proposed development could further impact this fragile stream environment.

In addition to problems associated with pollutants, runoff from the site could increase the flow in Rottenwood Creek and the frequency with which the creek overflows its banks. Such impacts lead to increased streambank and channel scouring and sedimentation in the stream, which would destroy habitat, reduce the streamflow capacity in some areas and add to the sediment load in the Chattahoochee River.

The proposed project could have negative impacts on the Chattahoochee River. Both the proposed Overton and Kennedy Parkway are within the Chattahoochee River watershed, with the proposed Overton site located approximately 2500 feet from the river itself at its closest approach. The impacts the proposal and other developments will create are of great concern, as the Chattahoochee and its tributaries provide the Atlanta Region with approximately 70 percent of its drinking water, unique recreational opportunities, and wildlife habitat. ARC identified the Chattahoochee River as a Regionally Important Resource which is threatened by the impacts of storm water runoff from rapid urban development. In addition, the river downstream of Johnson Ferry Road (the section of the river along which the proposed development is located) does not meet all standards for its water quality classification under the Clean Water Act. At the Atlanta water supply intake, which is just downstream of the Chattahoochee's confluence with Rottenwood Creek, bacteria, turbidity and temperature levels are higher than upstream at the Gwinnett water supply intake. The State DNR had identified the primary cause of use impairment in the Chattahoochee as nonpoint source pollution from urbanized areas.

To address these concerns, the applicant has agreed that they will comply with or exceed all terms of the stormwater management agreement negotiated four years ago among the Georgia Conservancy, Cobb County DOT, Georgia DOT, the Kennedy Family and the CID. They have also committed to an open retention pond system with extensive aeration procedures to ensure the highest level of removal for suspended solids and sediments, oils and greases, and metals. In addition, impervious surface will be kept at approximately 50 percent of the site. Finally, they will design stormwater quantity and quality mitigation measures for approximately 95 acres upstream of the property and 24 acres of surface area along I-75, all totalling 3.5 times the size of their 33 acre site.

### **Wastewater Management Issues**

It is estimated that this development would discharge an average of 0.39 MGD to the Cobb Water System's sewer collection system and receive treatment at the R.L. Sutton Water reclamation plant. There are two wastewater management issues related to this project: 1) sewerline capacity; and 2) wastewater treatment capacity.

**Sewerline Capacity:** The most serious problem with wastewater management is infiltration and inflow (I/I) of storm water into the sewer system. The sewerline that would receive wastewater from this development runs along Rottenwood Creek to the major trunk line along the Chattahoochee River. National Park Service staff have complained of odors and overflows from this line. There is no documentation of minor sewer overflow problems from this line in EPD's files. In an effort to address additional development being added to this sewerline, the Water System has sealed manholes and will begin <sup>infiltration</sup> analysis and correction in the Spring of 1998 as well as an eventual line to relieve this situation.

**Wastewater Treatment Capacity:** The R.L. Sutton plant is currently permitted to treat discharge of 40 MGD on a monthly average basis and 50 MGD on a weekly average basis. Adequate dry weather capacity exists in this plant to accommodate this development. However, if all developments reviewed in this sewer service area were eventually built, dry weather flows might approach or exceed 40 MGD. Although the Water System is considering expanding the plant in the future, any expansion will be subject to final approval of Georgia EPD.

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

According to regional averages, the proposed development could have a demand for 0.45 MGD of water.

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

Given the overall situation concerning water in the Atlanta Region, it is important that water conservation measures be incorporated in the development.

## **Solid Waste**

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

The developer estimates 4,106 tons per year of solid waste. The proposed facilities would contract with private waste haulers who could dispose of the waste at any accepting facility in or outside the Region.

**Other than adding to a serious regional solid waste disposal problem, 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**

### **Transportation**

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

Land Use	Acres Sq. Feet Units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
General Office	1,434,000 sq. ft.	12,132	1,532	189	263	1,285
High-Rise Residential	400 units	1,769	28	119	96	59
High Turnover Restaurant	22500 sq. ft.	4,621	177	177	198	168
Hotel	300 rooms	2,581	123	82	118	101
Drive-In Bank	7500 sq. ft.	1,989	47	37	157	170
Total Trips		23,092	1,906	604	832	1,783

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1996 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model.

*Data for Selected Facilities: 1996*

Facility	1996 Number of Lanes	1996 Volume	1996 V/C Ratio
I-75 South of I-285	8	190,900	1.22
I-285 East of I-285	8	228,900	1.66
Akers Mill Rd from US 41 to Northside Dr	2	18,500	.70
US 41 from South of Akers Mill Rd	4	26,900	.57

*Data for Selected Facilities: 2010*

Facility	2010 Number of Lanes	Forecast 2010 volume	2010 V/C Ratio
I-75 South of the Kennedy Interchange	8	210,000	1.34
I-285 from Powers Ferry Rd to Kennedy Pkwy	8	250,200	1.81
Kennedy Pkwy from I-75 to I-85	4	20,500	.39
Akers Mill Rd from US 41 to Kennedy Pkwy	4	19,000	.64
US 41 North of Kennedy Pkwy	8	52,000	.48
South of Kennedy Pkwy	8	38,800	.36

The above table indicates that in 1996 the interstate routes in the vicinity of the site operated significantly beyond their capacity. The selected surface streets operated within capacity. In 2010 congestion is expected to worsen on nearby interstate routes while selected area surface streets are expected to operate within capacity.

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?**

The ARC's adopted Atlanta Regional Transportation Improvement Program FY 1996 - FY 2001 (TIP), as amended September 25, 1996, includes the following proposed projects in the vicinity of this site:



CO 080 Cobb Pkwy from Akers Mill to Windy Ridge Pkwy. 4 to 8 lanes. PE, ROW authorized in FY 1996; CST authorized in FY 1997.

CO 081C PH 3: Cobb Pkwy from Windy Ridge Pkwy to Windy Hill. 4 to 8 lanes. PE authorized in FY 1996; ROW and CST long range.

CO-AR 078A CT1A: Kennedy Interchange - Kennedy Pkwy from US 41 to Akers Mill. 0 to 4 lanes. CST authorized in FY 1996.

CO-AR 078B CT1A: Kennedy Interchange - Kennedy Pkwy from US 41 to Akers Mill. 0 to 4 lanes. CST authorized in FY 1996.

CO-AR 078C CT1B: Kennedy Interchange - I-75 at Chatt River Bridge. CST authorized in FY 1996.

CO-AR 078D CT1C: Kennedy Interchange - I-75 from River to Mt Paran. CST authorized in FY 1996.

CO-AR 078F CT1D: Kennedy Interchange. Walls East of I-75 along Ramp B. CST authorized in FY 1996.

CO-AR 078H CT2A: Kennedy Interchange. I-75 Improvements. Interchange. CST authorized in FY 1996.

CO-AR 078I CT2A: Kennedy Interchange. I-75 Improvements. CST authorized in FY 1996.

CO-AR 078J CT2B: Kennedy Interchange. Akers Mill Rd Relocation. 2 to 5 lanes. CST authorized in FY 1996.

CO-AR 078K: Kennedy Interchange - Mill Green Pkwy. 0 to 2 lanes. PE authorized in FY 1996, ROW local, CST long range.

CO-AR 078L CT4: Kennedy Interchange. Riverwood Pkwy from US 41 to Cumberland Circle. 4 to 4 lanes. CST scheduled for FY 1999.

CO-AR 078M CT5: Kennedy Interchange - I-75 NB to I-285 WB Flyover Bridge. 0 to 2 lanes. PE, ROW scheduled for FY 1998, CST long range.

CO-R 078 CT1E: Kennedy Interchange - Professional Pkwy from Kennedy Pkwy to Akers Mill. 0 to 4 lanes. Locally funded CST in FY 1996.

CO 171B PH2: Windy Hill Reliever - Cobb Pkwy to Bridge. 4 to 4 lanes. Construction authorized for FY 1997.

CO 171C PH3: Windy Hill Reliever - Bridge to Powers Ferry. 0 to 4 lanes. CST authorized for FY 1997.

CO-AR 180 I-285 at Paces Ferry Rd. Interchange reconstruction and turn lanes. PE authorized, ROW scheduled for 1998, CST scheduled for FY 1999.

CO-AR 213 I-75 SB to I-285 WB Flyover (correct ramp alignment). PE, ROW scheduled for FY 1997, CST long range.

CO 255 Interstate North Pkwy from Mill Green Pkwy to Powers Ferry Rd. 2 to 4 lanes. CST scheduled for FY 1997.

CO 256 Mt. Wilkinson Pkwy Ext from Cumberland Pkwy to Spring Mill. 0 to 4 lanes. PE scheduled in FY 1996, ROW in FY 1997, CST in FY 1998.

CO 257 Paces Ferry Rd from CSX RR to Cumberland Pkwy. 2 to 4 lanes. PE, ROW scheduled in FY 1996, CST in FY 1997.

CO-AR 177B Bicycle/ Pedestrian Facilities. Windy Hill Rd Sidewalk and Bike Path. CST scheduled in FY 1996.

The long range element of ARC's Regional Transportation Plan: 2010 includes the following projects in the vicinity of this site:

CO-R 078 CT4: Kennedy Interchange - Riverwood Pkwy from US 41 to Cumberland Circle. 4 to 4 lanes. Local funded PE scheduled for FY 1994-1996; Local funded ROW scheduled for FY 1997-1999; CST scheduled for FY 2000 or later.

CO-R 078 Kennedy Interchange - Mill Green Pkwy. Local funded PE scheduled for FY 1994-1996; CST scheduled for FY 2000 or later.

CO 231 Cobb Pkwy from Paces Mill Rd to Akers Mill Rd. 4 to 8 lanes. PE authorized FY 1994-1996; ROW and CST scheduled for FY 2000 or later.

CO-R 078 CT5: Kennedy Interchange - I-75 NB to I-285 WB Flyover Bridge. 0 to 2 lanes. Local funded ROW, PE scheduled for FY 1994-1996; CST scheduled for FY 2000 or later.

CO 220 Powers Ferry Rd from Terrell Mill Rd to I-285. 4 to 6 lanes. No work scheduled to begin until FY 2000 or later.

CO 180 Paces Ferry Rd from Atlanta Rd to I-285. 4 to 6 lanes. No work scheduled to begin until FY 2000 or later.

CO 001 Akers Mill Rd from I-75 N to Mill Green Pkwy. 2 to 4 lanes. No work scheduled to begin until FY 2000 or later.

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following projects.

*short range:*

Interstate North Pkwy from Powers Ferry Rd to Interstate North Circle. Add wide curb lanes and bicycle signage. Construction scheduled for FY 1997.

Wildwood/ Interstate North Area (Segments of Interstate North Pkwy, Interstate North Pkwy East, Windy Hill Rd, Powers Ferry Rd, and Windy Ridge Pkwy. Add transit-oriented sidewalks on one or both sides. Construction scheduled for FY 1996.

*long range (not yet scheduled for construction):*

Windy Ridge Pkwy from Windy Hill Rd to Powers Ferry Rd. Signage with safety improvements.

Windy Ridge Pkwy from Powers Ferry Rd to Cobb Pkwy (US 41). Signage with safety improvements.

Cumberland Circle from Spring Rd to Cumberland Pkwy. Signage with safety improvements.

Cumberland Pkwy from Cumberland Circle to Young St Ext. Signage with safety improvements.

Interstate North Pkwy from Fulton County to Powers Ferry Rd. Signage with safety improvements.

Interstate North Pkwy from Powers Ferry Rd to Interstate North Circle. Wide curb lanes.

Interstate North Circle from Interstate North Pkwy to Windy Ridge Pkwy. Signage with safety improvements.

Interstate North/ Wildwood Area (see SR description). Transit oriented sidewalks.

Circle 75/ Windy Hill Area (see SR description). Transit oriented sidewalks.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

No.

**Is the site served by transit? If so, describe type and level of service.**

The site is served by CCT Bus Routes 10A and 50. Route 50 serves the site approximately once an hour between 7:00 AM and 10:20 PM on weekdays. Route 10A serves the site between 6:50 and 8:50 AM with four stops and between 4:00 and 6:00 PM with four stops.

The nearby Cumberland Transfer Center is served by CCT Routes 10A and 50 and provides access to four other CCT routes.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

CCT has no current plans to increase the frequency of the existing bus service or to add additional routes to serve the site.

A light rail or monorail system for Cobb County is under discussion. A program to implement such a system has not yet been adopted and no system plans or route information have been issued. The developer proposes linking the site to any future system that would be constructed to serve the Cumberland/ Galleria area.

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

The developer proposes:

- a 9' wide multiuse path along Kennedy Parkway and relocated Akers Mill Rd and pedestrian pathways throughout the development.
- dedication of air and ground rights for the proposed future light rail or monorail system.
- designated bicycle parking areas within each office building parking deck.
- designated areas for electric vehicle recharging stations within each office building parking deck in anticipation of future need.
- coordination with CCT to construct two bus stops along Kennedy Parkway and another in the vicinity of the Phase IV area of the development.
- to provide shuttle bus service to the Galleria/ Cumberland Mall area and the CCT Cumberland transfer station "on a continuous basis during normal working hours" until the Cobb CID/TMA establishes service to the development.

**What is the cumulative generation of this and other DRIs or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

The estimated impacts of two other DRIs reviewed in this area need to be considered along with the potential impacts of Overton. The Post Northside Drive DRI is south of the site on Northside Drive, and the Kennedy Center Office and Hotel DRI is on the Kennedy Parkway across I-75 to the North of the site. The cumulative trip generation impact estimates for these projects are given below:

Development	Weekday	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
Post Northside Drive	6,240	345	285	285	370
Kennedy Center Office and Hotel	8,679	775	207	283	643
Overton	23,092	1,906	604	832	1,783
<b>Total:</b>	<b>38,011</b>	<b>3,026</b>	<b>1,096</b>	<b>1,400</b>	<b>2,796</b>

While the projected 2010 traffic volumes on the Kennedy Parkway are within capacity, the projection does not directly reflect the possible effects of Overton or the other large scale developments listed above. The Kennedy Parkway and associated transportation system improvements were intended to facilitate internal movement in the Cumberland Mall/ Galleria Mall activity center and reduce traffic on the major arterials. Development beyond levels anticipated in the design of these facilities may reduce or eliminate any potential benefit to the local and regional road system by the Kennedy Interchange projects. Viable alternative transportation options would be essential to maintaining acceptable levels of service on area facilities.

Bicycle and pedestrian access to the site and within the site should be maximized in order to reduce the number of automobile trips and increase the viability of alternative transportation modes. It will be particularly important that the CCT bus stops are easily accessible to all of the office buildings and that the facilities encourage foot traffic between the office buildings, restaurants, hotel, and bank.

The site plan provides for a light rail or monorail line to the site with a stop and a station. The developer proposes to dedicate the land and air rights required for such service if and when it becomes possible. Such service could provide substantial benefits, but at this time the light rail system proposal for Cobb County is in the discussion stage. A program to implement such a system has not yet been adopted and no system plans or route information have been adopted.

The developer has stated the intention to provide shuttle bus service to the Cumberland/ Galleria Mall area and the CCT Cumberland transfer station "on a continuous basis during normal working hours" until the Cobb CID/TMA establishes service to the development. For such service to be effective given the size of the area and its traffic conditions, it would be important that more than one shuttle be provided. Headways of approximately 10 minutes would be needed to provide the level of service necessary to make such shuttle service a competitive transportation mode to and from the site.

Other measures which would reduce the transportation impacts of this development include:

- an onsite daycare facility;
- a convenience kiosk providing services such as convenience shopping, dry cleaning, and postal/ package delivery services; and
- a high-rise residential structure to replace one of the office buildings or some other means of substituting residential space for office space.

#### **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.)?**

Development in this previously underdeveloped and inaccessible area will place added demand on fire, police and emergency medical services.

## **HISTORIC RESOURCES**

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

No. However, the site proposed for development is near the Akers Mill ruins.

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

N/A

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

N/A

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

Yes.

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

Yes.

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

Low cost housing is available only by CCT services.

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

Some employees will need public transit services in order to access affordable housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region - 1990 median family income of \$41,500 for Atlanta MSA.