



# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)

DATE: Oct 29 2008

ARC REVIEW CODE: R809291

TO: Chairman Samuel Olens  
ATTN TO: John Pederson, Cobb County  
FROM: Charles Krautler, Director

NOTE: This is digital signature.  
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** Cobb County  
**Name of Proposal:** Riverview

**Review Type:** Development of Regional Impact

**Date Opened:** Sep 29 2008

**Date Closed:** Oct 29 2008

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** 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 FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF ATLANTA  
CUMBERLAND CID

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF SANDY SPRINGS  
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF SMYRNA

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

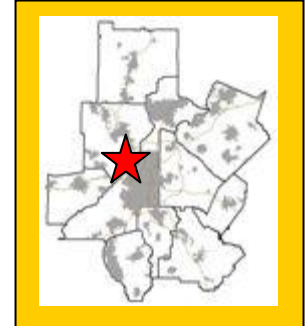
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Riverview # 1933
Final Report Due:	October 29, 2008		Comments Due By:	October 13, 2008

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Riverview mixed use development will be located on 18.01 acres in Cobb County. The proposed development will consist of 105,000 square feet of retail space, 200,000 square feet of office space and 240 townhomes. The proposed development is located at the intersection of Cobb Parkway (US 41) and Paces Mill Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date 2013.

### **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 GC (General Commercial). The proposed zoning for the site is RRC (Regional Retail Commercial). The future land use plan for Cobb County designates this area as the Cumberland/Galleria Regional Activity Center, and designates this site as office.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received identifying inconsistencies with any potentially affected local 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?**

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

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

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

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

**YEAR NAME**

2007 Village at Vinings  
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

**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, an existing shopping center and office building are on the site and will be demolished

**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 Centers Initiative (LCI) Study area and therefore should meet the goals set forth in the study. According to the LCI plan, the proposed development is located within the Cumberland Activity Center Area, which is envisioned as the ‘heart’ of Cumberland and intended to be the most urbanized area in the Cobb County. The area is intended to serve as a regional destination within a framework of streets, 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.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

The proposed project is on the site of an existing shopping center and site is entirely within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) and the Chattahoochee Corridor Plan. All land-disturbing activity within the Corridor is subject to review for consistency with the standards of the Corridor Plan. These standards include limits on land disturbance and impervious surface which are based on land conditions. A proposal must meet all applicable standards in order to be consistent with the Plan. The property was originally submitted for review in 1979 for the construction of the existing shopping center. The review (ARC Metro River Review Number RC-79-01CC) was found to be consistent with the all applicable Plan standards and requirements. A new review will not be required if the proposed project is built within the amounts and percentages of land disturbance and impervious surface approved in the 1979 review. A new review will be needed if land disturbance or impervious surface increases. The footprint may need to be changed to stay within the approved numbers, but this would not necessarily mean a change in total square footage or in project access.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

## **FINAL 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.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

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.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

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 Parkway.

### **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.**

None were determined during the review.

## **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 \$181,000,000 with an expected \$2,081,500 in annual local tax revenues.

Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Riverview # 1933
Final Report Due:	October 29, 2008		Comments Due By:	October 13, 2008

**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?**

The proposed development will add a mix of uses to the area, providing opportunities for individuals to live, work, and shop within close proximity.

## **NATURAL RESOURCES**

### **Metropolitan River Protection Act, Stream Buffers and Watershed Protection**

The proposed project is on the site of an existing shopping center and site is entirely within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) and the Chattahoochee Corridor Plan. All land-disturbing activity within the Corridor is subject to review for consistency with the standards of the Corridor Plan. These standards include limits on land disturbance and impervious surface which are based on land conditions. A proposal must meet all applicable standards in order to be consistent with the Plan. The property was originally submitted for review in 1979 for the construction of the existing shopping center. The review (ARC Metro River Review Number RC-79-01CC) was found to be consistent with the all applicable Plan standards and requirements. A new review will not be required if the proposed project is built within the amounts and percentages of land disturbance and impervious surface approved in the 1979 review. A new review will be needed if land disturbance or impervious surface increases. ARC staff is working with the County and the applicant's designer to determine the status of the proposed project. The footprint may need to be changed to stay within the approved numbers, but this would not necessarily mean a change in total square footage or in project access.

No streams are located on the project property, as shown on the regional USGS coverage and the original project plans. However, a stream does run adjacent to the property and the required Cobb County buffers are shown.

The project is also in the Chattahoochee Water Supply Watershed, which is a large watershed. The project is located more than seven miles upstream of the nearest downstream intake (the DeKalb intake is slightly upstream of where the property drains to the river), so no Part 5 minimum watershed criteria apply.

Any unmapped waters of the state will be subject to the State's 25-foot sedimentation and erosion control buffer.



<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

### 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 amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). Commercial and open space uses were used to reflect the existing approved percentages on the property. The loading factors are based on regional storm water monitoring data from the Atlanta Region. This is an already developed site, which will affect the actual increases in loadings. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

### Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	7.21	12.33	125.45	778.68	7087.43	8.87	1.59
Forest/Open	10.97	4.28	6.58	98.73	2577.95	0.00	0.00
<b>TOTAL</b>	<b>18.18</b>	<b>13.21</b>	<b>132.04</b>	<b>877.41</b>	<b>9665.38</b>	<b>8.87</b>	<b>1.59</b>

Total % impervious                      37%

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](http://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.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

## INFRASTRUCTURE

### Transportation

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

Four driveways are proposed as access points to the development. Two full access driveways are proposed on US 41 (Cobb Pkwy). The first driveway is located approximately 950 feet north of the intersection with Paces Mill Rd. The second driveway on US 41 is approximately 660 feet north of the first driveway.

Two driveways are proposed along Paces Mill Rd. The first, proposed as right-in/right-out/left-in, is located approximately 240 feet southwest of the intersection with US 41. The second, proposed as full access, is approximately 475 feet southwest of that.

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

A&R Engineering 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 7<sup>th</sup> 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
Shopping Center 15,000 SF (additional)	31	19	50	86	93	179	1,979
General Office 200,000 SF	288	39	327	52	251	303	2,275
Residential Condominium/Townhouse 240 Units	18	86	104	82	41	123	1,351
<i>Mixed-Use Reductions</i>	-2	-3	-5	-25	-25	-50	-575
<i>Alternative Mode Reductions</i>	-7	-3	-10	-3	-7	-10	-90
<i>Pass-By Reductions</i>	0	0	0	-26	-27	-53	-530
<b>Total New Trips</b>	<b>328</b>	<b>138</b>	<b>466</b>	<b>166</b>	<b>326</b>	<b>492</b>	<b>4,410</b>

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

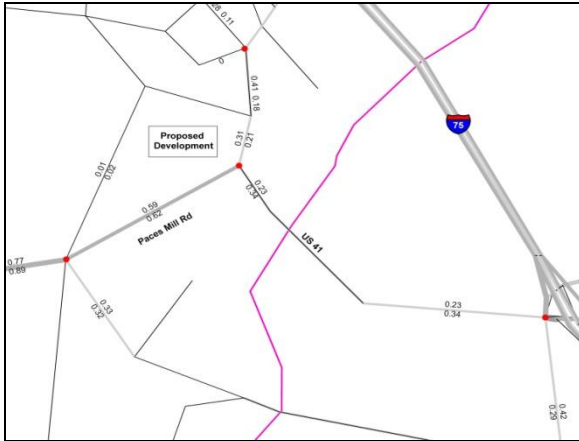
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

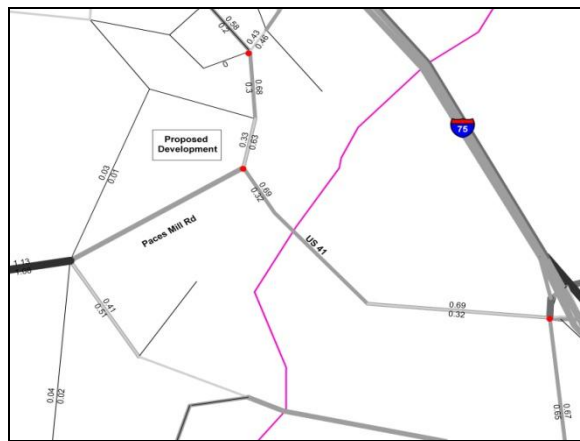
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Riverview # 1933
Final Report Due:	October 29, 2008		Comments Due By:	October 13, 2008

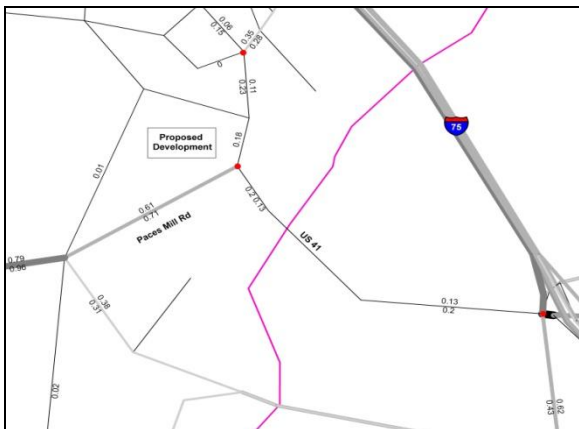
## V/C Ratios



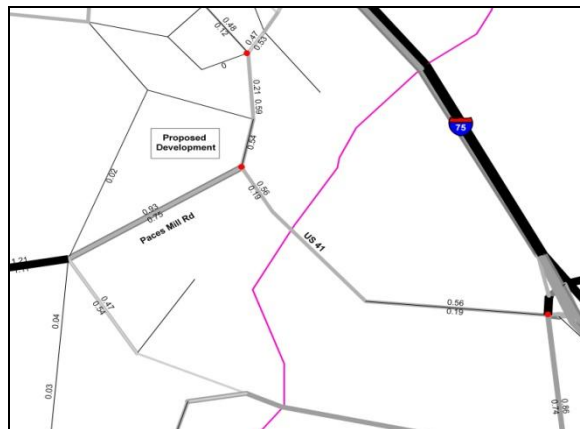
2010 AM Peak



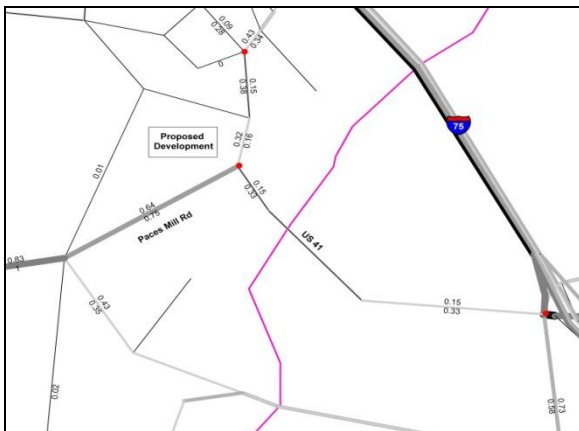
2010 PM Peak



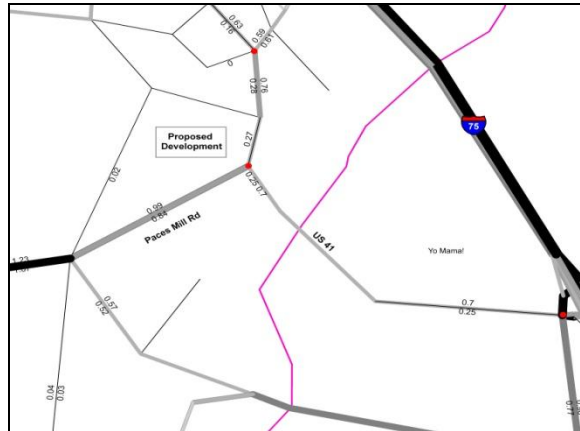
2020 AM Peak



2020 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+

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Riverview # 1933
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For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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.**

#### **2008-2013 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-231	US 41 (Cobb Pkwy) from Paces Mill Road to Akers Mill Road *ROW programmed only. CST in Long Range*	General Purpose Roadway Capacity	2030

#### **Envision6 RTP (Long Range Projects)\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-012	US 41 (Northside Pkwy) from Paces Mill Road to Mount Paran Road	General Purpose Roadway Capacity	2030

*\*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26<sup>th</sup>, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Riverview.**

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

#### *US 41 at Mt. Paran Road*

- Provide protected plus permissive signal phasing for the northbound left turn movement on Mt. Paran Road.

#### *Paces Ferry Road/Paces Mill Road at Mountain Street*

- Add a dedicated westbound left turn lane with protected plus permissive signal phasing on Paces Mill Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Riverview # 1933
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*US 41 at Mt. Paran Road*

- Provide protected plus permissive signal phasing for the northbound left turn movement on Mt. Paran Road.

*Paces Ferry Road/Paces Mill Road at Mountain Street*

- Add a dedicated westbound left turn lane with protected plus permissive signal phasing on Paces Mill Road.

**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?**

The proposed site is served by CCT route 10.

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

No TDM strategies have been proposed by the developer.

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

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, 10-12 units/ac	4%	4%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
<b>Total</b>		<b>20%</b>

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

<b>Preliminary Report:</b>	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Riverview # 1933
<b>Final Report Due:</b>	October 29, 2008		<b>Comments Due By:</b>	October 13, 2008

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

ARC has concerns with the proposed driveway on Paces Mill Rd closest to US 41. Its close proximity may cause traffic queues to interfere with the function of the intersection. ARC recommends closing that driveway to maintain the functionality of the mainline road capacity.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.111 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:

<b>PERMITTED CAPACITY MMF, MGD<sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
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.*

*<sub>1</sub> 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 0.127 MGD based on regional averages.

Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Riverview # 1933
Final Report Due:	October 29, 2008		Comments Due By:	October 13, 2008

**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 1,008 tons of solid waste per year and the waste will be disposed of in Cobb 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.)?

None were determined during the review.

**HOUSING**

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

No, the project will provide an additional 240 housing units.



Preliminary Report:	September 29, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Riverview # 1933
Final Report Due:	October 29, 2008		Comments Due By:	October 13, 2008

**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 312.03. This tract had a 7.1 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 19 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.

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1933****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 P. Pederson

Telephone:

770-528-2024

E-mail:

john.pederson@cobbcounty.org

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

**Proposed Project Information**

Name of Proposed Project:

Riverview

Location (Street Address,  
GPS Coordinates, or Legal  
Land Lot Description):

District 17; Land Lots 976,977,1016,1017

Brief Description of Project:

Mixed use development consisting of 105,000 sf of retail, 200,000 sf of office, and 240 dwelling units.

**Development Type:**☐ (not selected)☐ Hotels☐ Wastewater Treatment  
Facilities☐ Office☒ Mixed Use☐ Petroleum Storage Facilities☐ Commercial☐ Airports☐ Water Supply  
Intakes/Reservoirs☐ Wholesale & Distribution☐ Attractions & Recreational  
Facilities☐ Intermodal Terminals☐ Hospitals and Health Care  
Facilities☐ Post-Secondary Schools☐ Truck Stops☐ Housing☐ Waste Handling Facilities☐ Any other development types☐ Industrial☐ Quarries, Asphalt & Cement  
Plants

If other development type, describe:

Project Size (# of units, floor area, etc.):	105,000 sf of retail, 200,000 sf of office, and 240 dwelling units.
Developer:	Tri-Kell Investments, Inc.; c/o John Moore, Esq.
Mailing Address:	192 Anderson Street
Address 2:	
	City:Marietta State: GA Zip:30060
Telephone:	770-429-1499
Email:	jmoore@mijs.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Riverview Village LLC and Riverview Associates Ltd
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2011 Overall project: 2011
<a href="#">Back to Top</a>	

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1933**

<b>DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information</b>	
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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<hr/>	
<b>Local Government Information</b>	
Submitting Local Government:	Cobb
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Email:	john.pederson@cobbcounty.org
<hr/>	
<b>Project Information</b>	
Name of Proposed Project:	Riverview
DRI ID Number:	1933
Developer/Applicant:	Tri-Kell Investments, Inc.; c/o John Moore, Esq.
Telephone:	770-429-1499
Email(s):	jmoore@mijs.com
<hr/>	
<b>Additional Information Requested</b>	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
<hr/>	
<b>Economic Development</b>	
Estimated Value at Build-Out:	\$181,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,081,500
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): The site includes approximately 90,000 s.f. of commercial space including a grocery and restaurant; however, the site will be redeveloped with a grocery store and additional commercial space to generate additional employment opportunities. See DRI Impact Analysis for details.	
<hr/>	
<b>Water Supply</b>	
Name of water supply provider for this site:	Cobb-Marietta Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.127 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? N/A Water is available at the site.	
<hr/>	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Cobb County - R.L. Sutton Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.111 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? Not Applicable. Sewer is available at the site. See supplemental DRI Impact Analysis for details.	
<hr/>	
<b>Land Transportation</b>	
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.)	490 p.m. peak or 4,388 24hr. 2-way trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: All recommended transportation improvements are included in the DRI Traffic Study, provided as a supplement to this form.	

<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	1,008 tons/yr.
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	37%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development proposes an underground detention facility and 40% open space.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: The project is in the Chattahoochee River water supply watershed; however no significant adverse impacts are anticipated in this regard. The project site is also within the 2000' River Corridor and the project will comply with MRPA clearing and impervious surface area limitations. It is the intent of the design to avoid impacts to floodplain and stream buffers associated with South Nancy Creek; however, floodplain elevations and stream buffers have changed since the original development. No impacts are anticipated; however more detailed site planning is required in this regard.	
<a href="#">Back to Top</a>	



# RIVERVIEW

## PROJECT SUMMARY

Acreage (Gross)	±18.18 ac.
County District:	17th
Land Lots:	976,977 1016, 1017
Existing Zoning:	GC
Proposed Zoning:	RRC
Total Residential Units:	240
Residential Density:	13.2 u/ac
Total Retail Area:	105,000 s.f.
Office Area:	200,000 s.f.
Retail/Office FAR:	0.38
Parking Total:	1566 spaces

- PROJECT NOTES:**
- All existing buildings and parking areas on site to be demolished/removed prior to new construction.
  - Stormwater requirements will be met and magaged through subsurface detention.
  - Vehicular Access to Parking Decks:
    - Western Site Driveway - Level A1 of Parking Deck 'A'
    - Eastern Site Driveway - Level B2 of Parking Deck 'B'
    - Southern Site Driveway - Level B3 of Parking Deck 'B'
    - Northern Site Driveway - Level B5 of Parking Deck 'B'
  - Pedestrian Access to Parking Decks:
    - Parking Court/Eastern Site Driveway to Deck 'B' - Level B2 Building 'B' Residential to Deck 'B' - Level B4 Building 'C' to Deck 'B' - Levels B5&B6
  - County water connections are available to the site.
  - County sewer connections are available to the site.
  - According to the National Wetlands Inventory, historical data shows there once existed a small freshwater pond located at the southwest corner of the site along the corner of Paces Mill Rd. and South Nancy Creek. This pond no longer exists. There are also no known/studied wetlands on the site.
  - The closest jurisdictional boundary is the Fulton County line which is approximately 1,550' southeast of the site traveling along Cobb Pkwy.
  - The site is currently used as a commercial retail center.

## LEGEND

Residential/ First Floor Retail	
Retail (Grocery)	
Office	
Parking Deck	

## CONTACT INFORMATION

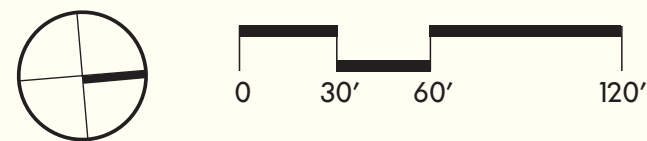
**APPLICANT/DEVELOPER:**  
TRI-KELL INVESTMENTS, INC.  
C/O JOHN MOORE, ESQ.  
(770) 429-1499  
CONTACT: JOHN MOORE  
JMOORE@HJIS.COM

**PLANNER/LANDSCAPE ARCHITECT:**  
HUGHES, GORDON, O'LEARY, & RYAN, INC.  
(404) 248-1960  
CONTACT: TREY SCHWARTZ  
TSCHWARTZ@HGOR.COM

**TRAFFIC ENGINEER:**  
A&R ENGINEERING, INC.  
(770) 490-9255  
CONTACT: BRANNON SABBARESE  
BSABBARESE@ARENG.COM

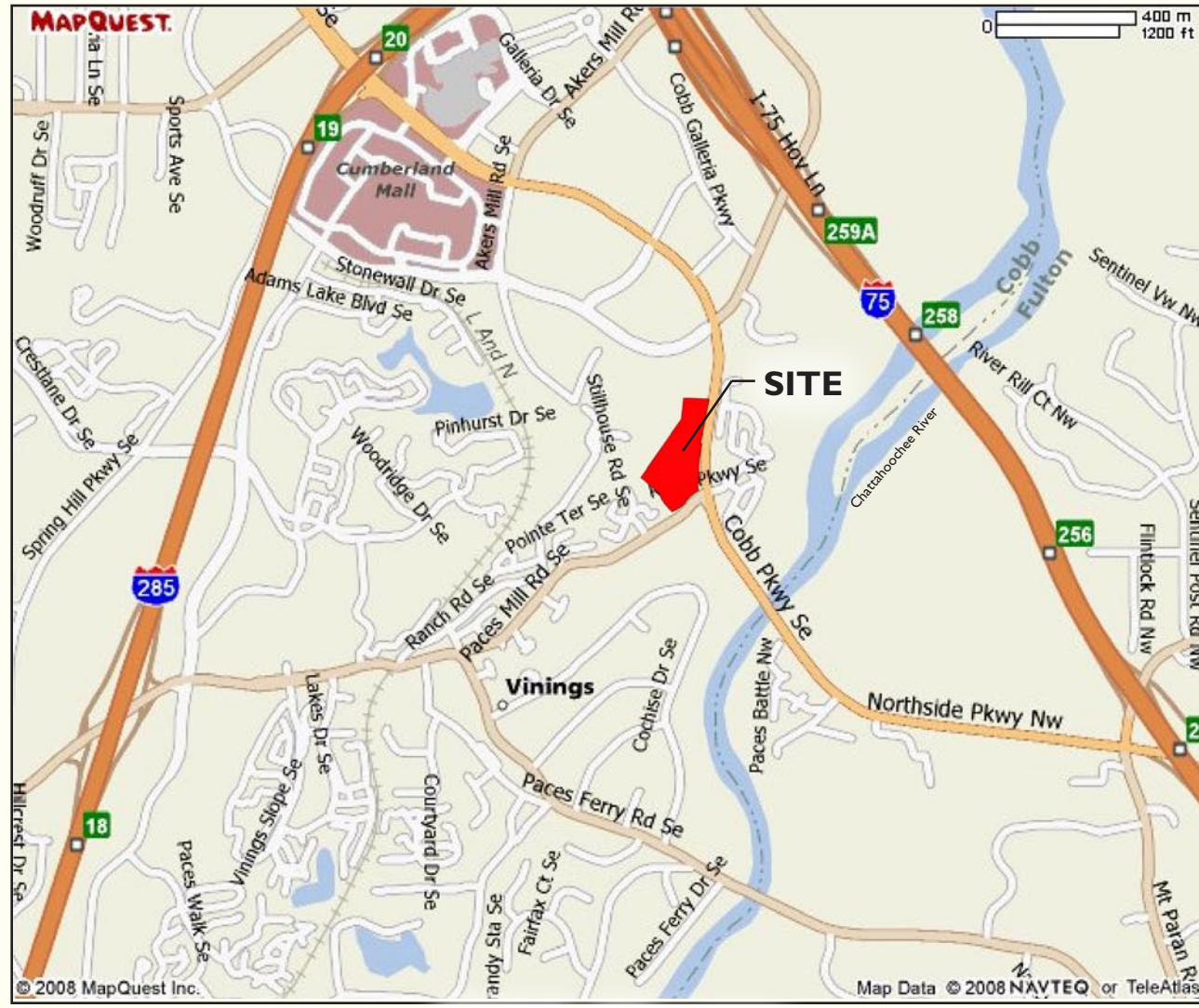
## DRI SITE PLAN (DRI ID: 1933)

COBB COUNTY, GA  
September 16, 2008 Revised: 09/26/08



TRI-KELL INVESTMENTS, INC.

HGOR  
PLANNERS LANDSCAPE ARCHITECTS



**ZONED:**  
**UC**  
N/F  
CITY VIEW HOLDINGS, LP  
UNDEVELOPED

**ZONED:**  
**O&I**  
N/F  
CBL INVESTORS, LLC  
UNDEVELOPED

## TRANSPORTATION LEGEND

- Existing Traffic Signal
- Existing Lane Geometry
- Proposed Stop Sign
- Proposed Traffic Signal
- Proposed Lane Geometry

Riverview Parking Breakdown		
Structure/Surface	Deck Height	Parking Spaces
Parking Deck 'A'	2 Stories beneath Building 'A'	370
Parking Deck 'B'	1 Story below Surface Level 6 Stories above surface level	1140
Surface Parking	Surface Level	56
TOTAL		1566

Riverview Parking Program			
Type of Use	County Required Parking Ratio	County Required Parking	Parking Provided
Retail	1 per 200 s.f.	525	1140*
Office	1 per 285 s.f.	702	
Multi-Family Residential	1.75 per unit	420	420
TOTAL		1647	1566

\*Includes shared parking for office and retail uses.

Riverview Development Program							
Building ID	Description/Product Type	Phase	Area (acres)	Open Space (acres)	Building Height	Residential Units	Gross Retail/Office Building Area (s.f.)
A	Multi-Family Residential	1			5 Story	192*	50,000 Retail
B	Multi-Family Residential	1			4 Story	48**	55,000 Retail (Grocery)
C	Office	1			10 Story		200,000
Total			18.18	11.5		240	305,000

\*Residential units calculated at 960 gross s.f. per unit.  
\*\*Residential units calculated at 920 gross s.f. per unit.