



REGIONAL REVIEW FINDING

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

DATE: April 28, 2009

ARC REVIEW CODE: R904141

TO: Chairman Sam 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

Review Type: DRI

Name of Proposal: Riverview Road Resource Recovery and Transfer Station

Date Opened: Apr 14, 2009

DRI Checklist Summary:

Regional Policies and Adopted Plans: 100%

Development Project Score: 57%

Open Space Preservation/Environmental Quality Score: 81%

Overall Score: 77.5%

Overall Weighted Score: 83%

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

COMMENTS: The proposed development is located in an area that is rapidly changing but is still primarily dominated by industrial and warehouse uses within Cobb County. It is important to consider compatible uses as the area continues to redevelop.

The ARC Unified Growth Policy Map (UGPM) indicates that the proposed development is located within the Urban Neighborhood designation. Urban Neighborhoods are defined as distinct areas that are located in an urban area. The proposed development is also located within a Freight Area, which is defined as concentrated areas of freight and industrial uses.

The River Line Master Plan, still being developed at the time of this review, is a master planning process being undertaken by Cobb County and members of the Mableton Improvement Coalition. The Master Plan seeks to protect historic structures in the area and proposed land use changes to foster redevelopment within the Master Plan study area. The proposed development falls within the study area and as such, the developer should work with residents and Cobb County to ensure consistency with the basic tenets of the River Line Master Plan.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COBB COUNTY	COBB COUNTY SCHOOLS	CITY OF SMYRNA
FULTON COUNTY	CITY OF ATLANTA	NATIONAL PARK SERVICE
GEORGIA CONSERVANCY	UPPER CHATTAHOOCHEE RIVERKEEPER	

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

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

General Project Information			
Project name:	Riverview Rd. Resource Recovery Ctr. &		
DRI number:	2022		
Local jurisdiction:	Cobb County		
Local government action requested:	SLUP		
Project description (include acreage):	The Applicant would like to build a +/- 20,000 sf recycling center and a +/- 10,000 sf waste transfer station on +/- 6.825 acres. The property is located in Cobb County and zoned "Heavy Industrial", with a Future Land Use Map designation of "Industrial", both of which would allow the proposed use. Further, the property is located in close proximity to major, regional transportation corridors such as Interstate 285, South Cobb Drive, and Veterans Memorial Parkway.		
Project phasing/buildout:	2011		
Project location:	Riverview Industrial Drive, Cobb County, GA		
Current description of the site:	The site has been largely cleared and graded and a detention pond, which will serve the facilities, has already been constructed.		
Is any portion of the project built or under construction?	No		
If you answered the previous question with "Yes", please describe.	N/A		
Affected local governments (3 miles of project site):	Smyrna, GA; Altanta, GA; Fulton County		
Adjacent/surrounding land uses and development:	Heavy industrial uses, including heavy contractors, junkyards, manufacturers and trucking companies.		
Estimated value at build-out:	\$7,000,000		
Expected annual local tax revenues:	\$34,440		
Site access roads:	Riverview Industrial Drive / Riverview Road		
Number of site driveways proposed:	2		
Total traffic volume to be generated by the proposed development:	See Traffic Memo, provided 3/20/09		
Estimated water supply demand to be generated by project:	120 gal/day (8 employees)		
Sufficient water capacity available:	Yes		
Estimated sewage flow to be generated by project:	120 gal/day (8 employees)		
Sufficient wastewater capacity available:	Yes		
Estimated solid waste generated by the project annually:	13,505 lb (8 employees)		
Sufficient landfill capacity available:	Yes		
Number of students expected to be generated by the project:	N/A		
Schools expected students to attend and capacity:			
School 1:	N/A	Capacity:	N/A
School 2:	N/A	Capacity:	N/A
School 3:	N/A	Capacity:	N/A

	GRTA Criteria	ARC Score	Comments
A. Regional Polices and Adopted Plans			
1. Unified Growth Policy Map			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Freight Area
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	Based on information submitted for the review there is adequate water provisions
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	Based on information submitted for the review there is adequate sewer capacity
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	3	
3. Regional Transportation Plan (RTP) Goals & Objectives			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	South Cobb Drive and I-285
4. RTP and Transportation Improvement Program (TIP)			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies)
5. Livable Centers Initiative (LCI)			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects) The proposed development is located just outside the Veterans Memorial LCI.

	GRTA Criteria	ARC Score	Comments
A. Regional Policies and Adopted Plans			
6. Regionally Adopted Plans			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located)
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		3	
7. Locally Adopted Plans			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	The River Line Master Plan process is still underway. It is not clear at this point whether or not this development is consistent with the proposals in the master plan. The developer should work with Cobb County to ensure coordination between this development and the master plan
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
Possible Score (Standard is 42)	N/A	33	
Components Score	N/A	33	
Percentage	N/A	100%	

	GRTA Criteria	ARC Score	Comments
B. Project			
1. Mixture of Uses			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> • 3 points: There are 3 or more complementary uses within the development. • 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses. • 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. 	N/A	N/A	
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> • 3 points: The development contains three or more vertically mixed uses. • 2 point: The development contains two or more vertically mixed uses. 	N/A	N/A	
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> • 3 points: The development contains both an active and passive greenspace. • 2 points: The development is adjacent to active or passive greenspace with connections. • 1 point: The development is within 1/2 mile of an active or passive greenspace. 	N/A	N/A	
2. Jobs to Housing Balance			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development is located within 1/2 mile of a defined metro job center. • 2 points: Yes, the development is located within 1 mile of a defined metro job center. 	N/A	N/A	
3. Housing Diversity and Affordability			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> • 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. 	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.	N/A	N/A	
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? • 3 points: Yes.	N/A	0	
4. Aging in Place			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures.	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). • 3 points: Yes	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
5. Accessibility - Non-motorized			
A. Are there sidewalks within the development? • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets.		N/A	
B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? • 3 points: Yes		N/A	
C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations? • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes.		N/A	
D. Does the development include construction of multi-use trails? • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only.		N/A	
E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices? • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed.		N/A	
F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided? • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network.		1	Sidewalks and crossing are provided between the parking area and the building
G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site? • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only.		N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		N/A	
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		1	
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		N/A	
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	N/A	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)
6. Accessibility - Transit			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		N/A	
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
7. Access Management			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		2	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		N/A	
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		3	
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		N/A	
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
B. Project			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
8. Connectivity			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		1	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		1	
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		N/A	
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		N/A	
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
B. Project			
9. Project Character and Design			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> • 3 points: The development is a redevelopment site that requires environmental remediation. • 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones. • 1 point: The development is a redevelopment site. 	N/A	N/A	
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> • 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development. • 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. 	N/A	N/A	
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> • 3 points: Yes and on-site community spaces are open to the general public. • 2 points: Yes. 	N/A	N/A	
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> • 3 points: A parking variance is being requested to provide less than the minimum required. • 2 points: Yes. 	N/A	2	
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles. • 2 points: Yes, the development includes 3 of the above listed. • 1 point: Yes, the development includes 2 of the above listed. 	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
10. Community Facilities			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	2	
11. Infrastructure Adequacy			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	2	(Please explain)
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	0	
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	3	
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
Possible Score	N/A	42	
Component Score	N/A	24	
Percentage	N/A	57%	

	GRTA Criteria	ARC Score	Comments
C. Open Space, Preservation, and Environmental Quality			
1. Protection of Critical Environmental Areas			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	2	There is a stream and some steep slopes on the development site.
2. Conservation			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	2	
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	3	The applicant provided a letter indicating that all landscaping will be drought tolerant and native.
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	0	Information not indicated in submission
3. Stormwater Management			

	GRTA Criteria	ARC Score	Comments
C. Open Space, Preservation, and Environmental Quality			
A. Does the development have a stormwater management plan? • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume)	N/A	3	The applicant provided documentation of a stormwater plan indicating the 25% decrease in stormwater runoff.
4. Buffers			
A. Will the proposed development require a stream buffer variance under any applicable ordinances? • 3 points: The development does not require a stream buffer variance.	N/A	3	
5. Environmental Protection			
C. Is the development seeking a LEED certification? • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification.	N/A	N/A	
D. Is the development seeking an EarthCraft certification? • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home.	N/A	N/A	
Possible Score	N/A	27	
Component Score	N/A	22	
Percentage	N/A	81%	

ARC Score Sheet

Enter the values for the appropriate numbered section.

A. Regional Policies and Adopted Plans (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	9
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	3
7. Locally Adopted Plans	Section Score:	9
	A. Component Points:	33
	B. Points Possible Points:	33
	C. Component Percentage	100%

B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	0
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	2
7. Accessibility- transit	Section Score:	0
8. Access Management	Section Score:	11
9. Connectivity	Section Score:	2
10. Project Character and Design	Section Score:	2
11. Community Facilities	Section Score:	2
12. Infrastructure Adequacy	Section Score:	5
	A. Component Points:	24
	B. Points Possible Points:	42
	C. Component Percentage	57%

C. Open Space, Preservation, and Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	8
2. Conservation	Section Score:	8
3. Stormwater Management	Section Score:	3
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	0
	A. Component Points:	22
	B. Points Possible Points:	27
	C. Component Percentage	81%

A. Total Points:	79
B. Total Possible Points:	102
C. Unweighted Score	77.5%

**Overall Project
Score**

83%

	GRTA Criteria	ARC Score	Comments
D. Non-Expedited Review Criteria Only (GRTA)			
1. Vehicle Miles Traveled			
A. Is off-site trip generation to/from the development reduced by at least 15%?		N/A	
B. For developments with residential components, is the development located within 1/2 mile of a number of existing jobs equal to or greater than 50% of the number of dwelling units in the development?		N/A	
C. For developments without a residential component, is the development located within 1/2 mile of a number of existing dwelling units equal to or greater than 50% of the number of new jobs created by the development?		N/A	
D. Is the development designed to encourage the use of alternative transportation modes both on-site and off-site?		N/A	
E. Does the development consist of a mixture of complimentary land uses or is located within a short walking distance (less than 1/2 mile) to external complimentary uses?		N/A	
F. Does the traffic analysis utilize all available and practical trip reduction techniques?		N/A	
G. What conditions beyond the control of the developer and local government impact the ability of the development to reduce vehicle miles of travel? (please specify)		N/A	
2. Transportation and Traffic Analysis			
A. Does the development impact regional mobility?		N/A	
B. Does the development affect the safety or operations of impacted roadways?		N/A	
C. Do existing and proposed (in a transportation improvement program) infrastructure of impacted roadways continue to operate in a safe and efficient manner while adequately serving new trips generated by the development?		N/A	
D. Are proposed mitigation measures (from DRI traffic analysis) feasible and within the control of the applicant or appropriate agencies to implement as a means of addressing negative impacts to the transportation system?		N/A	
E. Can the proposed mitigation measures be implemented within the time frame proposed for development build-out?		N/A	
F. Other issues not fully addressed here which require clarification or explanation?		N/A	

3. Relationship to Existing Development and Infrastructure			
A. Is the development located within an area where existing or planned infrastructure will be in place by project build-out to meet the service needs of residents, employees, and visitors of the project?		N/A	
B. If the development is predominantly industrial, what is the proximity to the nearest intermodal station or other freight transfer location?		N/A	
C. If the development is predominantly industrial, what is the proximity to interstate access?		N/A	
D. Are there other utility/local authorities, other than transportation related, the development team is having discussions with concerning future infrastructure needs?		N/A	
E. Other issues not fully addressed here which require clarification or explanation?		N/A	

	GRTA Criteria	ARC Score	Comments
E. Expedited Review Criteria Only			
1. Limited Trip Generation (pick one)			
A. Is the proposed development project to generate no more than one thousand (1,000) gross daily trips?		N/A	
B. Is the proposed development projected to generate more than one thousand (1,000) but no more than three thousand (3,000) gross daily trips?		N/A	
C. Is the proposed development projected to generate fewer than one hundred (100) gross PM peak hour weekday trips?		N/A	
2. Mixed Uses			
A. Does the proposed development contain two or more complementary, interconnected, and interdependent land uses?		N/A	
B. Due to the interconnected, mixed-use nature of the development, is a twenty percent (20%) reduction in trip generation between dissimilar land uses reasonably anticipated?		N/A	
C. Is the site designed so as to support the trip reductions taken and to maximize the likelihood of the use of on-site alternative modes of transportation by residents, employees, and visitors to the DRI?		N/A	
D. Are all of the land uses within the proposed development accessible by vehicles and pedestrians, with no single use restricting access to, from, or within the site?		N/A	
3. Area of Influence			
A. Is the proposed development located within an area designated in the Regional Development Plan (RDP) and the Unified Growth Policy Map (UGPM), or its successor, as being located within the Central City, a Regional Center, a Mega Corridor, or an Urban Redevelopment Corridor?		N/A	
B. Is the proposed development consistent with the RDP and UGPM in both density and proposed development type(s)?		N/A	
C. Are at least sixty-five percent (65%) of the single occupant automobile trips generated by the proposed development reasonably anticipated to have a trip bound by a three mile radius or less?			
3. Alternative Modes of Transportation			
A. Are at least twenty-five (25%) of the trips generated by the proposed development likely to be by way of modes of transportation other than the single occupant vehicle?			
OR:			
A. Is the proposed development located within an area which has been designated by GRTA as a Transit Enable Area (TEA) and is consistent with any land use parameters established by GRTA as a part of designation of the area as a TEA?			

	GRTA Criteria	ARC Score	Comments
B. Is the development majority or wholly (50.1% to 100%) within a designated TEA; and,			
C. Does the project meet or exceed the residential and/or employment densities established by the RDP and UGPM, or its successor; and,			
D. Is the project consistent with regionally adopted transportation plans; and,			
E. Are proposed land uses limited to residential, commercial, office, hospitals or health care facilities, hotels, and post secondary schools; and,			
F. Does the development contribute to an improvement in the Jobs to Housing Balance; and,			
G. Is the development pedestrian oriented so that the movement of pedestrians is not restricted and access to transit facilities is convenient and logical in placement so as to maximize transit ridership to and from the site; and,			
H. If the development is primarily residential in nature, does it provide at least ten percent (10%) of the residential units as workforce housing, defined here as affordable to households earning seventy-five percent (75%) of the region's median income; and,			
I. Is the majority of parking provided within structures and is parking limited by providing no more than the minimum required by the local jurisdiction; and,			
J. Does the development conform to existing street block patterns or introduce new public roadways/pedestrian paths to create block patterns or shorten block lengths; and,			
K. Is at least seventy-five percent (75%) of the street frontage occupied by active street level uses?			
3. Livable Centers Initiative (LCI)			
A. Is the proposed development located within an area approved for inclusion within the LCI program by the ARC?			
B. Is the development consistent with the policies, design elements, and overall standards established by the LCI study and any subsequently funded Supplemental Study(s)?			
C. Has the affected local government completed and adopted the initial LCI Study within their adopted Comprehensive Plan?			
D. Has the local government shown efforts towards implementation of the adopted study?			
E. Do the staffs of the local government(s), ARC, and GRTA agree upon the eligibility of the proposed DRI for this type of Expedited Review?			

RIVERSIDE ROAD RESOURCE RECOVERY CENTER AND TRANSFER STATION DRI
Cobb County
Environmental Planning Division Review Comments
April 10, 2009

Chattahoochee Corridor, Watershed Protection and Stream Buffers

The property is located in the 200-foot Chattahoochee Corridor and is therefore subject to the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) and the Chattahoochee Corridor Plan. Depending upon the extent of previous development on the property (a parking lot or outside storage area visible in aerial photographs) and the extent of the new construction, the project may require review for consistency with the standards of the Chattahoochee Corridor Plan. The property is not in a water supply watershed. The site plans show the County and the State buffers on a stream at the rear of the property, with no intrusions shown. Any other waters of the state on the property will also be subject to the Georgia Department of Natural resources (DNR) 25-foot erosion and sedimentation control buffer.

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 produced after the construction of the entire proposed development, based on the submitted site plan. These 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 assumed impervious surface amounts and percentages are those that are typical for each land use type in the Atlanta Region. Actual loadings will reflect actual impervious amounts and other existing conditions on the site. 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
Heavy Industrial	6.95	10.08	133.72	889.60	5525.25	11.54	1.46
TOTAL	6.95	10.08	133.72	889.60	5525.25	11.54	1.46

Total Percent Impervious: 80%

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.



COBB COUNTY COMMUNITY DEVELOPMENT AGENCY

Planning Division
191 Lawrence Street
Marietta, Georgia 30060-1689
(770) 528-2018 • fax: (770) 528-2126

Dana Johnson, AICP
Division Manager

April 27, 2009

Jon Tuley
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Re: Riverview Road Resource Recovery and Transfer Station

Dear Mr. Tuley:

Thank you for the notice concerning the Development of Regional Impact proposed in Cobb County for the development of a 20,000 square foot recycling center and a 10,000 square foot waste handling facility on 6.95 acres in Cobb County. The facility location is on Riverview Industrial Drive, north of Riverview Road.

The proposed development is contained within an area of Cobb County that is being studied as part of a multi-disciplinary small area analysis known as the River Line Master Plan. The Master Plan is a transportation, land use, and preservation study that is analyzing potential changes to the land use and transportation infrastructure in this area of Cobb County. At this point in time, this planning effort has not been approved or accepted by the Cobb County Board of Commissioners.

As part of the planning process, the consultant and county staff have undertaken three public input meetings where we gathered input from residents, businesses, and property owners. Our consultants, EDAW, are in the process of finalizing the recommendations and action plan that contain the vision and implementation program for this master planning effort. Based upon the positive public input we received from the preferred land use concept, there may be two substantial changes to the land use patterns in this area of the county.

It is anticipated that the final recommendations will contain language encouraging public and institutional uses in the portion of the study area (northeast of I-285 to the Norfolk Southern rail line) that is being analyzed as part of this DRI. This particular site is in close proximity to the Paces Academy property that is used for their high school athletics programs. The plan will anticipate an expansion of these facilities to correspond with growth at Paces Academy.

A second potential alteration to the land use pattern in this area is the encouragement of a mixed-use development node along Riverview Road including many of the properties that front the Chattahoochee River. This mixed-use development is envisioned to be a village like environment close in scale and use diversity to the Smyrna Market Village and Glenwood Park. This would be an important step in the process of improving this area by removing marginal industrial land uses that can emit large quantities of non-point source pollutants and replacing it with an environmentally sensitive development which will add new residents and businesses to this area. Having a waste transfer station in the area of this type of use may result in land use conflicts.

In conclusion, we believe that it may be beneficial to coordinate the DRI proposal with the final recommendations of the River Line Master Plan study. Thank you again for the opportunity to comment on this proposed development.

Best regards,



Dana R. Johnson, AICP



COMMUNITY DEVELOPMENT AGENCY

Zoning Division

191 Lawrence Street

Marietta, Georgia 30060-1661

PHONE: (770) 528-2035 FAX: (770) 528-2003

Mark Danneman

Division Manager

April 28, 2009

Mr. Jon Tuley
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

VIA E-MAIL

RE: Riverview Road Resource Recovery and Transfer Station (DRI #2022)

Dear Jon:

This correspondence is sent for the purpose of commenting on the above referenced Development of Regional Impact. The subject property is currently zoned Heavy Industrial (HI) and is designated on the Cobb County Future Land Use Map as Industrial. The property is situated in an area of older industrial uses that are adjacent to I-285. Attached to this letter are comments from six Cobb County departments that review Special Land Use Permit cases (Attachment "A"). I hope the above information is useful for ARC's final report. If you should have any questions or comments, please do not hesitate to contact me.

Very truly yours,

John P. Pederson, AICP
Planner III, Cobb County Zoning Division

Attachments

DRI# 2022 RIVERVIEW ROAD RESOURCE RECOVERY AND TRANSFER STATION

Cobb County Cemetery Preservation Commission:

No Comments.

Cobb County Historic Preservation:

No Comments.

Cobb County Water System:

Water and sewer available. Water meter(s) must be set on Riverview Industrial Dr right-of way. Private easement necessary for the sewer connection as it is shown on proposed site plan.

Cobb County Department of Transportation:

Recommend curb and gutter along road frontage.

Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Cobb County Fire Department:

Fire Hydrant

Commercial: Fire hydrant within 500 feet of most remote part of structure.

DRI# 2022 RIVERVIEW ROAD RESOURCE RECOVERY AND TRANSFER STATION

Cobb County Stormwater Management:FLOOD HAZARD: ☒ YES ☐ NO ☐ POSSIBLY, NOT VERIFIEDDRAINAGE BASIN: **Chattahoochee River** FLOOD HAZARD INFO: Zone X

- ☐ FEMA Designated 100 year Floodplain Flood.
- ☒ Flood Damage Prevention Ordinance DESIGNATED FLOOD HAZARD.
- ☒ Project subject to the Cobb County Flood Damage Prevention Ordinance Requirements.
- ☐ Dam Breach zone from (upstream) (onsite) lake - need to keep residential buildings out of hazard.

WETLANDS: ☐ YES ☐ NO ☒ POSSIBLY, NOT VERIFIEDLocation: **within stream buffer**

- ☒ The Owner/Developer is responsible for obtaining any required wetland permits from the U.S. Army Corps of Engineer.

STREAMBANK BUFFER ZONE: ☒ YES ☐ NO ☐ POSSIBLY, NOT VERIFIED

- ☒ Metropolitan River Protection Area (within 2000' of Chattahoochee River) ARC (review 35' undisturbed buffer each side of waterway).
- ☐ Chattahoochee River Corridor Tributary Area - County review (_____ undisturbed buffer each side).
- ☒ Georgia Erosion-Sediment Control Law and County Ordinance - **County Review**/State Review.
- ☐ Georgia DNR Variance may be required to work in 25 foot streambank buffers.
- ☒ County Buffer Ordinance: **50', 75', 100' or 200'** each side of creek channel.

DOWNSTREAM CONDITION

- ☐ Potential or Known drainage problems exist for developments downstream from this site.
- ☒ Stormwater discharges must be controlled not to exceed the capacity available in the downstream storm drainage system.
- ☐ Minimize runoff into public roads.
- ☐ Minimize the effect of concentrated stormwater discharges onto adjacent properties.
- ☐ Developer must secure any R.O.W required to receive concentrated discharges where none exist naturally
- ☐ Existing Lake Downstream _____.
Additional BMP's for erosion sediment controls will be required.
- ☐ Lake Study needed to document sediment levels.
- ☐ Stormwater discharges through an established residential neighborhood downstream.
- ☒ Project engineer must evaluate the impact of increased volume of runoff generated by the proposed project on downstream **drainage system**.

DRI# 2022 RIVERVIEW ROAD RESOURCE RECOVERY AND TRANSFER STATION

Cobb County Stormwater Management (comments continued):SPECIAL SITE CONDITIONS

- ☐ Provide comprehensive hydrology/stormwater controls to include development of out parcels.
- ☒ Submit all proposed site improvements to Plan Review.
- ☐ Any **spring activity** uncovered must be addressed by a qualified geotechnical engineer (PE).
- ☐ Structural fill _____ must be placed under the direction of a qualified registered Georgia geotechnical engineer (PE).
- ☐ Existing facility.
- ☒ Project must comply with the Water Quality requirements of the CWA-NPDES-NPS Permit and County Water Quality Ordinance.
- ☐ Water Quality/Quantity contributions of the existing lake/pond on site must be continued as baseline conditions into proposed project.
- ☒ Calculate and provide % impervious of project site.
- ☐ Revisit design; reduce pavement area to reduce runoff and pollution.

INSUFFICIENT INFORMATION

- ☐ No Stormwater controls shown _____
- ☐ Copy of survey is not current - Additional comments may be forthcoming when current site conditions are exposed.
- ☐ No site improvements showing on exhibit.

ADDITIONAL COMMENTS

1. This site is located within the Chattahoochee River Corridor and is therefore subject to the requirements of the Metropolitan River Protection Act. The project will be required to submit an application to the ARC for a MRPA certificate.
2. All process areas including the Transfer Station and Recycling Center Buildings will be required to have interior drainage systems that will be tied to the sanitary sewer. All exterior surface drainage will be directed to the stormwater management facility. There is an existing detention pond on the site that was constructed under LDP #020085. This pond is proposed to serve as the stormwater facility. Any modifications to meet current design standards must be addressed at Plan Review. As a minimum, the outlet control structure should be retrofitted with a "snout-type" device to provide additional water quality protection.



April 27, 2009

Mr. Jonathan Tuley
Land Use Division
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303

Re: Development of Regional Impact
Review of Riverview Road Resource
Recovery and Waste Transfer Station
(ARC Review # 904141)

Dear Mr. Tuley:

On behalf of the Board and Officers of the Mableton Improvement Coalition (MIC), I am writing to express our opposition to this project. This location is not appropriate for such an intensive industrial use within the Metropolitan River Protection Act Boundary.

In the documentation provided to Cobb County, the applicant describes a waste transfer station that will receive approximately 600 tons of solid waste per day, generating over 100 truck trips on Riverview Road, which is only a collector level facility. This traffic will create a significant negative impact on the existing residential neighborhoods and Pace Academy athletic fields that lie between the proposed transfer station and the closest interchange with I-285 at South Cobb Drive. Riverview Road, which itself lies almost entirely within the MRPA boundary, is narrow, two lane, and already overcrowded with heavy truck traffic.

Looking to the future, the proposed transfer station is even less suitable. The county's consultant is wrapping up the River Line Master Plan study that includes this parcel, and based upon the most recent public presentation, we have every reason to believe that a recommendation to remove industrial uses from this area will be forthcoming. The planners have drafted concepts that show the area as a redeveloped mix of residential, light commercial and recreational uses. We understand that you are seeking additional information from Cobb County on the River Line Master Plan, and we have urged county officials to provide it to you.

Such a future is especially inappropriate for a site located within the Metropolitan River Protection Act (MRPA) boundary. The location of a transfer station within this 2,000 foot river boundary is simply not a good idea for our water supply or the economic

redevelopment of our area. MRPA exists to protect the Chattahoochee from nearby heavy development. While it is true that the site has already had some grading, this proposal calls for grading and paving of the entire property outside of the stream buffer, which feeds directly into the Chattahoochee.

While the parcel is not located within the DL Hollowell/Veterans Memorial Corridor LCI study area, it is nearby. The southern end of Riverview Road intersects Veterans Memorial Highway approximately 1.4 miles south of this site at a location in the heart of the LCI study area. The LCI application based much of its needs statement on the problems created by truck traffic in this corridor, which has become increasingly residential in recent years. Truck traffic from the transfer station will likely use this route to gain access to I-285 for trips to and from southern parts of the metro area, thus exacerbating the problems that the LCI study is planned to resolve.

We must also point out that the purpose of this facility is primarily that of waste transfer, not recycling. In documents submitted to Cobb County, the applicant estimates 600 tons/per day of waste coming into the facility, only 100 tons of which is expected to be for recycling. The remainder is ordinary solid waste, collected from locations around the metro area, to be brought to this parcel along the Chattahoochee River, re-packaged and shipped out again.

The Mableton Improvement Coalition strongly opposes this proposal.

If you have any questions, please feel free to contact me at 678-361-3542.

Yours Very Truly,

Ben Clopper, President

cc: Woody Thompson, District 4 Commissioner, Cobb County
Murray Homan, Chairman, Cobb County Planning Commission
MIC Board of Directors



Keeping Watch Over Our Waters

3 Puritan Mill 916 Joseph Lowery Blvd. Atlanta, GA 30318 404-352-9828 Fax 404-352-8676 www.chattahoochee.org

April 28, 2009

VIA Electronic and U.S. Mail

Mr. Jon Tuley
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Riverview Road Resource Recovery and Transfer Station

Dear Mr. Tuley,

Upper Chattahoochee Riverkeeper ("UCR") is a nonprofit environmental advocacy organization with over 5,000 members whose mission is to protect the Chattahoochee River, its tributaries and watershed. UCR has reviewed and evaluated the DRI application as well as supporting documentation for the Riverview Road Resource Recovery and Transfer Station. The Applicant proposes to build a recycling center and waste transfer station on a 6.95 acre tract of land located off of Riverview Road in Cobb County. This proposed development has a live stream located on the property and is approximately 1000 feet away from the Chattahoochee River. This entire site falls within the 2000' Chattahoochee River corridor regulated by the Metropolitan River Protection Act.

UCR is very familiar with this industrial stretch of land along the Chattahoochee River. We have spent years working with Cobb County and property owners in attempts to clean up sites that have had an impact to water quality in the Chattahoochee River. Over the years, we have had many successes working with property owners and are believe that our efforts have resulted in this industrial area having a less significant impact on water quality within the Chattahoochee River. Due to the close proximity of this proposed waste transfer station to the river and also due to the fact that this site contains a tributary to the Chattahoochee River, we are concerned about potential impacts on water quality.

UCR is also aware that there is a recent effort to transition this area from heavy industrial use to residential/commercial use. UCR fully supports this transition and we feel that approval of this project will make this transition much more difficult. We believe industrial sites, especially sites handling solid waste, should not be located within the 2000' Chattahoochee River corridor whenever possible. Also, since this proposed site is

located within the 2000' Chattahoochee River corridor, we would like to stress that all provisions of the Metropolitan River Protection Act must be closely adhered to should the project be approved.

It is UCR's opinion that this waste transfer station on Riverview Road is not in the best interest of the state. Thank you for considering our comments and if you have any questions please contact me at julseth@ucriverkeeper.org or 404-352-9828 ext 16.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Ulseth', written over the printed name.

Jason Ulseth, CPESC
Technical Programs Director

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April 24, 2009

Mr. Jonathan Tuley
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Re: Riverview Road Resource Recovery Center and Transfer Station
DRI Id. No. 2022

Dear Jon:

We write to provide supplemental information relevant to ARC's Preliminary Report in the above-referenced matter. The information below is organized using the headings from the preliminary report:

1. A.1.C; C.3.A:

Both questions relate to stormwater management, asking whether the development incorporates stormwater best management practices and whether the development has a stormwater management plan. On that topic, we supplement the record with the following attachments:

- a. Hydrology Study and Stormwater Management Report; and
- b. Complete site development plans.

As these items indicate, the development (a) will comply with stormwater best management practices and (b) the stormwater management plan will result in a 25% decrease in the rate and quantity of post-development stormwater runoff when compared with pre-development rates and quantities based on the 2 year, 5 year and 10 year, 24 hour peak discharge volume. Additionally, the average decrease for all storms exceeds 25% (2 year – 100 year).



2. A.7.C.:

The question asks whether the development is consistent with “any local government sub-area plans.” ARC gave the applicant no points for this item and stated that the “ARC staff needs clarification from Cobb County as to whether or not the proposed development is consistent with the Riverline Master Plan Study.”

To the applicant’s knowledge, the only “government ... plan[]” that Cobb County has formally adopted that relates to this site is the county’s Comprehensive Plan and its Future Land Use Map. The Future Land Use Map designates the subject property as “Industrial”, which will allow the proposed use. Hence, the proposal is consistent with that “government . . . plan[]”. According to John Pederson of Cobb County, the subject property is located within the area being studied for the Riverline Master Plan. We note, however, that the study has not been concluded nor formally adopted by Cobb County and the applicant therefore does not believe it qualifies as a “government ... plan[]”.

3. B.5.E.; B.5.F.:

These provisions relate to pedestrian intersections and pedestrian connections. The applicant has amended the site plan to address these issues, namely by adding a sidewalk in front of the recycling center, adding a pedestrian crosswalk to the sidewalk in front of the recycling center and adding a pedestrian crosswalk at the end of the new driveway on Riverview Road (See Drawings 2A, 2B and 3).

4. B.7.A.; B.8.A.; B.8.B.; B.9.E.:

These items relate to access from internal roadways, ingress/egress points, and connectivity. The site has two access points: one onto Riverview Road and one onto Riverview Industrial Drive. The applicant has redrafted Drawings 2A and 2B to better illustrate the connection to Riverview Road, which apparently was not considered in the Preliminary Report. It now is a dirt easement that will be paved and otherwise improved as a result of this development.

5. C.2.B.:

This item asks whether the development will “incorporate native plant and drought tolerate landscaping.” Our client will be issuing a letter to ARC indicating that “[a]ll landscaping [will be] drought tolerate and native.” We will provide the letter under separate cover.

Mr. Jonathan Tuley
April 24, 2009
Page 3

6. C.4.A.:

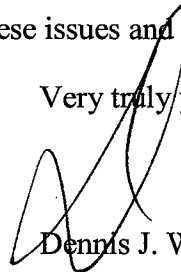
This item asks whether the development requires a stream buffer variance. It does not and the applicant has revised note 5 on Drawing 2C to indicate that fact.

In addition to the above, the applicant requests that ARC consider inquiries B.5.B. and B.5.C. "not applicable" to this development. B.5.B. asks whether "there are existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network." The applicant has provided for non-motorized internal accessibility by placing a sidewalk in front of the recycling center and a crosswalk to it. There would appear to be no additional need for pedestrian accessibility, there are no sidewalks whatsoever in this heavy industrial area, and there is no need for sidewalks. In fact, we note that when we met with the County to review the application, the representative from Cobb DOT stated that it "made no sense [for the Applicant] to put in sidewalks."

Similarly, B.5.C. asks whether "bicycle parking [is] provided at all non-residential, multi-family buildings and other key designations." This is not a use persons will bicycle to or should be encouraged to bicycle to. The applicant can add a bike rack if necessary (and hereby agrees to do so, if necessary) but bicycle accessibility seems "not applicable" to the proposed development.

Thank you for consideration on these issues and please feel free to call with questions.

Very truly yours,



Dennis J. Webb, Jr.

DJW/dpc

cc: Mr. Charles Slade
Kathryn M. Zickert, Esq.

S & S INVESTMENTS

April 24, 2009

Mr. Jonathan Tuley
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Re: Riverview Road Resource Recovery Center and Transfer Station
DRI Id. No. 2022

Dear Mr. Tuley:

My name is Charles Slade. I am an owner of S & S Investments, the applicant in the above-referenced DRI. A landscaping plan for the above-referenced project has not yet been prepared. However, once construction is complete, S & S Investments commits that all landscaping added to the site will be drought tolerate and native.

Very truly yours,



Charles Slade

CS/dpc



April 20, 2009

Mr. Jon Tuley
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: SLUP-6, DRI Application

Dear Mr. Tuley,

On behalf of Green Street Properties and our development partners, Jamestown Properties and Marthasville Development, I am writing to strongly oppose the DRI application for a waste transfer station adjacent to property we own on Riverview Road in Cobb County. Several years ago we became involved in the Riverview Road area due to its rapid transformation from a low quality industrial area full of junk yards and waste dump sites into a vibrant river community with thousands of new homes alongside new shopping centers and other compatible facilities.

Our vision for the 90 acres we have acquired, including a mile of river frontage, has been the complete transformation of this invaluable Chattahoochee River resource in to a model mixed-use community with public access to the river for hiking, biking, fishing, boating, and general public enjoyment. The project has the potential to add more than \$200 million dollars to the local tax base. However, the project's market viability strongly depends on the continued progress away from dirty industrial users in the immediate vicinity to more benign land uses. The high volume of truck traffic that will be generated by the proposed waste transfer station in the SLUP application and the use of the property for handling solid waste have the potential to cause irreparable harm to our plans and could result in the unfortunate loss of this transformative project.


The River Line master planning studies currently underway in Cobb County have seen unprecedented public support at their public and stakeholder meetings. There has been resounding enthusiasm from local citizenry about the prospect for public river access and mixed-use residential and commercial development that cleans up the river's edge and provides riverside amenities that are not currently available to residents. Complementing local support for the River Line studies, several nonprofit organizations and institutions have pursued a variety of options to improve the area. For example, the Mableton Improvement Coalition recently nominated 34 acres of land along the river directly across from the SLUP site for

inclusion in Cobb County's Parks Bond program. The Trust for Public Land and the National Park Service are currently considering an extension of the Chattahoochee National Recreation Area to connect with the 100-acre park currently owned by Cobb County just south of Veterans Memorial Highway. In addition, Pace Academy recently opened new athletic fields for their school, located within 1,200 feet of the SLUP site. In conjunction with our proposed development project, we have been in discussion with Pace Academy about partnership opportunities for river recreational activities to support their educational programs. Other schools have expressed interest in these opportunities as well.

The proposed site currently under review by GRTA, MRPA, ARC, and Cobb County for a SLUP to operate a trash hauling site directly across the street from our property and within 1,800 feet of the river's edge could potentially derail plans for the redevelopment of this important regional resource. The initial addition of 75 sanitary trucks moving daily past the Pace Academy recreation fields and in the area of our proposed mixed use development constitutes a serious safety issue, which is incompatible with the direction of change in the area. A waste transfer site would also add additional environmental pressure on this already damaged part of the river and should not be allowed within the MRPA corridor. These important schools, non-profits and government agencies will, no doubt, find this proposed land use direction very problematic for their collective vision of a more environmentally friendly relationship with the river.

While it is unfortunate that the current Land Use category for this portion of Cobb County does not exclude this type of use, the obvious direction of recent redevelopment activity, recreational investments (Smyrna Soccer fields, Pace Academy fields), and likely land use change recommendations that will result from the conclusion of the River Line master planning studies and our own project plans suggest that this application should be denied. There are numerous other industrial sites well positioned within the County for this type of use. We are very concerned and wish to be made aware of any public hearings or other ways we may voice our concerns and objections to this SLUP application.

Best regards,



Katharine Kelley
President and CEO

Cc: Woody Thompson, Cobb County Commissioner
Murray Homan, Cobb County Planning Commission
Stephen Arms, Marthasville Development
Brandon Kessinger, Jamestown Properties
Walter Brown and Amy Swick, Green Street Properties

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2022****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 County Government

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 Road Resource Recovery Center & Transfer Station

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Land Lot 685, 17th District and Land Lot 57, 18th District

Brief Description of Project: Recycling resource recovery and transfer station.

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.):	one +/- 20,000 sf recycling bldg; one +/- 10,000 sf transfer station on 6.95 acres.
Developer:	S&S Investment Company
Mailing Address:	P.O. Box 28953
Address 2:	
	City:Atlanta State: GA Zip:30358
Telephone:	(404) 702-7980
Email:	djwebb@sgrlaw.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
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 type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Special Land Use Permit application
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
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2022**

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
<hr/>	
Local Government Information	
Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Email:	john.pederson@cobbcounty.org
<hr/>	
Project Information	
Name of Proposed Project:	Riverview Road Resource Recovery Center & Transfer Station
DRI ID Number:	2022
Developer/Applicant:	S&S Investment Company
Telephone:	(404) 702-7980
Email(s):	djwebb@sgrlaw.com
<hr/>	
Additional Information Requested	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<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/>	
Economic Development	
Estimated Value at Build-Out:	\$7 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$34,440
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): N/A	
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)?	120 gal/day or .00012 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: N/A	
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	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	RL Sutton Water Reclamation Facility
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	120 gal/day or .00012 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: N/A	
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?N/A	
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.)	Less than approximately 250 trips per day
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 type="radio"/> Yes <input checked="" type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:N/A	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	13,500 lbs. or 6.75 tons
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:N/A	
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:N/A	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	40% or less
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:A detention pond already is in place and will serve the facilities. Additionally, the Applicant has created a conservation easement to further preserve and maintain a stream buffer at the western edge of the property. Finally, at least 60% of the +/- 7 acre site will be maintained as a pervious surface.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 type="radio"/> Yes <input checked="" 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 within the Chattahoochee River MRPA corridor. The project will utilize detention ponds, conservation easements, and oil/water separators to address any potential impacts, and the site will be 60% pervious surface. All solid waste transfer will take place inside the buildings, which will capture and send any liquids to the sanitary sewer system.

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