



# 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: Dec 10 2010

ARC REVIEW CODE: R1011121

TO: Chairman Tim Lee  
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 on the Chattahoochee

**Review Type:** Development of Regional Impact  
**Date Opened:** Nov 12 2010

**DRI Checklist Summary:**

Regional Consistency Assessment: 93%  
Local Impacts Assessment: 94%  
Open Space Preservation/Environmental Quality Score: 93%

Overall Score: 93%  
**Overall Weighted Score: 94%**

**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.

**Comments:** According to the Unified Growth Policy Map, the proposed development is located in an area designated as Urban Neighborhood, a freight area, and is within the Veterans Memorial LCI study area. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with many Regional Development Policies.

The entire 81.95-acre property is within the 2000-foot Chattahoochee River Corridor and is subject to review under the Metropolitan River Protection Act (MRPA) for consistency with the Standards of the Chattahoochee Corridor Plan. Plan Standards include limits on land disturbance and impervious surface, natural vegetative buffers and impervious surface setbacks along the river and designated tributaries streams and floodplain regulations. All applicable standards must be met for a project to be consistent with the Plan. No River Corridor application review has been completed for this project as of this date, and the information provided for DRI review is not sufficient to determine the project's consistency with the Plan. While the DRI review and MRPA review should not contradict each other, each review is a separate process, under separate laws. Because of the existing land disturbance and impervious surface, which existed before the Act took effect in this area in 1998, portions of this development may not require review under the Act.

The proposed site plan shows proposed structures within the 100-year floodplain of the Chattahoochee River. Any structures or facilities developed in the floodplain should, at a minimum, fully conform with all Cobb County Standards for development in the floodplain, which include no intrusion into the floodway, floor elevations above future flood elevations and construction or reconstruction of utilities and roads to minimize or eliminate damage to the infrastructure. The development of buildings in the river floodplain

area should be avoided, and roads and utilities should be designed to ensure that no habitable structure is cut off from emergency access or utilities in a flood.

ARC staff recommends that surface parking be limited in the area between Riverview Road and the river. If surface parking is located in this area, then the parking and driveways should be designed to reflect the character of a public street and only pervious materials should be used.

As originally submitted, the proposed development showed senior housing located at the edge of the development, away from the proposed transit stop, and in the flood plain area. The revised site plan, included in this report, shows the proposed senior housing located near the commercial area and a proposed second transit stop, and in a part of the site that is outside the 100 year flood plain area. There is no indication whether or not other units will accommodate seniors by including at least one zero-step entrance, wider doorways, and a bathroom on main floor if two or more levels.

The proposed development is located in an area that is rapidly changing with a high concentration of existing industrial uses. Cobb County and the developer should work to mitigate any potential land use or transportation conflicts between existing uses in the area and any proposed uses within this development. ARC received comments regarding this issue that are included in this report.

The proposed development is located within the D L Hollowell Parkway / Veterans Memorial Highway LCI Study which was also based on the Riverline Master Plan developed by Cobb County. The proposed development appears to be consistent with the plan recommendations which include the development of a mixed use node along Riverview Road with additional proposed connections to the surrounding streets, parks, and other greenspace.

As submitted, the site plan shows several roads connecting various parts of the development and potential future connections to adjacent properties. The developer could realign the internal street network to create more direct routes through the site to create a true grid network with additional streets parallel to Riverview. This would offer drivers, cyclists, and pedestrians an alternative to Riverview which has higher traffic volumes. It appears that Armstrong Place and Nichols Drive could be realigned and include stub outs to adjacent undeveloped properties. Road C and Road F could also be realigned and continued through to adjacent properties.

Currently, the site plan shows bike lanes on Riverview Road. Bicycle parking as well as other "end of trip" facilities should be provided at all multifamily and non-residential uses within the site. This could include adding bike racks outside commercial buildings or within parking structures as well as bike lockers and showers within non-residential uses.

There are two proposed transit stops within the site. The developer should work with Cobb Community Transit and MARTA to ensure coordination with any improvements to local bus routes and stops.

Please see attached comments from ARC environmental staff, transportation staff, as well as comments provided by other organizations

#### **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 SMYRNA  
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
GEORGIA CONSERVANCY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
NATIONAL PARK SERVICE

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

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

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

|   |                                       |                          |                          |                         |  |   |
|---|---------------------------------------|--------------------------|--------------------------|-------------------------|--|---|
| <b>JURISDICTION:</b>  | <b>COBB COUNTY</b>                    |                          |                          |                         |  | <b>Date RCA Completed, M/D/YYYY:</b><br>11/12/2010                  |
| <b>DRI #:</b>   | <b>2152</b>                           |                          |                          |                         |  | <b>RC DRI Reviewer:</b><br>JT                                       |
| <b>TENTATIVE NAME OF DEVELOPMENT:</b>   | <b>Riverview on the Chattahoochee</b> |                          |                          |                         |  |   |
| <b>TYPE OF DEVELOPMENT:</b>   | <b>Mixed Use</b>                      |                          |                          |                         |  | <b>Action Triggering Review:</b><br>Rezoning                        |
| <b>I. REGIONAL PLAN</b>   | <b>Yes</b>                            | <b>No</b>                | <b>N/A</b>               | <b>Score 0, 1, or 3</b> | <b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)  | <b>Recommendations</b> (to the Developer for Improving the Project) |
| Is the development consistent with the Regional Development Map and Defining Narrative?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> | 3                       |  |   |
| Is the development consistent with the Guiding Principles of the Regional Plan?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> | 3                       |  |   |
| <b>II. REGIONAL RESOURCE PLAN AND RIRs</b>  | <b>Yes</b>                            | <b>No</b>                | <b>N/A</b>               | <b>Score 0, 1, or 3</b> | <b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)  | <b>Recommendations</b> (to the Developer for Improving the Project) |
| If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan? | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> | 3                       | USE ALTERNATIVE DESIGNS AND MATERIALS TO MINIMIZE THE USE OF IMPERVIOUS SURFACE TO THE GREATEST PRACTICAL EXTENT<br>INSTALL RAIN GARDENS, VEGETATED SWALES OR OTHER ENHANCED WATER FILTRATION DESIGN WITHIN THE LANDSCAPE OF THE PROJECT TO ENHANCE THE QUALITY OF STORMWATER RUN-OFF<br>WHERE POSSIBLE, RETAIN EXISTING VEGETATION AND TOPOGRAPHY<br>WHERE PRACTICAL, EXCEED MINIMUM REQUIRED BUFFERS FROM PROTECTED AREAS<br>LOCATE STRUCTURES AND IMPERVIOUS AREAS AS FAR AWAY AS POSSIBLE FROM WATER RESOURCES, INCLUDING WETLANDS AND FLOOD PRONE AREAS ON THE DEVELOPMENT SITE |   |

| III. INTERJURISDICTIONAL IMPACTS   | Yes                                 | No                       | N/A                                 | Score<br>0, 1,<br>or 3 | Explain (optional for "Yes" answers,<br>required for "No" or "N/A" answers)  | Recommendations<br>(to the Developer for Improving<br>the Project) |
|--|-------------------------------------|--------------------------|-------------------------------------|------------------------|--|--|
| Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?                               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | 1                      | THERE APPEAR TO BE BUILDINGS AND PARKING LOTS PLACED IN THE 100 YEAR FLOODPLAIN. THE DEVELOPER INTENDS TO RAISE THESE AREAS ABOVE THE FLOOD PLAIN AND RESTORE A PORTION OF THE RIVER BANK. |  |
| Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | 3                      |  |  |
| Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | 3                      |  |  |
| IV. TRANSPORTATION IMPACTS   | Yes                                 | No                       | N/A                                 | Score<br>0, 1,<br>or 3 | Explain (optional for "Yes" answers,<br>required for "No" or "N/A" answers)  | Recommendations<br>(to the Developer for Improving<br>the Project) |
| Is this project consistent with any applicable regional transportation plan(s)?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | 3                      |  |  |
| Does the development avoid or mitigate negative impacts on the surrounding transportation network?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | 3                      |  |  |
| If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |                        |  |  |

| V. LOCALLY ADOPTED PLANS   | Yes                                 | No   | N/A                      | Score<br>0, 1, or 3 | Explain (optional for "Yes" answers,<br>required for "No" or "N/A" answers)   | Recommendations<br>(to the Developer for<br>Improving the Project) |
|--|-------------------------------------|--|--------------------------|---------------------|---|--|
| Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | 3                   | THE FUTUTE LAND USE PLAN SHOWS THIS PROPERTY AS INDUSTRIAL, BUT THE RECENTLY COMPELTED RIVERLINE PLAN AND LCI STUDY CALL FOR SOME INFILL AND REDEVELOPMENT WITH A MIX OF RESIDENTIAL, OFFICE, COMMERCIAL, AND INDUSTRIAL USES |  |
| Is the development consistent with any adjacent or potentially affected local government's Future Development Map?   | <input type="checkbox"/>            | <input type="checkbox"/>   | <input type="checkbox"/> |                     | WAITING ON COMMENTS   |  |
| VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)   | Yes                                 | No   | N/A                      | Score<br>0, 1, or 3 | Explain (optional for "Yes" answers,<br>required for "No" or "N/A" answers)   | Recommendations<br>(to the Developer for<br>Improving the Project) |
| Is the development consistent with the region's CEDs?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | 3                   |   |  |
| <b>TOTAL RCA SCORE:</b>  |                                     |  |                          | <b>28</b>           | <b>OUT OF A POSSIBLE:</b>   | <b>30</b>  |
| <b>SECTION SCORE:</b>  |                                     |  |                          | <b>93%</b>          |   |  |
| <b>WEIGHTED SECTION SCORE (50%):</b>   |                                     |  |                          | <b>47%</b>          |   |  |
|  |                                     |  |                          |                     |   |  |
| <p align="center"><b>ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.</b></p> |                                     |  |                          |                     |   |  |
| <p align="center"><b>FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)</b></p>  |                                     |  |                          |                     |   |  |
|  |                                     | <input type="checkbox"/> <b>YES</b> , “the proposed action <u>IS</u> in the best interest of the region and therefore of the state.”<br><br><input type="checkbox"/> <b>NO</b> , “the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state.”<br><br>Other Issues of Regional Concern: |                          |                     |   |  |

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

|  |                                       |                          |                             |  |  |
|--|---------------------------------------|--------------------------|-----------------------------|--|--|
| <b>JURISDICTION:</b>   | <b>COBB COUNTY</b>                    |                          |                             |  | <b>Date LIA completed, M/D/YYYY:</b><br>11/12/2010                     |
| <b>DRI #:</b>  | <b>2152</b>                           |                          |                             |  | <b>RC DRI Reviewer:</b><br>JT  |
| <b>TENTATIVE NAME OF DEVELOPMENT:</b>  | <b>Riverview on the Chattahoochee</b> |                          |                             |  |  |
| <b>TYPE OF DEVELOPMENT:</b>  | <b>Mixed Use</b>                      |                          |                             |  | <b>Action Triggering Review:</b><br>Rezoning                           |
| <b>I. ADEQUACY OF LOCAL ASSETS/SERVICES</b>  | <b>Yes</b>                            | <b>No</b>                | <b>Score<br/>0, 1, or 3</b> | <b>Explain</b> (optional for "Yes" answers, required for "No" answers) | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Do adequate wastewater/sewerage facilities currently exist to support the development?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Do adequate water supply and treatment facilities exist to serve the development?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Do adequate stormwater management facilities exist to serve the development?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Do adequate solid waste facilities exist to support the development?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Does the local school system have the capacity necessary to adequately support the development?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Does the local workforce possess the skills/expertise/education to effectively support the development?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Are all other assets/services (public safety, etc.) adequate to serve the development?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |
| Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development? | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | 3                           |  |  |

| II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE   | Yes                                 | No                       | Score<br>0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers)  | Recommendations (to the Developer for Improving the Project) |
|---|-------------------------------------|--------------------------|---------------------|--|--|
| Do adequate transportation facilities currently exist to support the development?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   | THERE WILL HAVE TO BE UPGRADES TO THE TRANSPORTATION NETWORK INCLUDING TURN LANES AND TRAFFIC SIGNALS. |  |
| If the development is predominately industrial, is it located in close proximity to an interstate highway?  | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |  |
| If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?  | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |  |
| Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| III. ACCESS MANAGEMENT  | Yes                                 | No                       | Score<br>0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers)  | Recommendations (to the Developer for Improving the Project) |
| If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| Are all proposed access points outside of the functional area of any adjacent intersections?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |
| Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |  |

| IV. RESOURCE MANAGEMENT  | Yes                                 | No                       | Score<br>0, 1, or 3 | Explain (optional for "Yes"<br>answers, required for "No"<br>answers)  | Recommendations (to the<br>Developer for Improving the Project)   |
|--|-------------------------------------|--------------------------|---------------------|--|---|
| Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?           | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |   |
| Are potential impacts upon WETLANDS adequately addressed in the proposal?                          | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |   |
| Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |   |
| Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?                   | <input type="checkbox"/>            | <input type="checkbox"/> |                     | THIS DEVELOPMENT HAS NOT BEEN SUBMITTED FOR MRPA REVIEW AT THIS TIME AND AS SUCH, THIS CANNOT BE DETERMINED.   |   |
| Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?               | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?                 | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                   | BUILDINGS AND PARKING LOTS ARE PROPOSED WITHIN THE 100 YEAR FLOODPLAIN. THE DEVELOPER INTENDS TO RAISE THESE STRUCTURES ABOVE THE FLOOD PLAIN AND RESTORE A PORTION OF THE RIVER BANK. | THE DEVELOPMENT OF BUILDINGS IN THE RIVER FLOODPLAIN AREA SHOULD BE AVOIDED, AND ROADS AND UTILITIES SHOULD BE DESIGNED TO ENSURE THAT NO HABITABLE STRUCTURE IS CUT OFF FROM EMERGENCY ACCESS OR UTILITIES IN A FLOOD. |
| Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?              | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |   |
| Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?                      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                   |  |   |
| Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal? | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?           | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?  | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?                | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?          | <input type="checkbox"/>            | <input type="checkbox"/> |                     | N/A  |   |
| Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?         | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                   | THERE ARE SEVERAL BUILDINGS AND PARKING LOTS PROPOSED ON THE BANKS OF THE RIVER.   | IF PARKING IS LOCATED BETWEEN RIVERVIEW ROAD AND THE RIVER, THE STREET SHOULD REFLECT THE CHARACTER OF A PUBLIC STREET WITH PARALLEL OR ANGLED PARKING. ONLY PERVIOUS MATERIALS SHOULD BE USED IN THESE PARKING AREAS.  |
| <b>Total LIA Score:</b>  |                                     |                          | <b>71</b>           | <b>OUT OF A POSSIBLE:</b>  | <b>75</b>   |



|  |                              |                             |            |
|--|------------------------------|-----------------------------|------------|
| <b>Section Score:</b>  | <b>94%</b>                   |                             |            |
| <b>WEIGHTED SECTION SCORE (30%):</b>   | <b>28%</b>                   |                             |            |
| <b>OVERALL ASSESSMENT OF LOCAL IMPACTS</b>   |                              |                             |            |
| <i>Does the host local government need to take action to manage potential adverse impacts of this development?</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | NARRATIVE: |
| <i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>          | YES <input type="checkbox"/> | NO <input type="checkbox"/> | NARRATIVE: |
|  |                              |                             |            |

**QDA****QDA**

**ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW**  
**PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT**

*To be completed by the ARC Staff*

|   |                                       |                                     |                            |   |  |
|---|---------------------------------------|-------------------------------------|----------------------------|---|--|
| <b>JURISDICTION:</b>  | <b>COBB COUNTY</b>                    |                                     |                            |   | <b>Date QDA Completed, M/D/YYYY:</b><br>11/12/2010                     |
| <b>DRI #:</b>   | <b>2152</b>                           |                                     |                            |   | <b>RC DRI Reviewer:</b><br>JT  |
| <b>TENTATIVE NAME OF DEVELOPMENT:</b>   | <b>Riverview on the Chattahoochee</b> |                                     |                            |   |  |
| <b>TYPE OF DEVELOPMENT:</b>   | <b>Mixed Use</b>                      |                                     |                            |   | <b>Action Triggering Review:</b><br>Rezoning                           |
| <b>I. MIX OF USES</b>   | <b>Yes</b>                            | <b>No</b>                           | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers) | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Does the development incorporate a mixture of complementary land uses?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |
| Does the development have vertically mixed uses?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |
| If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?     | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |
| For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood? | <input type="checkbox"/>              | <input type="checkbox"/>            |                            | N/A   |  |
| <b>II. TRANSPORTATION ALTERNATIVES</b>  | <b>Yes</b>                            | <b>No</b>                           | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers) | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Are there sidewalks within the development?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |
| Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?                                    | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |
| Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   | ALL SIDEWALKS SHOULD COMPLY WITH ADA AND AASHTO STANDARDS              |
| Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?   | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | 0                          | NONE INDICATED IN THE SUBMITTAL                             |  |
| Does the development include multi-use trails that will connect to the external trail network(s)?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | 3                          |   |  |

|   |                                     |                          |                            |   |  |
|---|-------------------------------------|--------------------------|----------------------------|---|--|
| Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                          | WHILE SOME BLOCKS ARE THE PREFERRED SIZE, MANY ARE LARGER AND DO NOT OFFER BICYCLE OR PEDESTRIAN ALTERNATIVES THROUGH THE SITE. |  |
| Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          | SOME TRAFFIC CALMING MEASURES WILL BE USED  |  |
| <b>III. CONNECTIVITY</b>  | <b>Yes</b>                          | <b>No</b>                | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)   | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Will the development employ street layouts that match those in older parts of the community?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| Will the developments internal street network connect to the existing surrounding street network at many points?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          | THERE ARE TWO PROPOSED CONNECTIONS SHOWN ON THE SITE PLAN.  |  |
| Does the development provide multiple ingress/egress points and have access to multiple external roadways?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          | THERE ARE TWO PROPOSED CONNECTIONS SHOWN ON THE SITE PLAN.  |  |
| Does the proposal provide appropriate direct connections to existing adjacent developments/uses?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          | THERE ARE TWO PROPOSED CONNECTIONS SHOWN ON THE SITE PLAN.  |  |
| Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          | THERE ARE TWO PROPOSED CONNECTIONS SHOWN ON THE SITE PLAN.  |  |
| Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |
| Can the internal street network be reasonably anticipated to add to the public roadway network?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |   |  |

|   |                                     |                          |                            |  |  |
|---|-------------------------------------|--------------------------|----------------------------|--|--|
| Where appropriate, will the development employ mid-block alleys?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |  |  |
| <b>IV. PARKING</b>  | <b>Yes</b>                          | <b>No</b>                | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)  | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Does the development provide no more parking than the minimum required by the local jurisdiction?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                          | THE PROPOSED DEVELOPMENT WILL PROVIDESLIGHTLY MORE PAKRING THAN REQUIRED.  |  |
| Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available? | <input type="checkbox"/>            | <input type="checkbox"/> |                            | N/A  |  |
| Does development seek shared parking arrangements that reduce overall parking needs?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                          | IT APPEARS THAT THERE WILL BE SOME SHARED PARKING. HOEVER, THE DEVELOPER COULD INVESTIGATE THIS OPPORTUNITY FURTHER.   |  |
| Does development use landscaped tree islands and medians to break up large expanses of paved parking?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |  |  |
| Is the development's parking located where it does not visually dominate the development from the street?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1                          | WHILE THE PARKING IS LOCATED WHERE IT DOES NOT VISUALLY DOMINATE FROM THE STREET, THERE ARE CONCERNS WITH THE PLACEMENT OF PARKING ON THE BANKS OF THE RIVER AND THE AFFECT THIS WILL HAVE VISUALLY AS WELL AS ON STORMWATER RUNOFF. |  |
| Does the parking design allow for easy and safe pedestrian access to buildings?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                          |  |  |

| V. INFILL DEVELOPMENT  | Yes                                 | No                       | Score<br>0,1, or 3 | Explain<br>(as necessary for "Yes" and "No" answers)   | Recommendations<br>(to the Developer for Improving the Project) |
|--|-------------------------------------|--------------------------|--------------------|--|---|
| Is the development proposing to locate on an infill site with existing infrastructure in place?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  | THERE IS THE NEED FOR SOME ADDITIOANL INFRASTRUCTURE TO ACCOMMODATE THIS DEVELOPMENT.  |   |
| Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  |  |   |
| Does the development re-use or rehabilitate existing and/or historic structures?   | <input type="checkbox"/>            | <input type="checkbox"/> |                    | N/A  |   |
| Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  |  |   |
| Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?  | <input type="checkbox"/>            | <input type="checkbox"/> |                    | N/A  |   |
| Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  |  |   |
| Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  | GREYFIELD REDEVELOPMENT BUT LITTLE TO NO COMMERCIAL REDEVELOPMENT.   |   |
| VI. SENSE OF PLACE   | Yes                                 | No                       | Score<br>0,1, or 3 | Explain<br>(as necessary for "Yes" and "No" answers)   | Recommendations<br>(to the Developer for Improving the Project) |
| Does the development create or enhance community spaces such as public plazas, squares, parks, etc?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  | THERE ARE SEVERAL PARKS AND GREENSPACES INDICATED ON THE SITE PLAN, BUT THERE IS NO INDICATION AS TO WHAT THE PEDESTRIAN REALM WILL BE OR IF THERE WILL BE OTHER PUBLIC SQUARES OR PLAZAS. |   |
| Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                  |  |   |

|   |                                     |                          |                        |   |  |
|---|-------------------------------------|--------------------------|------------------------|---|--|
| If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?          | <input type="checkbox"/>            | <input type="checkbox"/> |                        | N/A   |  |
| If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?  | <input type="checkbox"/>            | <input type="checkbox"/> |                        | N/A   |  |
| Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Does the development design include restrictions on the number and size of signs and billboards?  | <input type="checkbox"/>            | <input type="checkbox"/> |                        | INFORMATION NOT SUBMITTED FOR THE REVIEW.   |  |
| If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?   | <input type="checkbox"/>            | <input type="checkbox"/> |                        | N/A   |  |
| <b>VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)</b>  | <b>Yes</b>                          | <b>No</b>                | <b>Score 0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)   | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Do planned street widths employ TND width standards (i.e. narrow)?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      | THERE APPEARS TO BE ROOM FOR ADDITIONAL ON STREET PARKING REDUCING THE NEED FOR SURFACE PARKING LOTS. |  |
| <b>VIII. OPEN/GREEN SPACE CONSERVATION</b>  | <b>Yes</b>                          | <b>No</b>                | <b>Score 0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)   | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Is the development in close proximity with direct access to permanently protected open/greenspace?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      |   |  |
| Is the development clustered to preserve open/green space within the development site?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3                      | THERE MAY BE THE OPPORTUINITY TO CLUSTER THE DEVELOPMENT FURTHER TO CREATE ADDITIOANL GREENSPACE.     |  |

|  |                                     |                                     |                            |  |  |
|--|-------------------------------------|-------------------------------------|----------------------------|--|--|
| Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |
| Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?  | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | THE DEVELOPER HAD PREVIOUSLY INDICATED THE DESIRE TO DEDICATE LAND AS PERMANENT OPEN SPACE.        |  |
| Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |
| If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?                               | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | N/A  |  |
| <b>IX. ENVIRONMENTAL PROTECTION</b>  | <b>Yes</b>                          | <b>No</b>                           | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)  | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| Does the development avoid critical environmental areas?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |
| Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 0                          | BUILDINGS AND PARKING LOTS ARE PROPOSED WITHIN THE 100 YEAR FLOODPLAIN.                            |  |
| Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          | IT APPEARS THAT THE DEVELOPER INTENDS TO PROTECT THE FEW TREES THAT ARE CURRENTLY WITHIN THE SITE. |  |
| Does the development incorporate native and drought-tolerant landscaping?  | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | INFORMATION NOT SUBMITTED FOR THE REVIEW.  |  |
| Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |
| Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |
| Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |  |  |

|   |                                     |                                     |                            |   |  |
|---|-------------------------------------|-------------------------------------|----------------------------|---|--|
| Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |   |  |
| Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          | YES, WHERE APPLICABLE   |  |
| Does the development propose water conservation covenants or employ other appropriate water conservation measures?  | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | N/A   |  |
| Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?            | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | N/A   |  |
| Does the development make use of alternative building materials that promote environmental protection and energy efficiency?  | <input type="checkbox"/>            | <input type="checkbox"/>            |                            | N/A   |  |
| <b>X. HOUSING CHOICES</b>   | <b>Yes</b>                          | <b>No</b>                           | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers)   | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
| For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |   |  |
| For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          |   |  |
| If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 3                          | THE SITE PLAN WAS REVISED TO SHOW SENIOR HOUSING LOCATED NEAR THE COMMERCIAL AREA AND A SECOND PROPOSED TRANSIT STOP. |  |
| Will the development provide greater housing options for low and middle income residents and families?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 0                          | MOST UNITS WILL BE MARKET RATE  |  |



| <b>XI. ECONOMIC DEVELOPMENT</b>  | <b>Yes</b>  | <b>No</b>                | <b>Score<br/>0,1, or 3</b> | <b>Explain</b><br>(as necessary for "Yes" and "No" answers) | <b>Recommendations</b><br>(to the Developer for Improving the Project) |
|--|---|--------------------------|----------------------------|---|--|
| Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?              | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Will the development enhance diversity in the local/regional economic base?  | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?   | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones? | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Will this development use or is it likely to enhance local or regional small-business development program(s)?  | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Will the development provide greater employment opportunities for low and middle income residents?   | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?   | <input type="checkbox"/>  | <input type="checkbox"/> |                            | N/A   |  |
| <b>TOTAL QDA SCORE</b>   |   |                          | <b>151</b>                 | <b>OUT OF A POSSIBLE:</b>                                   | <b>162</b>   |
| <b>SECTION SCORE:</b>  |   |                          | <b>93%</b>                 |   |  |
| <b>WEIGHTED SECTION SCORE (20%):</b>   |   |                          | <b>19%</b>                 |   |  |
| <b>OVERALL ASSESSMENT OF QUALITY</b>   |   |                          |                            |   |  |
| <i>Is the preponderance of answers above "Yes"?</i>  | <input type="checkbox"/> <b>YES</b> , the proposed development qualifies for expedited review.<br><input type="checkbox"/> <b>NO</b> , the proposed development <u>DOES NOT</u> qualify for expedited review. |                          |                            |   |  |
| <i>And is the development generally reflective of the best quality growth practices?</i>   | <input type="checkbox"/> <b>YES</b> , this regional commission recommends this development for Georgia Quality Development designation.<br><input type="checkbox"/> <b>NO</b><br><b>NARRATIVE:</b>            |                          |                            |   |  |

|  |                              |                             |            |
|--|------------------------------|-----------------------------|------------|
| <i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | NARRATIVE: |
|  |                              |                             |            |

**RIVERVIEW ON THE CHATTAHOOCHEE DRI**  
**Cobb County**  
**Environmental Planning Division Review Comments**  
**November 10, 2010**

**Metropolitan River Protection Act and the Chattahoochee River Corridor**

The entire 81.95-acre property is within the 2000-foot Chattahoochee River Corridor and is subject to review under the Metropolitan River Protection Act for consistency with the Standards of the Chattahoochee Corridor Plan. Plan Standards include limits on land disturbance and impervious surface, natural vegetative buffers and impervious surface setbacks along the river and designated tributaries streams and floodplain regulations. All applicable standards must be met for a project to be consistent with the Plan. No River Corridor application has been submitted for the review of this project as of this date, and the information provided is not sufficient to determine the project's consistency with the Plan. While impervious surfaces are shown within the 150-foot impervious surface setback along the river, much of this area is currently impervious and has been before the Act took effect in this area in 1998. Under certain circumstances, such impervious areas can be reused without affecting consistency. Again, the plans submitted for this project for review under the Metropolitan River Protection Act and Chattahoochee Corridor Plan will need to meet all applicable Plan standards in order to be found consistent with the Plan, regardless of the density or land use included in the DRI.

**Stream Buffers**

The USGS coverage for the project area shows no blue-line streams on the project property. However, the submitted plan shows three streams on the property, with no buffers shown. All streams on the property are subject to the requirements of Cobb County stream buffer ordinance and all required County stream buffers should be shown and identified. In addition, all waters of the state on the property are subject to the Georgia EPD 25-foot Sediment and Erosion Control Buffer, which should also be shown where required. Any activity that is not specifically exempted in any of these buffers will require a variance from the appropriate agency.

**Floodplain**

The proposed site plan shows proposed structures within the 100-year floodplain of the river. Development of residential buildings in the river floodplain should be avoided. Any structures or facilities developed in the floodplain should, at a minimum, fully conform with all Cobb County Standards for development in the floodplain, which include no intrusion into the floodway, floor elevations above future flood elevations and construction or reconstruction of utilities and roads to minimize or eliminate damage to the infrastructure. Additionally, roads and utilities should be designed ensure that no residential structure is cut off from access or utilities in a flood. As stated in the first section, this work will also need to meet the requirements of the Metropolitan River Protection Act and the standards of the Chattahoochee Corridor Plan.

**Stormwater / Water Quality**

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects 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 for this proposal:

**Estimated Pounds of Pollutants per Year**

| <b>Land Use</b>     | <b>Land Area<br/>(ac)</b> | <b>Total<br/>Phosphorus</b> | <b>Total<br/>Nitrogen</b> | <b>BOD</b>     | <b>TSS</b>      | <b>Zinc</b>  | <b>Lead</b>  |
|---------------------|---------------------------|-----------------------------|---------------------------|----------------|-----------------|--------------|--------------|
| Townhouse/Apartment | 81.95                     | 86.05                       | 877.68                    | 5490.65        | 49579.75        | 62.28        | 11.47        |
| <b>TOTAL</b>        | <b>81.95</b>              | <b>86.05</b>                | <b>877.68</b>             | <b>5490.65</b> | <b>49579.75</b> | <b>62.28</b> | <b>11.47</b> |

Total % impervious                      48%

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.



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Lyubov Zuyeva, Transportation Planning Division

**DATE:** November 8, 2010

**SUBJECT:** **TPD Review of DRI # 2152**

Project: Riverview on the Chattahoochee

County: Cobb County

Location: Riverview Road, northeast of intersection of Riverview Road and Veterans Memorial Highway

Analysis:

Expedited

☐

Non-Expedited

☒

**cc:** David Haynes, TPD  
Jane Hayse, TPD

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The Transportation Planning Division has reviewed the development plans provided by Kimley-Horn and Associates, Inc. on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process. The proposed mixed use development would take up 81.95 acres and would contain 1702 residential units and 190,000 sq. feet of commercial, office and industrial uses. The residential units will be of a variety of types, including single family, townhomes, multi-family, senior housing, condominiums, and stack flats.

### INFRASTRUCTURE Transportation

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

Site access is intended to be provided for this development via nine driveways (including six intersections) along Riverview Road; as well as via one driveway off Dickerson Drive, 10 driveways off Nichols Drive/Nichols Drive Extension and 11 driveways off Armstrong Place/Armstrong Place Extension.

A future connection between Nichols Drive to Oakdale Road SE is possible, and is indicated on the site plan, but will not be implemented as part of the development. A potential future connection to Dickerson Road is suggested on the plan.

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

Kimley-Horn and Associates, Inc. performed the transportation analysis. Background traffic growth rate of 2% per year was utilized, as well as ITE equations based on expected land use categories and square footage for the development. Mixed-use vehicle trip reductions at 8.91% of the weekday trips and 971% of the PM peak trips were applied, as per ITE Trip Generation Handbook, Second Edition, 2004. Alternative transportation mode reduction was not applied. Pass-by reduction of 34% for the weekday and PM peak hour trips were calculated using equation 820 in the ITE Trip Generation Handbook, Second Edition. The ARC staff finds this methodology acceptable. The resulting trip generation rates are listed in the table below.

| <b>Riverview on the Chattahoochee DRI Gross Trip Generation, Build-Out Year (2018)</b> |               |              |              |            |              |            |
|--|---------------|--------------|--------------|------------|--------------|------------|
| Land Use   | Daily Traffic |              | AM Peak Hour |            | PM Peak Hour |            |
|  | Enter         | Exit         | Enter        | Exit       | Enter        | Exit       |
| 65,000 SF Industrial   | 162           | 162          | 28           | 6          | 7            | 19         |
| 155 Single Family Units  | 778           | 778          | 30           | 88         | 100          | 59         |
| 850 Apartment Units  | 2,630         | 2,630        | 84           | 336        | 315          | 170        |
| 497 Condo/Townhouse Units  | 1,254         | 1,254        | 32           | 154        | 150          | 74         |
| 200 Senior Living Units  | 315           | 315          | 7            | 9          | 13           | 9          |
| 30,000 SF Office   | 264           | 264          | 63           | 9          | 19           | 93         |
| 95,000 SF Retail   | 3,284         | 3,284        | 93           | 59         | 290          | 315        |
| <b>Total</b>   | <b>8,687</b>  | <b>8,687</b> | <b>337</b>   | <b>661</b> | <b>894</b>   | <b>739</b> |
| Mixed-Use Reduction (8.91% of ADT/9.71% of PM Peak)                                    | -760          | -760         | -0           | -0         | -78          | -78        |
| Pass-By Reduction at 34%   | -988          | 0988         | -0           | -0         | -90          | -90        |

|               |       |       |     |     |     |     |
|---------------|-------|-------|-----|-----|-----|-----|
| Net New Trips | 6,939 | 6,939 | 337 | 661 | 726 | 572 |
|---------------|-------|-------|-----|-----|-----|-----|

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

**2008-2013 TIP\***

| ARC Number | <u>Route</u>   | Type of Improvement      | Scheduled Completion Year |
|------------|--|--------------------------|---------------------------|
| CO-395     | Intersection improvements at Veterans Memorial Hwy and Oakdale Rd/Discovery Blvd                       | Intersection improvement | 2013                      |
| CO-352     | Operational upgrades and sidewalks along Queens Mill Rd from Veterans Memorial Hwy to Mableton Parkway | Operational upgrades     | 2013                      |

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

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

| ARC Number | <u>Route</u>   | Type of Improvement  | Scheduled Completion Year |
|------------|--|----------------------|---------------------------|
| CO-347     | Operational upgrades and sidewalks along Buckner Rd from Oakdale Rd to Veterans Memorial Hwy                             | Operational upgrades | 2020                      |
| CO-175     | Roadway capacity widening along South Cobb Dr, from 4 to 6 lanes, from Atlanta Rd to Bolton Rd (SR 70)                   | Roadway capacity     | 2030                      |
| CO-AR-304  | Interchange reconstruction, I-285 at South Cobb Dr   | Interchange capacity | 2030                      |
| AT-001     | Widening of D. L. Hollowell Pkwy from Harwell Rd to H.E. Holmes Drive (to 4 lanes); bike lanes and sidewalks to be added | Roadway capacity     | 2030                      |
| AT-AR-214  | Interchange reconstruction, I-285 at Veterans Memorial Highway   | Interchange capacity | 2030                      |
| AR-H-302   | Addition of managed lanes along I-285 West between I-20 and I-75   | Managed lanes        | 2030                      |

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

**Summarize the transportation improvements recommended.**

*Roadway and Operational Improvements Needed due to Traffic Volumes*

Based on the existing 2010 Conditions and projected 2018 conditions, the Traffic Study found that the following improvements would be needed to provided intersection LOS of D or better:

- Veterans Memorial Highway at Riverview Road
  - Construct southbound right-turn lane along Riverview Road and a westbound right-turn lane along Veterans Memorial Highway
  - Consider Veterans Memorial Highway and Riverview Road for signalization, if warranted
  - ARC staff would strongly recommend that in the view of proposed intersection modifications and transit service along Veterans Memorial

Highway which necessitates safe pedestrian crossings, pedestrian refuge islands and countdown signal heads to be provided at intersection of Veterans Memorial Highway and Riverview Road when the proposed turn lane improvements are added

- South Cobb Drive at I-285 Northbound Ramps
  - Construct a westbound right-turn lane along South Cobb Drive; maintain the existing westbound shared through/right-turn lane
- Highlands Parkway at Oakdale Road
  - Construct a 2<sup>nd</sup> westbound left-turn lane along Highlands Parkway
  - Construct a 2<sup>nd</sup> southbound receiving lane along Oakdale Road
  - Construct a 2<sup>nd</sup> northbound right-turn lane along Oakdale Road
  - ARC staff would strongly recommend that when this intersection is being modified, pedestrian refuge islands and countdown signal heads be considered due to larger crossing distances resulting from additional turn lanes

Based on future traffic volumes resulting from the development, and new driveways being added along Riverview, the following additional roadway improvements will be needed for new driveways/roadways (through lanes along Riverview Road not to exceed one lane in each direction):

- Riverview Road at Driveway 4/Driveway 5—provide full access, and construct turn lanes and through lanes as needed/indicated in the traffic study;
- Riverview Road at Nichols Drive Extension (Driveway 6)/Driveway 7—provide full access and construct turn lanes and through lanes as needed/indicated in the traffic study
- Riverview Road at Dickerson Drive/Driveway 8—provide full access and construct turn lanes and through lanes as needed/indicated in the traffic study
- Riverview Road at Driveway 9—provide full access and construct turn lanes and through lanes as needed/indicated in the traffic study
- Nichols Drive at Driveway 10/Driveway 11—provide full access and construct turn lanes and through lanes as needed/indicated in the traffic study
- Driveways 12-19 along Nichols Drive and Nichols Drive Extension—provide full access
- Driveways 20-30 along Armstrong Place and Armstrong Place Extension—provide full access
- Driveway 31 along Dickerson Drive—provide full access

At two intersections where signal control, stop control or roundabouts are considered, ARC staff recommends that the roundabouts be added, in lieu of traffic signals

- Construct a single-lane modern roundabout at Riverview Road and Armstrong Place Extension (Driveway 1)/Driveway 2
- Construct a single-lane modern roundabout at Nichols Drive/Driveway 3

#### *Connectivity and Bike/Ped Facilities*

In reviewing the sight plan, new driveways and intersections will help create a good circulation network within the development. However, it appears that the internal circulation, bicycle and pedestrian connectivity, and connectivity to adjacent developments



remain somewhat limited and could be improved, based on the site plan as proposed.

Additional recommendations are as follows:

- Two potential future road connections are identified as part of the study, but not expected to be built at this time: potential future extension of Nichols Drive to connect to Oakdale Road to the north; and potential future connection to Dickerson Road. ARC Staff recommends that the ROW be preserved for those future roadway connections as part of this development, where it falls within the boundaries of proposed development.
- ARC TPD strongly recommends a third future roadway connection: an extension of Armstrong Place SE and Alley 2, to connect to Veterans Memorial Highway, passing along the edge of the industrial site. A stub-out and preserved ROW at the end of Alley 2 could be provided at this time for future connection. This would be in line with Hollowell Parkway/Veterans Memorial Highway LCI Study Plan completed for the area: the LCI study envisions a future roadway parallel to Riverview Road that would connect Dickerson Road to Veterans Memorial Highway.
- To create an additional roadway connection throughout the development, it is recommended that Driveway 10 and Driveway 22 be realigned to connect to each other: the resulting north-south roadway through the site parallel to Riverview Road would include Road F, Road C, Driveway 18, Driveway 11, Driveway 22 and Driveway 10. This parallel connection could alleviate the pressure on Riverview Road for trips internal to the development, including bicycle and pedestrian trips
- Consult with local transit providers about the possibility of transit service expansion to coincide with the completion of the development, and provide a well-designed transit stop at a mutually-agreed upon location (including at least a wide concrete slab of 10+ feet for passenger waiting area and a bench; possibly with addition of bus bay and bus shelter)
- To improve bicycle accommodation, sharrows can be installed along Armstrong Place and Nichols Drive, as well as the extensions of those streets. Bicycle parking should be provided for all multi-family residential, office and commercial buildings. For commercial properties, bicycle parking should be provided close to the front door, where it would be easy to find. Motorcycle and scooter parking could also be considered throughout the development.
- “Walking path” throughout the northern segment of the development is recommended to be replaced with a multi-use path of 10-12 feet wide, accessible to bicyclists and ADA-compliant; if permeable, such a trail could be built to be accessible to mountain bike users. This would provide continuity with the multi-use trail proposed along the river.
- While multi-use trails help with pedestrian connectivity and recreational opportunity, sidewalks throughout the development are needed, even where the roadways are currently labeled as “driveways.” Specifically, sidewalks and pedestrian connections are needed as follows:
  - Driveways 2, 3, 5, 7,8,9,10,11,12,13,14,15,17, 18, 19, 22, 25,28, 29 (could have sidewalk on one side)
  - Roads C, D, E, F, G (should have sidewalks on both sides)
  - Nichols Drive, Nichols Drive Extension, Armstrong Place and Armstrong Place extension should have sidewalks on both sides

- Ensure that multi-use trails are accessible from the properties, driveways and parking lots in proximity to which they pass

**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 site is within 0.75 miles of two MARTA bus routes, and within 0.5 mile of a Cobb County Transit bus route. There is a potential future transit stop within the development identified on the site plan. No specific amenities identified for the future transit stop.

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

None known

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

Traffic volumes for this development appear reasonable, and the mixed-use development is consistent with “Maturing Neighborhoods” designation on the UGPM. Proximity to transit, compact development nature, and a mix of uses make this a good candidate for reducing the regional VMT by investing in livable communities with a variety of housing and transportation options. While some connectivity and bicycle and pedestrian accommodation improvements are suggested (in particular, ROW set-aside to ensure feasibility of future road in parallel to Riverview Road which would connect Dickerson Road and Veterans Memorial Highway), overall this is a good project from the transportation perspective. The numerous new driveways proposed will be primarily affecting Riverview Road, which is a local road at 35 mph posted speed, and would be redesigned as a “complete streets” corridor throughout the development, with one lane in each direction plus turning lanes, and with sidewalks and bike lanes.

Riverview Road currently carries high volumes of heavy vehicles, due to the strong presence of industrial uses in the area. The Cobb County RiverLine Master Plan and the D. L. Hollowell Parkway/Veterans Memorial Highway LCI Study Plan acknowledge the truck traffic in the area, yet envision future redevelopment and transition of the corridor to more mixed-use types (residential, commercial, office). Both plans indicate that Riverview Road should retain 1 lane in each direction, with addition of turn lanes, bike lanes, sidewalks, and possibly medians. As currently proposed for this DRI plan, Riverview Road changes would be consistent with the RiverLine Master Plan and the LCI study, although addition of landscaped median could be considered. 12-foot traffic lanes or providing a 2-foot buffer between the bike lanes and the general-purpose lanes along Riverview Road would be preferable for truck traffic over 11-foot lanes and 5-foot bike lanes. Roundabouts should be carefully designed to allow sufficient clearance for heavy trucks.

Amount of parking proposed might need to be considered, to see if reductions in parking lots could be feasible due to a mix of uses, proximity to transit and pedestrian connectivity opportunities.

## Jonathan Tuley

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**From:** Jonathan Tuley  
**Sent:** Friday, November 12, 2010 6:09 PM  
**To:** Jonathan Tuley  
**Subject:** RE: Riverview DRI

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**From:** Carolyn Rader  
**Sent:** Friday, November 12, 2010 4:18 PM  
**To:** Jonathan Tuley  
**Cc:** Laura Keyes  
**Subject:** Riverview DRI

Jon,  
Comments for Riverview:

If there is a 'Senior Housing' component (active adults, assisted living?) there must be accommodations for accessibility and connectivity within the development itself, and to the outlying community for access to basic medical, grocery, social activities, and other services. Provision of transportation services may be necessary due to lack of public transit serving this development. Otherwise, they may be isolating at least ½ of the residents of the senior housing. Design of senior housing component and footprint should incorporate Lifelong Communities design guidelines. Current location of the senior specific housing does not provide for optimum connectivity to the 'town center', park or transit stop indicated in the conceptual plans. Ensure there is a 'third space' for older adults in the town or activity center of the development.

In order for all housing in the development to be 'lifelong' housing it should include at least one zero-step entrance, wider doorways, and a bathroom on main floor if two or more levels. Street grid should optimize connectivity, shorter walking distances, socialization opportunities, and opportunities for physical activity. Road design should accommodate all modes of mobility. Intersections should have crosswalks with curb ramps, pedestrian countdown signals, signal timings calibrated for older adult walking speed and roads with more than two lanes should have median or refuge island (please see LLC guidebook for other considerations). Consider housing types that accommodates multi generational Ensure that there is adequate lighting, safe accessibility to transit stops and the river side multi-use trail – ADA and universal design. For future transit provision, roadways and driveways to senior housing needs to accommodate paratransit and other vehicles.

For safety considerations for traffic flow in and out of the development – Consult the FHWA Highway Design Handbook for Older Drivers and Pedestrians for recommendations on left hand turn signalization (and minimizing need for left hand turns), signage and other considerations for older driver safety.

Thanks,  
Carolyn

*Carolyn H. Rader  
Principal Program Specialist, Community Development  
Area Agency on Aging  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30030  
404-463-3224*

[www.atlantaregional.com](http://www.atlantaregional.com)  
[www.agewiseconnection.com](http://www.agewiseconnection.com)



## Jonathan Tuley

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**From:** Jonathan Tuley  
**Sent:** Friday, November 12, 2010 6:07 PM  
**To:** Jonathan Tuley  
**Subject:** RE: DRI Pre-App Meeting Notice - Riverview (Cobb County, #2152) - Pre-Application Review Hearing August 9, 2010

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**From:** Sands, Carla Jo [<mailto:csands@dot.ga.gov>]  
**Sent:** Tuesday, August 10, 2010 10:22 AM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Douglas Barrett; Jack Joiner  
**Subject:** RE: DRI Pre-App Meeting Notice - Riverview (Cobb County, #2152) - Pre-Application Review Hearing August 9, 2010

Good Morning Jon,

The FAA now requires online submittal of this form. Please visit [oeaaa.faa.gov](http://oeaaa.faa.gov) – here you will find instructions on how to register and how to fill out a 7460 form for ‘off airport’ construction. The online form asks the same information as paper form. You will also have to submit a drawing of the location of the requested construction. If you need any help or clarification please let me know.

Thanks!  
Carla

*Carla Sands*  
*Aviation Project Manager*

GDOT - Aviation Programs  
4005 Fulton Industrial Boulevard  
Atlanta, GA 30336

[csands@dot.ga.gov](mailto:csands@dot.ga.gov)  
phone: (404) 505-4866  
fax: (404) 505-4870

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**From:** Jack Joiner [<mailto:joiner465@charter.net>]  
**Sent:** Saturday, August 07, 2010 11:42 AM  
**To:** Jon Tuley  
**Cc:** Comer, Carol; Douglas Barrett; Sands, Carla Jo  
**Subject:** FW: DRI Pre-App Meeting Notice - Riverview (Cobb County, #2152) - Pre-Application Review Hearing August 9, 2010

Jon:  
Reference subject DRI#2152 Riverview (Cobb Co).  
The proposed development is located approximately 5,000 feet North of Fulton County-Brown Field Airport's (FTY) closest runway (approach end of Runway 26). If the proposed project's vertical construction penetrates an imaginary surface which extends from the approach end of Runway 26, extending outward and upward at a 100:1 plane, there is a federal requirement that the proponent of the construction complete and file with the Federal Aviation Administration a "Notice of Proposed Construction" (FAA Form 7460-1, copy attached). At 5,000 feet from the runway, if the vertical

construction exceeds approximately 50 feet above the ground elevation at the construction site, an FAA Form 7460-1 must be completed and sent to Mr. Nick Goodly, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337 (telephone: 404-305-7148). The FAA must be in receipt of the notification, not later than 30 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with FTY airport and advise the proponent if any action is necessary. I have copied Mr. Doug Barrett, Director of the Fulton County-Brown Field Airport (telephone: 404-699-4200).

Thank you for the opportunity to comment on the proposed development.

Jack

Jack Joiner  
Aviation Programs, GDOT  
465 Abbeywood Drive  
Roswell, GA 30075  
770-594-9747  
Cell (404) 229-1352

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*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

November 30, 2010

**VIA ELECTRONIC MAIL**

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

**RE: R1011121 – Riverview on the Chattahoochee**

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 evaluated the DRI application for the above referenced project dated November 12, 2010. The Applicant is proposing a mixed-use master planned development on a tract of land in Cobb County along the Chattahoochee River.

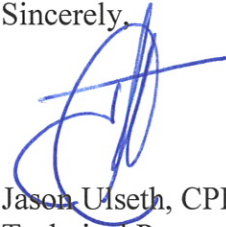
UCR is familiar with the proposed project development area and the Chattahoochee River watershed. This is a heavily industrialized tract of land and the current uses are having a negative impact on the Chattahoochee River. We believe that this proposed project can have a positive impact on the community and river system, provided that it is developed in a responsible manner that is focused on improving water quality. We offer the following comments and urge you to make a finding that this project is in the best interest of the state conditional upon the following requirements:

- No buildings should be built within the 100 year floodplain.
- No buildings or impervious surfaces should be built within 150 feet of the river. While there are existing impervious surfaces currently on the site in the 150' buffer, we feel that any surfaces that are re-built within the 150' buffer must be constructed of pervious materials. In addition, surfaces in other areas of the development outside the 150' buffer should be constructed of pervious materials to the greatest extent possible.
- The proposed trail adjacent to the river should be built to accommodate foot traffic only and should be built using a pervious material.
- No structure should exceed 35' in height within the 500 year floodplain.
- All cut and fill must balance within the 100 year floodplain.

- Greenspace should be implemented to the greatest extent practicable.
- Innovative and aggressive stormwater pollution controls should be implemented to the greatest extent practicable.

UCR asks that water quality protection and care for the river be a top priority throughout the decision making process for this project. Please do not hesitate to contact me at 404-352-9828 should you have any questions. Thank you for considering our comments.

Sincerely,



Jason Ulseth, CPESC  
Technical Programs Director



# Chattahoochee Business and Industrial Association, Inc.

(Representing business and industry along the Riverview Road/Discovery Boulevard corridor)

1855 Dickerson Drive \* Mableton, GA 30126  
(404) 696-1522 phone \* (678) 623-5190 fax

Email: [kbarton@phoenixcrane.com](mailto:kbarton@phoenixcrane.com)

November 24, 2010

Mr. Charles Krautler, Director  
Atlanta Regional Commission  
40 Courtland Street, N.E.  
Atlanta, Georgia 30303

RE: DRI No.: 2152; ARC Review Code: R1011121  
Project Name: Riverview on the Chattahoochee; Mixed-Use Development  
Cobb County, Georgia

Application for Rezoning of Green Street Properties, Inc./Marthasville  
Development/Jamestown Properties to rezone 81.95 acres, more or less,  
from R-20 and Heavy Industrial ("HI") to Conditional Planned Village  
Community, being Application No. Z-28 (2010)

Dear Mr. Krautler:

The Chattahoochee Business and Industrial Association, Inc. is an organization representing over 50 businesses and industries located along the Riverview Road/Discovery Boulevard corridor in Cobb County, Georgia. This letter is intended to respond to the proposed Application for Rezoning, referenced above, pending in Cobb County, Georgia, together with the Development of Regional Impact Review being conducted by the Atlanta Regional Commission ("ARC"), also referenced above.

The proposed mixed-use development as shown and depicted on that certain Concept Master Plan for Riverview on the Chattahoochee dated October 25, 2010, could be an outstanding development in the right location. We believe, however, that this development placed within the midst of an existing heavy industrial development does not fit. We will set forth our reasoning hereinbelow.

## **I. LAND USE**

The Subject Property is currently zoned R-20 (single-family residential) and Heavy Industrial. The Cobb County Land Use Plan and Map show the Subject Property as "industrial." All surrounding property to the Subject Property is zoned and utilized as Heavy Industrial. According to the referenced Concept Master Plan, a total of 1,700 residential units

are proposed over 81.95 acres. This results in a gross density of 20.74 units per acre. Cobb County requires that any property to be zoned for residential uses shall use a net density calculation which means the gross area minus wetlands and flood plain. There is on the Subject Property both wetlands and flood plain, but the total amount of each is not shown; therefore, the net density cannot be calculated. However, residential density may not exceed a net of 12 units per acre in any area of Cobb County outside of a Regional Activity Center ("RAC"). Since the Subject Property is not located within a Regional Activity Center, the density exceeds that allowable under Cobb County Zoning Ordinance.

Further, the Subject Property is entirely surrounded by existing and utilized industrial properties which are totally incompatible with the proposed uses.

## **II. ENVIRONMENTAL**

The Subject Property is subject to the Metropolitan River Protection Act ("MRPA") since it is located within 2,000 feet of the Chattahoochee River. Any zoning involving the Subject Property is extremely premature until such time as the Conceptual Master Plan and uses have been reviewed and approved by the MRPA.

The Conceptual Master Plan reflects that large portions of the Subject Property are located within the 100 year flood plain, wetlands areas, and streams. In fact, it appears from the Conceptual Master Plan that the entire easterly portion of the proposed Master Plan lies within the 100 year flood plain. This area, with its proximity to the Chattahoochee River, is susceptible to floods during heavy rainfall. It would, also, appear to be prudent to examine the susceptibility of the Subject Property to flooding during heavy rainfalls prior to any rezoning. A total hydrology study should be performed which would include studies of these issues.

## **III. TRANSPORTATION/TRAFFIC**

The Subject Property lies on both sides of Riverview Road located between Veterans Memorial Highway on the west and South Cobb Drive on the east. Riverview Road is a narrow, winding, two-lane road, which currently serves as access for the heavy industrial businesses located along Riverview Road which, obviously, include tractor trailer trucks in excess of 60 feet in length.

The Conceptual Master Plan also shows that roundabouts are proposed on the westerly end at the intersections of Armstrong Place and Riverview Road and Nichols Drive and Riverview Road. These roundabouts are spaced very close together which would make it virtually impossible for tractor trailer vehicles to navigate these roundabouts.



The internal roadways to be utilized by the subject development also cause terrific traffic nightmares. Accessing off of Armstrong Place and Nichols Drive are three independently owned, industrial businesses which employ use of tractor trailer vehicles. They are Metropolitan Machinery Movers, Guy M. Turner Transport, and Weaver Transportation. This type traffic is totally inconsistent with the internal traffic proposed by this development.

Applicant's own traffic study reflects that this proposed development will add approximately 8,700 daily trips in this area of Riverview Road. With heavy concentrations of traffic in the morning and afternoon peak periods. Again, this is totally inconsistent with the current traffic patterns of tractor trailer vehicles.

The Conceptual Master Plan and proposal also provide for heavy pedestrian traffic along and across Riverview Road in the midst of heavy truck traffic. This is a recipe for disaster.

This proposed development proposes six (6) additional intersections within a one-half mile distance, including two roundabouts as above-described. This will greatly impede the industrial traffic which currently utilizes the area.

#### **IV. BUFFERS**


The Conceptual Master Plan reflects residential development off Armstrong Place, immediately adjacent to existing industrial businesses with no buffers. The same situation exists with residential development immediately adjacent to industrial development along Nichols Drive. This is also the case along the most easterly portion of the development along Riverview Road, directly across from Phoenix Crane Rental, again no buffers. Any proposed residential use adjacent to industrial should have buffers of at least 150 feet with high berms to protect the existing industrial businesses from any such proposed residential use. Unfortunately, the laws of this state do not protect the industrial businesses from residential uses which locate in close proximity to them. It would appear that any one coming to the industrial section would take the property as they find it; however, that is not the case. Many industrial businesses have been forced to close and move due to lawsuits by residents moving in close proximity to them because of noise, dust, and the like.

We very much believe that our industries and businesses located within the Riverview Road corridor provide to Cobb County a balance of its tax digest which is vitally needed. This is extremely the case in Cobb County as there are few industrial locations within the County. Our businesses have consistently stated that we are here to stay. We own not only the businesses but

Mr. Charles Krautler, Director  
Atlanta Regional Commission  
Page 4 of 4  
November 24, 2010

the land on which the businesses are located, many of which have been here in excess of 40 years. This area will not be a transition area anytime within the foreseeable future. We believe that these issues hereinabove set forth should be examined and reviewed prior to any movement on the zoning proposed in this case. We will be happy to meet in person, at any time, to discuss these matters in greater detail.

Sincerely,



Karen L. Barton, President

c: Cobb County Board of Commissioners:  
The Honorable Tim Lee, Chairman  
The Honorable Helen Goreham  
The Honorable George "Woody" Thompson  
The Honorable Robert J. Ott  
The Honorable Thea Powell

Cobb County Planning Commission:  
The Honorable Murray Homan, Chairman  
The Honorable Judy Williams  
The Honorable Bob Hovey  
The Honorable Christi S. Trombetti  
The Honorable Mike Terry

Robert L. Hosack, Jr., AICP, Director  
Cobb County Community Development Agency

John P. Pederson, AICP  
Zoning Administrator  
Zoning Division  
Cobb County Community Development Agency

Garvis L. Sams, Jr., Esq.  
Sams, Larkin & Huff  
Attorney for Applicants

## Jonathan Tuley

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**From:** R Cook [robertajo.cook@gmail.com]  
**Sent:** Wednesday, December 01, 2010 10:30 PM  
**To:** Jonathan Tuley  
**Cc:** Walter Brown; Swick, Amy Merritt; Conover, Carolyn; Cope, Joel; Harris, Dobson; Hayes, Dennis; Ben Clopper - home; Robin Meyer; David McDaniel  
**Subject:** Comment on DRI #2152 Riverview on the Chattahoochee

To: Jon Tuley, Senior Planner, Atlanta Regional Commission  
RE: DRI #2152 Riverview on the Chattahoochee

From: Roberta Cook, Coordinator  
The River Line Historic Area  
404 699-2326  
[www.mableton.org/JRL.html](http://www.mableton.org/JRL.html)

The proposed Riverview on the Chattahoochee development will be located within the 7 mile River Line Historic Area (RLHA). The RLHA lies West of the Chattahoochee River linking Vinings, Smyrna, and Mableton, Georgia. The RLHA mission statement is as follows:  
***"The River Line Historic Area embraces historic and natural resources near the Chattahoochee River to unite the community as a place of distinction."***

The developers of The Riverview on the Chattahoochee was among the stakeholders who who influenced the RLHA Master Plan completed in July 2009 by the planning firm EDAW. For more info see: <http://mableton.org/RiverLineMasterPlan.html>

Riverview on the Chattahoochee will launch the first section of the Chattahoochee River Walk Trail visioned to connect with the Silver Comet Trail to the North and the proposed Nickajack Creek Trail to the South, eventually linking parks, green space and historic sites. This network is illustrated by the RLHA Master Plan map which can be viewed through the photo album link below.

To benefit from the local identity and resources harbored by the RLHA, the Riverview on the Chattahoochee developers should consider establishing a pattern book incorporating the RLHA logo into their plan. The logo would unify this development with the surrounding residential communities already featuring the logo. The Enclave at Oakdale and Oakdale Bluffs neighborhoods, which border the Riverview on the Chattahoochee, use the RLHA logo on street signs as shown in the photo album link below.

The Mason-Turner District naming scheme within the Riverview on the Chattahoochee plan is a tribute to the 19th century ferry owners who operated a ferry at this location. Recognizing local history in this manner creates a meaningful sense of place and demonstrates the developer understands the intrinsic value gained by tapping into it. It would be desirable to see more local historical influences integrated into the plan.

The Chattahoochee River is a major waterway and should serve as a focal point for the Riverview on the Chattahoochee; however, the plan shows buildings in the flood plain obstructing the river's view shed, ultimately diminishing the majesty of this great water resource. The Riverview on the Chattahoochee could increase its quality of life value and project prestige by

designating all the land between River View Road and the Chattahoochee River as green space for public use.

Your consideration of these comments is appreciated.

**You are invited to view robertajo.cook's photo album: [RLHA Web](#)**



**RLHA Web**

Jul 11, 2004

by **robertajo.cook**

Microsoft Web Site

[View Album](#)

[Play slideshow](#)

If you are having problems viewing this email, copy and paste the following into your browser:

<http://picasaweb.google.com/lh/sredir?uname=robertajo.cook&target=ALBUM&id=5506114480101316961&authkey=Gv1sRgCLvcmJy83bTBRg&feat=email>

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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2152**

## 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                  |
| 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 on the Chattahoochee   |
| Location (Street Address, GPS Coordinates, or Legal Land Lot Description): | District 18; Land Lots 58, 171, 172, 174, 175, 284   |
| Brief Description of Project:  | Mixed used development on 87.605 acres featuring 240,000 s.f. of commercial and 2,180 residential units. |

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

|   |  |
|---|--|
|   |  |
| Project Size (# of units, floor area, etc.):  | Mixed used development on 87.605 acres featuring 240,000 s.f. of commercial and 2,180 residential units  |
| Developer:  | Green Street Properties/Marthasville Development/Jamestown Properties  |
| Mailing Address:  | 999 Peachtree Street, Suite 2620   |
| Address 2:  |  |
|   | City:Atlanta State: GA Zip:30309   |
| Telephone:  | 404-835-8220   |
| Email:  | info@gsprop.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 Industries   |
| 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<br><input type="checkbox"/> Variance<br><input type="checkbox"/> Sewer<br><input type="checkbox"/> Water<br><input type="checkbox"/> Permit<br><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: 2017<br>Overall project: 2017  |
|   |  |
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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2152**

| DEVELOPMENT OF REGIONAL IMPACT<br>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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information. |  |
|   |  |
| Local Government Information  |  |
| Submitting Local Government:  | Cobb County  |
| Individual completing form:   | John P. Pederson   |
| Telephone:  | 770-528-2024   |
| Email:  | john.pederson@cobbcounty.org   |
|   |  |
| Project Information   |  |
| Name of Proposed Project:   | Riverview on the Chattahoochee   |
| DRI ID Number:  | 2152   |
| Developer/Applicant:  | Green Street Properties/Marthasville Development/Jamestown Properties                              |
| Telephone:  | 404-835-8220   |
| Email(s):   | info@gsprop.com  |
|   |  |
| Additional Information Requested  |  |
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)   | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA?   | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No |
| If no, the official review process can not start until this additional information is provided.   |  |
|   |  |
| Economic Development  |  |
| Estimated Value at Build-Out:   | 316 million dollars  |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:   | 6.8 million dollars  |
| 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 proposed development will displace some older industrial uses.   |  |
|   |  |
| <b>Water Supply</b>   |  |
| Name of water supply provider for this site:  | Cobb County Water System   |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?  | 0.46 MGD average; 1.39 MGD peak.   |
| 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?   |  |
|   |  |
| <b>Wastewater Disposal</b>  |  |
| Name of wastewater treatment provider for this site:  | Cobb County Water System   |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?  | 0.46 MGD average; 1.39 MGD peak.   |
| 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?   |  |
|   |  |
| <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.) | 13,878 daily trips; 998 Am peak hour; 1,298 pm peak hour.  |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?  | <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: See Traffic study prepared by Kimley-Horn and Associates.  |  |
|   |  |
|   |  |

### Solid Waste Disposal

|  |  |
|--|--|
| How much solid waste is the project expected to generate annually (in tons)? | 2,838 tons per year.   |
| 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:  |  |

### Stormwater Management

|  |   |
|--|---|
| What percentage of the site is projected to be impervious surface once the proposed development has been constructed?  | 33.27 acres out of 81.95 acres= 40.6% impervious. |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Sustainable low-impact stormwater quality design. |   |

### 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 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:<br>The project is located along the banks of the Chattahoochee River. The property is currently occupied by several older industrial uses that may predate existing water quality regulation. The developer's proposal will comply with the Metropolitan River Protection Act and with Cobb County Stormwater Management requirements, which will improve water quality for the property. |  |
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