



REGIONAL REVIEW NOTICE

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

DATE: Aug 19 2011

ARC REVIEW CODE: R1108191

TO: Mayor Donnie Henriques
ATTN TO: Richard McLeod, Director of Community Development
FROM: I. Emerson Bryan, Interim Executive Director

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.

Name of Proposal: The Outlet Shoppes at Atlanta

Submitting Local Government: City of Woodstock

Review Type: DRI

Date Opened: Aug 19 2011

Deadline for Comments: Sep 2 2011

Date to Close: Sep 18 2011

DRI Checklist Preliminary Summary:

Regional Consistency Assessment (50%): 77%

Local Impacts Assessment (30%): 98%

Quality Development Assessment (20%): 30%

Overall Weighted Score: 73%

PRELIMINARY COMMENTS: The recently adopted PLAN 2040 Unified Growth Policy Map (UGPM) designates the area of the proposed development as Established and Developing Suburbs. Established Suburbs are areas in the region where suburban development has occurred. These areas are characterized by strip commercial development, single family subdivisions, and office in limited locations.

These areas represent the part of the region that has just recently reached "build out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail/ commercial areas. Preservation and reinvestment in existing single family neighborhoods is important. These areas are stable and substantial change will most likely not occur in the single family subdivisions that make up a majority of these areas. However, infill and redevelopment should occur in areas of retail/commercial concentrations, especially commercial corridors. Within this area, infrastructure is built out with limited ability to expand, which may constrain the amount of additional growth that is possible.

Developing Suburbs are areas in the region where suburban development has occurred, and a conventional development pattern is present but not set. These areas are characterized by limited commercial development and residential development. These areas generally represent the extent of the existing service area for sewer or other urban services. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

Comments continued on the next page

The PLAN 2040 UGPM and Regional Development Guide (RDG) allow for additional development by providing guidelines for how these areas should ideally develop. In order to be consistent with the UGPM, proposed developments should strive to include elements and strategies found in the RDG. According to the PLAN 2040 RDG, the proposed develop would become a future Major Retail District. In the short term, plans and policies for these places should focus on limiting new traffic congestion, developing access management plans, retrofitting existing retail locations, and targeted infill development. As these places age, local and regional plans should encourage reinvestment, redevelopment, and infill development. Future Major Retail Districts should include a residential component, sidewalks and connected public streets.

See attached pages from the PLAN 2040 Regional Development Guide for additional information and guidance on Established Suburbs, Developing Suburbs, and Major Retail Districts.

The City of Woodstock has established itself as one of the exemplary smart growth jurisdictions in the Atlanta region implementing its Livable Centers Initiative (LCI) plan as well as progressive design codes. Many of the City's policies and subsequent developments are held up as models for the rest of the region to consider. The design of the proposed development does not align well with many of the policies that Woodstock has established related to smart growth, mixed-use development, and pedestrian oriented design. The City should consider how this development can be improved so that it fits with the character of Woodstock.

The development could employ design principles from other retail and mixed-use projects within the Atlanta region including bringing buildings up to the street and creating a "main street" environment with vehicular, bicycle, and pedestrian access the site. This has been used in both mixed use projects and "lifestyle" developments throughout the Atlanta region.

The developer is proposing a multi-use path along Woodstock Parkway. This path is a positive feature and could serve as a local and regional connection within Woodstock. The path could be redesigned to include a route into and through the site, giving additional alternative access to the development and connections to adjoining areas to allow for improved bike or pedestrian access.

While residential and a mixed-use development may not be desirable by the project owner, the development design should be flexible to allow future infill and redevelopment. The location of buildings, streets, drives, and utilities should be considered in such a way as to easily allow this project to change as the market changes.

There is a stormwater management pond proposed for the southeastern part of the site. Since the developer is not providing greenspace, the stormwater facility could be designed and developed to provide passive greenspace for visitors to the site as well as the larger community. One example of this type of stormwater facility can be found at Glenwood Park in Atlanta.

There is a proposed second driveway onto Ridge Walk Parkway that if built, would be close to the intersection of Ridge Walk Parkway and Woodstock Parkway. Due to its proximity to the intersection, as well as its proximity to other proposed driveways, this second proposed driveway should be removed.

The site plan shows an exit ramp from northbound I-575 to southeast Ridge Walk Parkway. Due to the expected high volumes of this roadway, the City should consider extending this lane from the exit ramp to the turn lane of driveway 1. A similar issue exists on the opposite side of River Walk Parkway. Continuous turn lanes should be considered from I-575 to the project in both directions. There may be additional improvements needed on Ridge Walk Parkway in order to handle the future projected traffic.

Comments continued on the next page

The proposed development is providing more parking than is required by the City of Woodstock. The developer should reduce the amount of parking, and utilize pervious materials wherever possible. Additionally, the design and placement of the parking could be revisited to reduce its visual impact on surrounding property. Either moving or screening the parking from view should be considered

The relocation and improvement of Woodstock Parkway appears unnecessary if more aggressive design changes to the project utilized the existing street design. ARC staff has noted similar project improvements in the region only to see the private development never constructed.

See additional attached comments from ARC transportation and environmental staff.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

CHEROKEE COUNTY

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

CITY OF HOLLY SPRINGS

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

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



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **The Outlet Shoppes at Atlanta** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Sep 2 2011*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Aug 19 2011

ARC REVIEW CODE: R1108191

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Land Use: Lang, Marisa

Environmental: Santo, Jim

Aging: Rader, Carolyn

Transportation: Bradshaw, Patrick

Research: Skinner, Jim

Name of Proposal: The Outlet Shoppes at Atlanta

Review Type: Development of Regional Impact

Description: This project, located in the City of Woodstock, is a proposed 433,000 square foot retail shopping center with outparcels. The proposed project is located at 728 Woodstock Parkway Woodstock, GA 30188.

This site was previously reviewed as The Avenue Ridgewalk (DRI #1594) in 2008.

Submitting Local Government: City of Woodstock

Date Opened: Aug 19 2011

Deadline for Comments: Sep 2 2011

Date to Close: Sep 18 2011

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

THE OUTLET SHOPPES AT ATLANTA DRI
City of Woodstock
Environmental Planning Division Comments
August 10, 2011

Watershed Protection and Stream Buffers

The project property is in the Allatoona Lake Water Supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the Part 5 Environmental Minimum Criteria. Under the current Criteria, because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no special Part 5 requirements apply to this proposed project.

An unnamed tributary to the Little River forms the southern and southeastern boundaries of the project property. The site plan shows the 25-foot State sediment and erosion buffer along the stream, but no City of Woodstock stream buffer is identified. Portions of the proposed grading and road re-alignment for Woodstock Parkway as shown on the submitted plans are within 75 feet of the stream. However, based on aerial photo evidence, most of the affected area appears to have been already cleared and graded. Any proposed intrusion into City of Woodstock buffers that has not already obtained a variance may require one from the City. Any intrusions into the State sediment and erosion buffer will also require variances.

Any other waters of the state not shown on the project plans are also subject to the State 25-foot erosion and sedimentation buffer.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. 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. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	49.60	84.82	863.04	5356.80	48756.80	61.01	10.91
TOTAL	49.60	84.82	863.04	5356.80	48756.80	61.01	10.91

Total % impervious 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Patrick Bradshaw, Transportation Planning Division

DATE: August 16th, 2011

SUBJECT: **TPD Review of DRI # 2194**

Project: The Outlet Shoppes at Atlanta

County: City of Woodstock, Cherokee County

Location: East of I-575 and south of Ridgewalk Parkway

Analysis:

Expedited

☐

Non-Expedited

☒

cc: David Haynes

The Transportation Planning Division has reviewed the traffic study performed by LAI Engineering, 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 50 acre mixed use development calls for 395,000 square feet (SF) of factory outlet center space, 12,000 SF of sit down restaurant space, 16,000 SF of fast food restaurant space, 4,000 SF of banking space and 6,000 SF of pharmacy space for a total of 433,000 SF. Current plans describe two phases of development to be completed by 2016.

INFRASTRUCTURE

Transportation

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

Site access is to be provided via three proposed driveways, with two on a realigned Woodstock Parkway and one on the existing Ridgewalk Parkway. The site plan references a potential fourth driveway, whose construction may not be required. A summary of the site access points is listed below:

Driveway 1 (Main Entrance) – Driveway 1 will be standard commercial driveway with four (4) 12 ft lanes and 50 ft. radius at its intersection with Ridgewalk Parkway. Driveway 1 is located south of the new Interstate 575 interchange and Ridgewalk Parkway. This driveway will be constructed as a full movement drive. This intersection will be a signalized intersection.

Driveway 2 (Right-In-Left-In-Only) – The proposed driveway will be standard commercial driveway with one (1) 12 ft lane and 50 ft. radius at its intersection with the relocated Woodstock Parkway just west of its intersection with Ridgewalk Parkway.

Driveway 3 (Full movement) – Driveway 3 is proposed as three (3) lane commercial driveway, approximately 12 ft lanes and 50 ft. radius. It will be located along realigned Woodstock Parkway at its intersection with Rope Mill Road. A roundabout is suggested at this intersection.

Possible Driveway 4 (Right-In-Right-Out) - A possible right-in-right-out is being planned along Ridgewalk Parkway for outparcel number 6. This right-in-right-out entrance is a possible condition and will not require additional roadway improvements and hence it is not shown in the capacity analysis section of the report.

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

LAI Engineering performed the transportation analysis. A background traffic growth rate of 2% was utilized, as recommended by GRTA. The project build out year is 2016. Trip generation rates were calculated from the 8th Edition of the Institute of Transportation Engineers (ITE) Trip Generation report. A 20% retail to retail mixed use trip reduction was applied to the trips generated by the factory outlet center and 20% to other retail uses on site. The ARC staff finds this methodology acceptable. The resulting trip generation rates are listed in the table below.

Outlet Shoppes at Atlanta DRI Gross Trip Generation, Build-Out Year (2016)							
Land Use	Average Weekday Trips (ADT)	AM Peak Hour		PM Peak Hour		Saturday	
		Enter	Exit	Enter	Exit	Enter	Exit
395,000 SF Factory Outlet Center (ITE Code 823)	10,503	194	71	427	478	762	735
12,000 SF Sit-Down Restaurant (ITE Code 932)	1,526	72	66	80	51	151	89
8,000 SF Fast Food Restaurant w/Drive Through (ITE Code 934)	3,969	217	208	144	133	242	232

4,000 SF Bank (ITE Code 912)	986	28	22	91	91	76	73
6,000 SF Pharmacy (ITE code 881)	529	9	7	25	26	24	24
8,000 SF Fast Food Restaurant Without Drive Through (ITE Code 933)	5728	211	140	107	102	214	223
Gross Trips	23,241	731	514	874	881	1,469	1,376
Minus Mixed Use Reduction	-2,814	--	--	-145	-145	-191	-191
Net Trips	20,427	547	452	729	736	1,278	1,185

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

2012-2017 TIP*

ARC Project ID	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AR-ML-930	Northwest Corridor Managed Lanes (I-575)	Managed Lanes	2016
CH-AR-225	I-575 at Ridgewalk Parkway	New Interchange	Under CST

PLAN 2040 RTP (Long Range Projects)*

ARC Project ID	<u>Route</u>	Type of Improvement	Scheduled Completion Year
CH-167	Arnold Mill Road Extension/Connector	Roadway Capacity	2018-2030

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on August 27th, 2011.*

County and Local Projects

Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
PR-780-6(57)	Ridgewalk Parkway Widening	Roadway Capacity	2013

Summarize the transportation improvements as recommended by consultant in the traffic study for the Outlet Shoppes at Atlanta.

The consultant, through coordination with GRTA, identified nine current and planned intersections near the proposed development to be included in the traffic study. These intersections bound roadway segments within the study area that are expected to carry a

significant portion of the trips to be generated by the Outlet Shoppes at Atlanta development upon build out. The intersections are listed below:

- I-575 NB on/off ramps at Ridgewalk Parkway (under construction)
- I-575 SB on/off ramps at Ridgewalk Parkway (under construction)
- Main Street at Ridgewalk Parkway
- Woodstock Parkway at Towne Lake Parkway
- Old Highway 5 at East Cherokee Drive
- Ridgewalk Parkway at Rope Mill Road / Driveway 1
- Ridgewalk Parkway at Re-aligned Woodstock Parkway
- Re-aligned Woodstock Parkway at Driveway 2
- Re-aligned Woodstock Parkway at Driveway 3/Rope Mill Road

Roadway segments of Ridgewalk Parkway, Canton Highway and Woodstock Parkway were also included in the consultant's analysis.

Per methodology outlined by GRTA, the service standard for all analyses is LOS D. The consultant was asked to analyze current traffic volumes as of 2011, expected volumes in 2016 without construction of the proposed development (the no-build scenario) and expected volumes in 2016 with construction of the proposed development (the build scenario). Due to the nature of the development, the consultant was instructed to analyze traffic during the PM weekday peak and Saturday PM peak periods.

The consultant's analysis found that all of the existing study intersections are performing above this standard as of 2011. Utilizing a 2% background traffic growth rate, the consultant found that study intersections either met or outperformed the LOS D standard in 2016 under the no-build scenario. Study intersections also met or outperformed the LOS D standard in 2016 under the build scenario. Lastly, all study roadway segments met or outperformed the LOS D under the existing 2011 conditions, the 2016 no-build and 2016 build scenarios.

As the service standards were met for all intersections and segments, no additional infrastructure improvements were recommended by the consultant.

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 immediate vicinity of the site area is not serviced by local transit. GRTA operates two commuter bus routes along the I-575 corridors; both of which stop at the Woodstock park and ride lot approximately four miles south of the proposed development. These routes provide nine AM trips to Midtown and Downtown Atlanta, eight return trips to Woodstock and Canton and limited reverse commute service.

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

None proposed.

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

Based on the traffic analysis completed by LAI Engineering, the transportation system appears fully capable of accommodating any new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections and roadway segments.

ARC recommends continued coordination with the City of Woodstock regarding the potential implementation of driveway four, especially to ensure seamless continuation of the planned sidewalk facility along Ridgewalk Parkway should driveway four be constructed. ARC recommends that this coordination should also address any driveway spacing policy or related concerns that the City of Woodstock may have regarding driveway four.

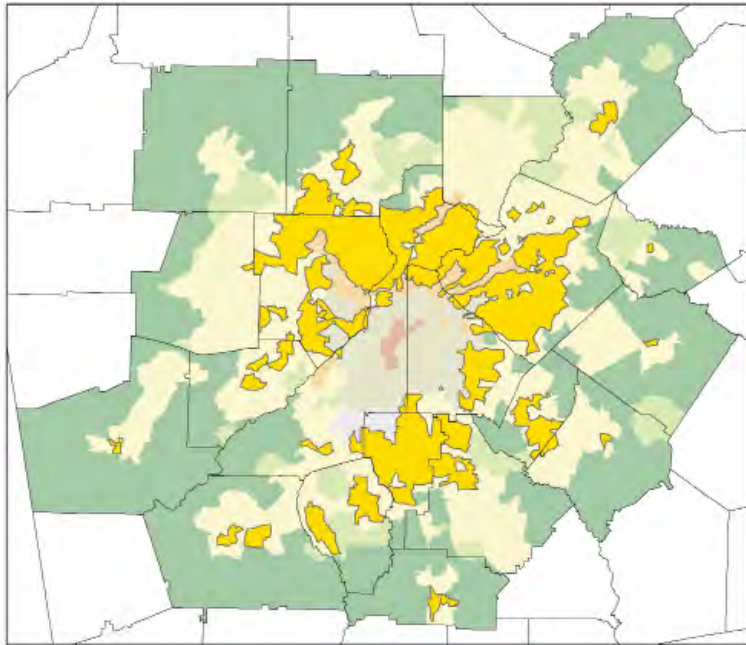
PLAN 2040

REGIONAL DEVELOPMENT GUIDE



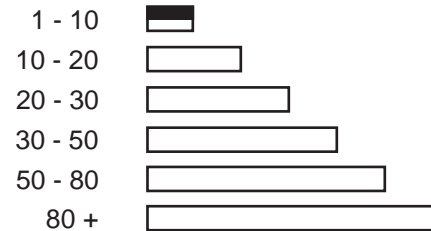
ATLANTA REGIONAL COMMISSION

Established Suburbs

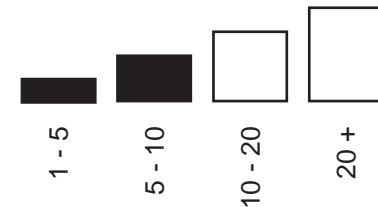


Recommended Densities

1 to 5 Units Per Acre Outside Regional Places



1 to 10 Stories Based on Local Context



estimation of gross density - actual density may vary

Defining Narrative and Area Issues

Established Suburbs, in gold, are areas in the region where suburban development has occurred. These areas are characterized by strip commercial development, single family subdivisions, and office in limited locations.

These areas represent the part of the region that has just recently reached “build out.” With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail/ commercial areas.

While there is still room for limited infill, these areas may begin to focus more on redevelopment over the next 30 years. Preservation of existing single family neighborhoods is important, and, wholesale change will most likely not occur in the single family subdivisions that make up a majority of these areas. However, infill and redevelopment should occur in areas of retail/commercial concentrations, especially commercial corridors. Within this area, infrastructure is built out with limited ability to expand, which may constrain the amount of additional growth that is possible.

Places within the Area



Established Suburbs



Implementation Priorities



- Maintain a state of good repair and maintenance of the existing transportation network
- Maintain and expand access to regional transit services, including Bus Rapid Transit (BRT), light rail and heavy rail
- Establish strategies for improved road design, such as establishing minimum connections to existing road networks
- Promote programs that encourage safe walking and biking while reducing traffic congestion such as *Safe Routes to School*
- Improve sidewalk connectivity along arterials, collectors and local streets throughout Established Suburbs
- Provide multi-use trails, dedicated bike lanes and dedicated pedestrian routes to provide alternative transportation options throughout Established Suburbs
- Promote improved sidewalk connectivity with traffic calming measures and refuge islands for more than two lanes of traffic
- Utilize strategies that make the environment feel safe, including sensory cues at decision points (junctions or grade changes), adequate pedestrian lighting, crossable streets, countdown crossing signals, and signal timing suitable for slower walking speeds
- Evaluate roadways for excess capacity and retrofitting potential to incorporate bike and pedestrian facilities, enhance options for transit, etc.



- Encourage efforts to organize initiatives at the neighborhood and grassroots level to encourage civic engagement and provide educational and outreach opportunities
- Provide incentives to coordinate school-sited land uses within communities, including expanding schools in existing locations or building schools in areas near existing neighborhoods and transportation infrastructure
- Expand the capability of community centers and libraries to act as technology hubs
- Encourage the development of institutional and civic locations that create opportunities for citizens to gather
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Promote awareness of neighborhood level organizational efforts to promote public safety, such as neighborhood watch and community task forces
- Add senior center locations to serve the needs of the aging population in the region
- Identify opportunities to provide greater options for childcare and early childhood learning centers within neighborhoods

Established Suburbs

Implementation Priorities, continued



- Promote lower intensity mixed use where appropriate, specifically in existing retail/ commercial areas
- Create neighborhood-scale mixed-use and walkable places near existing residential neighborhoods
- Update local comprehensive plans and zoning codes to accommodate equitable, affordable, and supportive housing options
- Provide housing options that allow for aging in place, as well as options for barrier-free housing for individuals of all ages and abilities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Transform Park-and-Ride lots into multi-use, transit facilities
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change

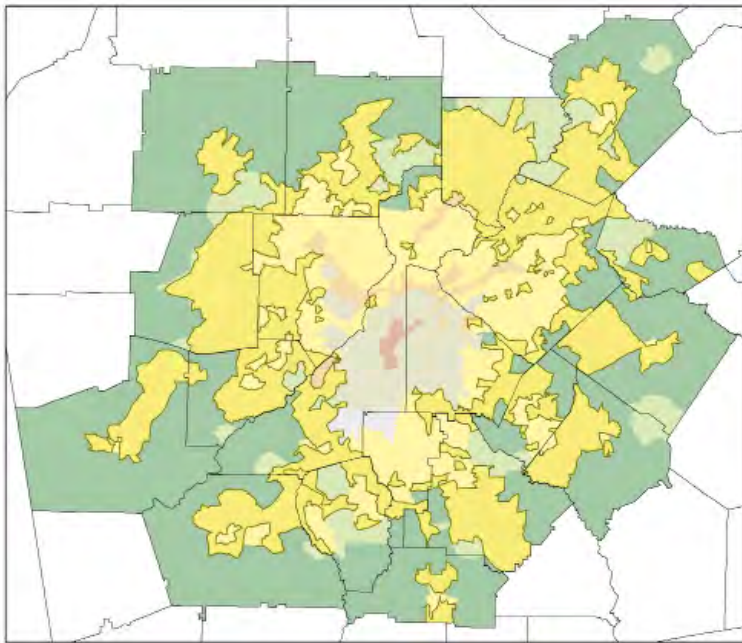


- Support programs that foster greater energy efficiency in residential development, such as weatherization of the existing building envelope and transition to Energy Star certified mechanical systems
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off



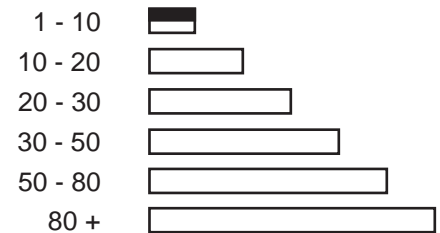
- Concentrate future investment within established communities or suburbs rather than encouraging new greenfield development
- Engage the private sector and develop public/ private partnerships in funding technological innovations in communities
- Encourage the development of job opportunities closer to existing neighborhoods at a scale that is appropriate to adjacent residential development

Developing Suburbs

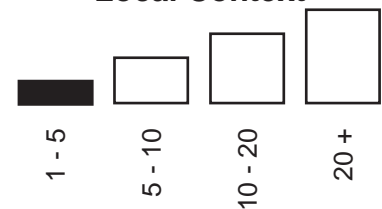


Recommended Densities

1 to 5 Units Per Acre Outside Regional Places



1 to 5 Stories Based on Local Context



estimation of gross density - actual density may vary

Defining Narrative and Area Issues

Developing Suburbs, in yellow, are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by limited commercial development and residential developing.

These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

Places within the Area

Regional Centers
Community Activity Centers
Station Communities
Redevelopment Corridors
Major Retail Districts
Recreation Districts
University Districts
Wellness Districts
Regional Town Centers
Town Centers
Village Centers
Crossroad Communities
Industrial/ Logistics Areas
Regionally Important Resources

Developing Suburbs



Implementation Priorities



- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Promote the continuity of publicly maintained streets and pedestrian infrastructure
- Prioritize issues of safety of existing transportation infrastructure rather than capacity expansion or development of new infrastructure
- Promote improved sidewalk connectivity with traffic calming measures and refuge island for more than two lanes of traffic
- Utilize strategies that make the environment feel safe, including sensory cues at decision points (junctions or grade changes), adequate pedestrian lighting, crossable streets, countdown crossing signals, and signal timing suitable for slower walking speeds
- Incorporate bicycle and pedestrian and multi-use path connectivity, including where possible, connecting cul-de-sacs to each other or to community facilities, such as schools, along non-motorized paths or walkways



- Encourage efforts to organize initiatives at the neighborhood and grassroots level to encourage civic engagement and provide educational and outreach opportunities
- Provide incentives to coordinate school-sited land uses within communities, including expanding schools in existing locations or building schools in areas near existing neighborhoods and transportation infrastructure
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Promote awareness of neighborhood level organizational efforts to promote public safety, such as neighborhood watch and community task forces
- Add senior center locations to meet the needs of the aging population in the region
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

Developing Suburbs

Implementation Priorities, continued



- Promote neighborhood-scale compact, mixed use development where locally appropriate
- Develop policies and establish design standards to promote sustainable design
- Encourage the development of *Complete Communities*
- Provide housing options that allow for aging in place, as well as options for barrier-free housing for individuals of all ages and abilities
- Provide housing options that establish a variety of residential building forms, including options for single-family, duplexes or lower density multi-family, accessory dwellings, and multi-family development in the vicinity of existing or planned transit, as appropriate
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change
- Ensure local codes and ordinances do not preclude agriculture, forestry and other uses typical of areas at an urban/ rural fringe

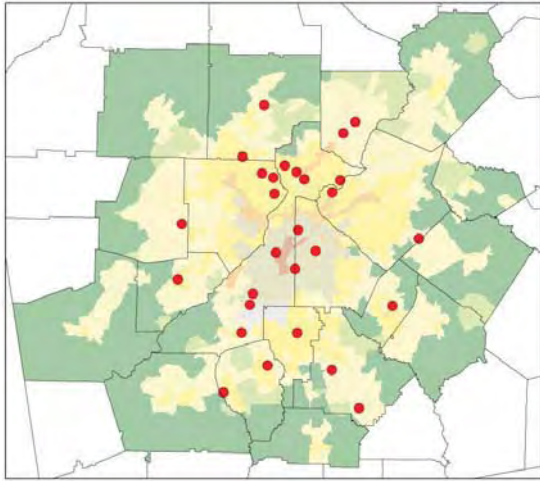


- Critical environmental areas should be preserved as community greenspace
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Encourage greyfield redevelopment over greenfield development for commercial, office and retail establishments and infill development
- Incentivize the development of smaller, more energy efficient dwellings



- Concentrate future investment within established communities or suburbs rather than encouraging new greenfield development
- Encourage the development of farm-to-market opportunities throughout the region
- Develop opportunities for heritage, recreation, and agriculturally-based tourism initiatives

Major Retail Districts



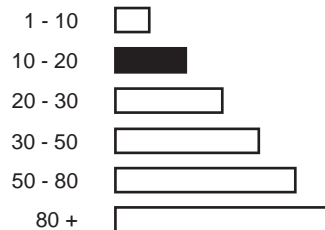
Defining Narrative and Place Issues

Major Retail Districts, shown in red, are concentrations of retail and commercial uses outside of Regional Centers and Community Activity Centers. People travel here from various parts of the region for shopping, entertainment and other social opportunities. As opposed to the mix of uses found in Regional Centers or Community Activity Centers, most Major Retail Districts consist primarily of only retail or commercial space. They are mostly surrounded by and serve residential areas. They were often developed in a suburban, auto-oriented way, and as a result, they are challenged by limited multi-modal options, which can lead to problems with congestion.

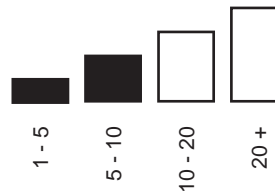
These places face high amounts of peak and off-peak congestion, have a limited employment market, and have little or no residential development or other mix of uses. In the short term, plans and policies for these places should focus on developing access management plans, retrofitting existing retail locations, and targeted infill development. As these places age, local and regional plans should encourage eventual reinvestment, redevelopment, and infill development. Future Major Retail Districts should include a residential component and public streets.

Recommended Densities

10 to 20 Units Per Acre
Based on Transit and Infrastructure



1 to 10 Stories Based
on Local Context



estimation of gross density - actual density may vary



Holcomb Bridge Road-
Old Alabama Road
Howell Mill

Camp Creek

Edgewood Retail
Greenbriar
N. DeKalb Mall
Town Brookhaven

Arbor Place

Alpharetta Hwy -
Holcomb Bridge Rd
Conyers Crossing
Crossville Hwy -
Woodstock Rd
Cumming Marketplace
Fayetteville Pavillion
GA 20/ I-575
GA 92-I/575

Hiram Crossroads
Johnson Ferry Rd -
Roswell Rd
Johnson Ferry Rd -
Sandy Plains Rd
Jonesboro Rd/ I-75
Locust Grove
Loganville/ US 78
Medlock Bridge Rd -
State Bridge Rd
Shallowford Rd -
Johnson Ferry Rd
Southlake Mall
The Avenue Forsyth
The Avenue Peachtree
City
The Forum on
Peachtree Parkway
Union Station

More Intense

Less Intense

Implementation Priorities

Priorities apply to both Places, unless the name of the Place is specifically identified for a given measure



- Develop minimum and maximum parking requirements for new and infill development
- Encourage better access to both pedestrian networks and transit options to promote the efficient assembling and dispersal of visitors to destinations in Recreation Districts and Major Retail Districts



- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities in Recreation Districts



- Encourage vertically and horizontally integrated mixed use developments that are locally appropriate in Major Retail Districts
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites in Major Retail Districts
- Establish appropriate transitions and buffers between less intense areas and establish transitional zones using height plane standards in Major Retail Districts
- Encourage intense development to utilize existing infrastructure that includes energy efficient, environmentally friendly design elements and standards in Major Retail Districts and Recreation Districts
- Develop strategies to avoid land use conflicts between residential development and Recreation Districts, particularly in regard to noise, traffic and special events



- Improve the efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc



- Capitalize on Major Retail Districts and Recreation Districts as regional destinations
- Promote tourism opportunities and related uses in Recreation Districts

DRI NOTE

If a proposed development is similar to a **Major Retail District** in size and character, it should be developed in line with the principles and guidelines outlined here. Special attention should be paid to access management, the internal and external pedestrian environment, connections to adjacent properties developed or undeveloped, decreased surface parking areas, incorporation of housing, and the location of utilities to allow for future infill or redevelopment. The scale and character of this new district should align with that of the surrounding community.

If a proposed development is similar to a **Recreation District** in size and character, it should be developed in line with the principles and guidelines outlined here. Special attention should be paid to access to and from these districts as well as their impact on the surrounding community. These new districts should be developed as a part of the community rather than an isolated development which provides additional traffic with little or no community benefit.

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

JURISDICTION:	CITY OF WOODSTOCK				Date RCA Completed, M/D/YYYY: 8/19/2011	
DRI #:	2194				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Outlet Shoppes at Atlanta					
TYPE OF DEVELOPMENT:	Commercial				Action Triggering Review: Sewer Permit	
I. REGIONAL PLAN	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (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"/>	1	SEE COMMENTS ON REVIEW NOTIFICATION AND ATTACHED PAGES FROM THE REGIONAL DEVELOPMENT GUIDE	
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SEE ABOVE	
II. REGIONAL RESOURCE PLAN AND RIRs	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (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		
III. INTERJURISDICTIONAL IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS FROM NEIGHBORING JURISDICTIONS	
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS FROM NEIGHBORING JURISDICTIONS	

Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS FROM AFFECTED JURISDICTIONS	
IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is this project consistent with any applicable regional transportation plan(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for 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 CITY OF WOODSTOCK'S FUTURE DEVELOPMENT MAP DESIGNATES THIS AREA AS "REGIONAL ACTIVITY CENTER"	SEE CITY OF WOODSTOCK'S COMPREHENSIVE PLAN FOR ADDITIONAL INFORMATION
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	WAITING ON COMMENT FROM ADJACENT JURISDICTIONS	
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				14	OUT OF A POSSIBLE:	18
RCA SCORE:				77%	RCA WEIGHTED SCORE (50%):	38
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.						
FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , "the proposed action <u>IS</u> in the best interest of the region and therefore of the state." <input type="checkbox"/> NO , "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:					
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:					

Was the answer to both questions in this section "No"?

- ☐ **YES.** The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.
- ☐ **NO.**

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.



LIA



LIA



ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 2: LOCAL IMPACTS ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF WOODSTOCK				Date LIA completed, M/D/YYYY: 8/19/2011	
DRI #:	2194				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Outlet Shoppes at Atlanta					
TYPE OF DEVELOPMENT:	Commercial				Action Triggering Review: Sewer Permit	
I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (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"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	SITE PLAN SHOWS FUTURE STORMWATER FACILITIES	
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the local workforce possess the skills/expertise/education to effectively support the development?	<input checked="" type="checkbox"/>	<input 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"/>	<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"/>	<input type="checkbox"/>	3		
II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		THERE IS AN INTERCHANGE PROJECT CURRENTLY UNDER CONSTRUCTION AND ADDITIONAL NEEDED IMPROVEMENTS ARE BEING PROVIDED BY THE DEVELOPER	
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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"/>	<input checked="" type="checkbox"/>			
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"/>	<input type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 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"/>	<input type="checkbox"/>	1	YES, HOWEVER, THE DEVELOPMENT SITE PLAN SHOWS ONE FUTURE DRIVEWAY ONTO RIDGEWALK PKWY. DO TO THIS PROPOSED DRIVEWAY'S PROXIMITY TO ANOTHER INTERSECTION, AS WELL AS THE EXPECTED TRAFFIC VOLUME ON RIDGEWALK PKWY, THERE SHOULD BE NO ADDITIONAL DRIVEWAYS BEYOND THE MAIN ENTRANCE SHOWN ON THE SITE PLAN.	
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"/>	<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"/>	<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"/>	<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"/>	<input type="checkbox"/>	3	PER THE CURRENT SITE PLAN SUBMITTED FOR REVIEW.	
Are all proposed access points outside of the functional area of any adjacent intersections?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	THERE IS AN ADDITIONAL PROPOSED DRIVEWAY ONTO RIDGE WALK PKWY THAT IS TOO CLOSE TO THE INTERSECTION OF RIDGE WALK PKWY AND WOODSTOCK PKWY	
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
LIA Points:		40		OUT OF A POSSIBLE:		42
LIA Score:		98		LIA WEIGHTED SCORE (30%):		28
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<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

JURISDICTION:	CITY OF WOODSTOCK				Date QDA Completed, M/D/YYYY: 8/19/2001	
DRI #:	2194				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Outlet Shoppes at Atlanta					
TYPE OF DEVELOPMENT:	SELECT ONE				Action Triggering Review: Sewer Permit	

I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT WILL NOT INCLUDE A MIX OF USES OR PROVISIONS FOR THE ADDITIONAL OF OTHER USES IN THE FUTURE	
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SEE ABOVE	
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SIDEWALKS ARE ONLY PROVIDED BETWEEN HANDICAP PARKING AND THE BUILDING	SIDEWALKS, OR OTHER PEDESTRIAN PATH, SHOULD BE ADDED
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"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO BICYCLE PARKING IS SHOWN	
Does the development include multi-use trails that will connect to the external trail network(s)?	<input checked="" type="checkbox"/>	<input 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"/>	<input type="checkbox"/>	3		
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	THERE IS NO INTERNAL SIDEWALK NETWORK EXCEPT WITHIN THE PEDESTRIAN MALL	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT DESIGN WILL BE THAT OF A TYPICAL OUTLET MALL TO BE DEVELOPED WITHIN ONE SUPERBLOCK	
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
III. CONNECTIVITY	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT DESIGN WILL BE THAT OF A TYPICAL OUTLET MALL WITH A GROUP OF LARGE CENTRAL BUILDINGS SURROUNDED BY LARGE PARKING LOTS	
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT DESIGN WILL BE THAT OF A TYPICAL OUTLET MALL WITH A GROUP OF LARGE CENTRAL BUILDINGS SURROUNDED BY LARGE PARKING LOTS	
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SEE COMMENTS ABOVE	
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO PUBLIC STREETS ARE INCLUDED IN THE INTERNAL NETWORK, ALL INTERNAL STREETS WILL BE IN THE FORM OF DRIVES AND PARKING AISLES	
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	REQUIRED: 1447 PROVIDED: 1745	THE DEVELOPER SHOULD REDUCE THE NUMBER OF PARKING SPACES BEING PROVIDED OR ALTERNATIVELY, THE ADDITIONAL PARKING SHOULD EMPLOY PVIOUS MATERIAL.
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"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	LANDSCAPE ISLANDS ARE BEING PROVIDED	THE DEVELOPER SHOULD PROVIDE ADDITIONAL TREE ISLANDS TO BREAK UP THE PARKING AREA AND REDUCE LOCAL HEAT ISLAND EFFECT
Is the development's parking located where it does not visually dominate the development from the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	PARKING LOCATED BETWEEN BUILDINGS AND LOCAL PUBLIC STREETS	PARKING SHOULD BE SHIFTED AWAY FROM THE PUBLIC STREETS OR SCREENED FROM VIEW
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	MINIMAL PEDESTRIAN CONNECTIONS ARE PROVIDED BETWEEN THE PARKING AREA AND THE BUILDINGS	THE DEVELOPER SHOULD ADD ADDITIONAL PEDESTRIAN CONNECTIONS
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS DEVELOPMENT WILL BE A "GREENFIELD DEVELOPMENT"	
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT IS PROPOSED TO BE A TYPICAL OUTLET MALL	
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS DEVELOPMENT WILL BE A "GREENFIELD DEVELOPMENT"	
VI. SENSE OF PLACE	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
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 checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	BUILDINGS AND DEVELOPMENT ARE LAYED OUT IN A TYPICAL SUBURBAN OUTLET MALL FORMAT	BUILDINGS, ESPECIALLY OUTPARCELS, SHOULD BE BROUGHT UP TO THE STREET AND INCORPORATE SCALE AND DESIGN PERFERRED BY THE CITY OF WOODSTOCK

Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	THE DEVELOPMENT IS PROPOSED TO BE A TYPICAL OUTLET MALL WITH LIMITED PEDESTRIAN AMENITIES IN THE CENTER OF THE PROJECT	THE DEVELOPER SHOULD CONSIDER UTILIZING DESIGNS INCORPORATED INTO OTHER SIMILAR PROJECTS IN THE ATLANTA REGION. THERE ARE SEVERAL "LIFESYLTE CENTERS" AND MIXED USE RETAIL PROJECTS THAT MAY SERVE AS A GOOD MODEL.
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT WILL NOT INCLUDE A MIX OF USES OR PROVISIONS FOR THE ADDITION OF OTHER USES IN THE FUTURE	
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	STREETS WITHIN THE DEVELOPMENT ARE DESIGNED AS PARKING DRIVES AND AISLES RATHER THAN STREETS	
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (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"/>	<input type="checkbox"/>	3		
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT WILL COVER ALMOST ALL OF THE SUBJECT PROPERTY	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THERE IS LITTLE GREENSPACE OR OTHER PUBLIC AMENITY PROVIDED WITHIN THIS DEVELOPMENT	

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 checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT WILL COVER ALMOST ALL OF THE SUBJECT PROPERTY	
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THERE IS LITTLE GREENSPACE OR OTHER PUBLIC AMENITY PROPOSED WITHIN THIS DEVELOPMENT	THE DEVELOPER COULD UTILIZE THE STORMWATER FACILITY AS A PASSIVE PARK FOR VISITORS OF THE DEVELOPMENT AS WELL AS THE LARGER COMMUNITY.
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"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		THE DEVELOPMENT SITE IS ALREADY CLEARED	
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NONE SHOWN ON SITE PLAN	
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		THE DEVELOPER SHOULD DECREASE THE AMOUNT OF PARKING AND USE PERVIOUS MATERIALS
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
X. HOUSING CHOICES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (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 checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW. THE DEVELOPER IS REQUESTING THAT THE COUNTY AND CITY PROVIDE FUNDS FOR IMPROVEMENTS TO WOODSTOCK PKWY	
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE ATLANTA REGIONAL CURRENTLY HAS MORE RETAIL THAN IS NEEDED	
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THERE IS PROPOSED TAX ABATEMENT FOR THIS PROPERTY	
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	BASED ON SALARIES OF OUTLET STORE EMPLOYEES	
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:				45	OUT OF A POSSIBLE:	150
QDA SCORE:				30	QDA WEIGHTED SCORE (20%):	6
OVERALL ASSESSMENT OF QUALITY						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , 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"/> YES , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> NO NARRATIVE:					
<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:			

Developments of Regional Impact

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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:

Woodstock

Individual completing form:

Richard McLeod

Telephone:

770-592-6050 ext 160

E-mail:

rmcleod@woodstockga.gov

*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:

The Outlet Shoppes at Atlanta

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

728 Woodstock Parkway Woodstock, GA 30188

Brief Description of Project:

Factory Outlet Shopping Center with outparcels

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	435,000 gross sq. feet plus 6 outparcels of approximately 1.5 acres each
Developer:	Horizon Group Properties, Inc.
Mailing Address:	6250 N. River Road, Suite 10400
Address 2:	
	City: Rosemont State: IL Zip: 60018
Telephone:	847-292-1870
Email:	johnkelley@atlanre.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:	Ridgewalk Holdings, LLC and David Cody, Dirk Cody, Donna Venable, Dana Adams
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: The Avenue Ridgewalk
	Project ID: 1594
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input checked="" type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	Approximately 20%
Estimated Project Completion Dates:	This project/phase: May 2013 Overall project: unknown
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Developments of Regional Impact

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DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Woodstock

Individual completing form: Richard McLeod

Telephone: 770-592-6050 ext 160

Email: rmcleod@woodstockga.gov

Project Information

Name of Proposed Project: The Outlet Shoppes at Atlanta

DRI ID Number: 2194

Developer/Applicant: Horizon Group Properties, Inc.

Telephone: 847-292-1870

Email(s): johnkelley@atlanre.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.)

☐ (not selected) ☐ Yes
☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☒ (not selected) ☐ Yes
☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: 52,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 9,345,000

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

☐ (not selected) ☒ Yes
☐ No

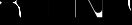
Will this development displace any existing uses?

☐ (not selected) ☐ Yes
☒ No

If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Cherokee County Water & Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cherokee County Waste
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	17,610 VPD
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: • Align the proposed Main Site access with N. Rope Mill Road with the signal at the intersection in place. • Realign Woodstock Parkway more towards east to intersect Ridgewalk Parkway east of the proposed development. The proposed intersection will be signalized. • A roundabout at the intersection of Woodstock Parkway and Rope Mill Road / Site Driveway	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1700
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:	
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Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	80%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed storm water runoff created from the site will be collected and treated in an on-site storm water facility. The storm water facility will be a storm water pond as design per Georgia Storm water Manual Design Standards - "Bluebook". The proposed discharge and minimal offsite runoff will be collected in the storm water pond and detained and released at a flow rate considerably less than the pre-developed conditions. The facility will also manage water quality and channel protection volumes and will filter all the runoff before it is discharged from the site. The proposed development will also incorporate bio-retention parking islands, pervious pavement and specific landscape planting to reduce impervious area and add water quality treatment measures.	
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Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
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PREPARED FOR
HORIZON GROUP PROPERTIES
RIDGE WALK PARKWAY AND WOODSTOCK PARKWAY
15TH DISTRICT, 2ND SECTION CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA



LAI ENGINEERING

DRI SIT PLAN

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