



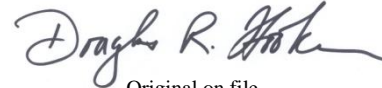
REGIONAL REVIEW NOTICE

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

DATE: July 20, 2015

ARC REVIEW CODE: R15072001

TO: Mayor Jere Wood
ATTN TO: Brad Townsend, Planning & Zoning Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Riverwalk Village

Review Type: DRI

Submitting Local Government: City of Roswell

Date Opened: July 20, 2015

Deadline for Comments: August 3, 2015

Date to Close: August 3, 2015

Description: The proposed development is a mixed-use development located in the City of Roswell, on the southeast quadrant of the Georgia 400 and Holcomb Bridge Road interchange. It will include 971,000 square feet of office space, 269,000 square feet of commercial/retail space, a 200 room hotel, a 200,000 square foot civic/institutional use 125 single-family units, 1,156 multi-family units, and 270 senior residential units,

PRELIMINARY COMMENTS: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed Riverwalk Village is within a Regional Employment Corridor and is located within the Holcomb Bridge 400 Livable Centers Initiative (LCI) study area.

The UGPM and RDG state that Regional Employment Corridors represent the densest development outside of the Region Core. The Regional Employment Corridors connect the various Regional Centers and the Region Core via existing or planned high capacity transportation facilities. These areas need to increase in housing or job density, and focus primarily on improving connectivity between Regional Centers and the Region Core. These areas often buffer the denser parts and the less dense parts of the region. These areas often face greater peak hour congestion, therefore transit station areas and transit ROW need to be preserved within Regional Employment Corridors. There is a lack of accessible public greenspace within Regional Employment Corridors which affects the area's aesthetics and overall quality of life for residents and workers.

Observations and Recommendations:

The site plan and supporting materials indicate the developer's desire to create a mixed-use, walkable development. As such, all buildings should "front" public streets and parking should be behind or beside buildings and screened from view. It appears that several parking lots or decks may be proposed for the Market Boulevard and other internal roads located in the northern portion of the site.

Additionally, the developer and the City should investigate potential connections to adjacent properties. These connections can be for all modes or be limited to bicyclists and pedestrians. While these connections do not have to be created by the time the proposed development is completed, potential connections should be preserved so that future access can be created when appropriate.

The site plan includes an alternative use for Tract 3. This alternate includes residential instead of civic uses. The current propose layout of the residential plan for Tract 3 includes two separate driveways that each serve separate pods of development. The developer should consider integrating the two pods and allowing all of Tract 3 to utilize the two driveways.

The proposed development is located along major regional thoroughfares that are heavily congested during peak hours. While the development appears to be consistent with the Holcomb Bridge 400 LCI Plan, the developer and the City of Roswell should work with the Georgia Department of Transportation, MARTA, and other local and state agencies, to ensure that surrounding transportation network can handle the additional traffic generated by this development.

There is some concern with the spacing between Intersection #8 and the Intersection of Driveway 12 and Driveway 9 (not labeled). The current spacing may not allow for adequate storage of left turning vehicles, once they have entered the site. The developer should consider increasing the distance between these two intersections or limiting turning movements between Driveway 9 and Driveway 12.

There are several major proposed transportation improvements in the area of this development. The MARTA North Line/Red Line extension would bring MARTA close to the site. While the final transit station and route are still being planned, the developer and the City should work to ensure that the development proposal does not preclude transit access from happening on or near the site. Furthermore, the developer and the City should consider how residents, workers and guests of the development site will access planned future transit facilities from this site.

There have also been several proposed Georgia 400 bridge crossings near the Holcomb Bridge interchange. While a bridge crossing is only planned north of Holcomb Bridge at this time, the City and developer should consider where a possible crossing could occur south of Holcomb Bridge and determine how that may or may not impact the site plan a envisioned.

See additional comments, which are attached.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ROSWELL
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SANDY SPRINGS
GEORGIA CONSERVANCY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS

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>.



REGIONAL REVIEW NOTIFICATION

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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission 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 RC on or before the specified return deadline.

Preliminary Findings of the RDC: Riverwalk Village *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: August 3, 2015

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: July 20, 2015

ARC REVIEW CODE: R15072001

TO: ARC Community Development, Natural Resources, Transportation Access and Mobility, Research and Analytics, and Aging and Health Resources Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Community Development: Tuley, Jon Transportation Access and Mobility: Studdard, Daniel

Natural Resources: Santo, Jim Research and Analytics: Skinner, Jim

Aging and Health Resources: Rader, Carolyn

Name of Proposal: Riverwalk Village

Review Type: Development of Regional Impact

Description: The proposed development is a mixed-use development located in the City of Roswell, on the southeast quadrant of the Georgia 400 and Holcomb Bridge Road interchange. It will include 971,000 square feet of office space, 269,000 square feet of commercial/retail space, a 200 room hotel, a 200,000 square foot civic/institutional use 125 single-family units, 1,156 multi-family units, and 270 senior residential units,

Submitting Local Government: City of Roswell

Date Opened: July 20, 2015

Deadline for Comments: August 3, 2015

Date to Close: August 3, 2015

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:



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: June 8, 2015

SUBJECT: **Transportation Division Review of DRI # 2456**

Project: Riverwalk Village

County: Fulton, City of Roswell

Location: In the southeast quadrant of the SR 400 at Holcomb Bridge Rd interchange

Analysis:

Expedited

☒

Non-Expedited

☐

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by GT Hill Planners, on behalf of Marquise Roswell LLC, the developer of Riverwalk Village. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the DRI Procedures and Principles for GRTA Development of Regional Impact Review Section 3-102.F.

The proposed site is located along Old Alabama Road, in the southeast quadrant of the SR 400 at Holcomb Bridge Rd interchange. The proposed 104-acre development consists of three tracts and is expected to consist of 1,551 residential units (1,156 apartments, 125 townhouse units, and 270 senior housing units), a 200-room hotel, a 700-student private school, approximately 971,000 square feet (SF) of office space, and approximately 269,000 of retail space. The development is planned for completion by the year 2025.

INFRASTRUCTURE

Transportation

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

The primary access point to the proposed development would be via Market Blvd. on the northern end of the project. As shown on the site plan, this access point would be provided at a roundabout proposed by the City of Roswell as part of their Early Off-Ramp project. If the Early Off-Ramp

project is not constructed, this access point would utilize either a standard intersection alignment or a roundabout intersection. Additional access to the proposed development would be provided along Old Alabama Road at two full access intersections. A minor access point will also be provided along Market Blvd.

The site plan shows parking provided throughout the development. Details about parking were not provided in the traffic report or identified on the site plan.

How much average daily traffic will be generated by the proposed project?

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. Daily gross trip generation of 32,563 is projected for this development.

Alternative mode, mixed-use, and pass-by trip reductions were applied in the traffic study. After these reductions, the projected trip generation after full build-out is 25,396 trips per day. The detailed trip generation for the proposed development was in Table 6-1 of the traffic study, which is shown here.

RIVERWALK VILLAGE - TRIP GENERATION														
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			Weekday Noon*			Saturday Peak		
			Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
220 Apartments	1,156 units	7,129	570	114	456	653	424	229	493	276	217	493	276	217
230 Res Condo/Townhouse	125 units	781	62	11	51	72	48	24	57	32	25	57	32	25
252 Senior Housing - Attached	270 units	826	54	18	36	66	36	30	84	48	36	84	48	36
310 Hotel	200 rooms	1,784	126	73	53	140	69	71	174	99	75	174	99	75
536** Private School (K-12)	700 Students	1,736	559	341	218	119	51	68	100	50	50	100	50	50
710 General Office Building	971 s.f. x 1000	7,387	1,179	1,038	141	1,166	198	968	418	225	192	418	225	192
820 Shopping Center	269 s.f. x 1000	12,920	285	177	108	1,163	558	605	1,663	865	798	1,663	865	798
Gross Trips		32,563	2,835	1,772	1,063	3,379	1,384	1,995	2,989	1,595	1,393	2,989	1,595	1,393
Alternative Mode Reduction (1%)		-326	-28	-18	-11	-34	-14	-20	-30	-16	-14	-30	-16	-14
Net Before MU Reduction		32,237	2,807	1,754	1,052	3,345	1,370	1,975	2,959	1,579	1,379	2,959	1,579	1,379
Total Mixed Use Reduction***		-3,600	0	0	0	-324	-162	-162	-312	-156	-156	-312	-156	-156
Net Before Pass By Reduction		28,637	2,807	1,754	1,052	3,021	1,208	1,813	2,647	1,423	1,223	2,647	1,423	1,223
Pass By Reduction (Shopping Center)***		-3,242	0	0	0	-293	-144	-149	-437	-228	-208	-437	-228	-208
New Trips		25,396	2,807	1,754	1,052	2,728	1,064	1,664	2,210	1,195	1,015	2,210	1,195	1,015
Driveway Volumes		28,637	2,807	1,754	1,052	3,021	1,208	1,813	2,647	1,423	1,223	2,647	1,423	1,223

* ITE provides no weekday noon trip generation data. Saturday trip generation utilized to best approximate trip generation

** No Saturday trip generation information provided by ITE for school. 50 trips entering and 50 trips exiting utilized to approximate Saturday school activities

*** Pass-by and mixed use reduction from ITE Trip Generation Manual 9th Edition. Pass by reduction taken from net new external shopping center trips

Source: DRI Traffic Study for Riverwalk Village, Roswell, GA, DRI #2456

Summarize the transportation improvements as recommended by the traffic study consultant

The traffic study consultant recommended the following.

Future 2025 No-Build Conditions

- Holcomb Bridge Road (SR 140) at Old Alabama Road
 - Construct an additional eastbound through lane on Holcomb Bridge Road to maintain three continuous eastbound through lanes from the GA 400 NB ramp through the Old Alabama Road intersection

Future 2025 Build Conditions

- Holcomb Bridge Road (SR 140) @ Market Blvd. ^A
 - Construct two additional northbound left-turn lanes on Market Blvd to form triple left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.
- Holcomb Bridge Road (SR 140) @ Old Alabama Road ^B
 - Construct an additional eastbound through lane on Holcomb Bridge Road to maintain three continuous eastbound through lanes from the GA 400 NB ramp through the Old Alabama Road intersection. ^{C D}
 - Construct an additional westbound left-turn lane on Holcomb Bridge Road to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement. ^D
 - Construct an additional northbound through lane on Old Alabama Road to allow for two northbound through lanes. ^D
 - Construct an additional southbound through lane on Old Alabama Road to allow for two southbound through lanes.
- Old Alabama Road @ Riverside Road ^E
 - Construct an additional westbound left-turn lane on Riverside Road to form dual left-turn lanes. This will require the widening of Riverside Road to the east to provide two receiving lanes for the dual left movement.

A – Improvement of this intersection included in the City of Roswell Transportation Master Plan (2014) as Project# 05-1004

B – Improvement of this intersection included in the City of Roswell Transportation Master Plan (2014) as Project# 05-1008

C – Also necessary in 2025 No-Build condition

D – Improvement identified in Project Recommendation #12 of the Holcomb Bridge Road Corridor Study (2012) prepared by the City of Roswell.

E – Improvement of this intersection included in the City of Roswell Transportation Master Plan (2014) as Project# 05-1032

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

The transportation study identified projects that are expected to be completed prior to the expected build out date of the Riverwalk Village development. These projects include:

- Holcomb Bridge Road (SR 140) Westbound. Roswell Project No. 09-1015. This project will construct a third westbound through lane from just east of Old Alabama Road to the northbound SR 400 on-ramp.
- SR 400 Northbound Early Off-Ramp. Roswell Project No. 09-1046. This project will add an off-ramp to Exit 7A that will connect to Market Boulevard.

The traffic study did not provide information on other planned projects in the area that may affect or be affected by the proposed development.

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 northern portion of the project is located within ¼ mile of the MARTA 185 bus route. The service to this location is limited to AM and PM peak periods. MARTA has proposed and is in the planning phase of an extension of their heavy rail Gold Line. A station location in the Holcomb Bridge area is proposed as part of that study, however this project is only included in the ARC's Aspirations Plan and is not expected to be completed by the 2025 build out date of this development.

What other issues should be considered during the traffic study or in general for the proposed development?

The title above Figure 7-1 and above Figure 7-2 states that these figures show retail trip distribution. However, the title at the bottom of each figure states that these figures show residential trip distribution. These figures should be revised appropriately for consistency.

The trip distribution figures also show the following:

- Figure 7-9: The sum of trip distribution does not equal 100% for entering traffic – the total is 50%
- Figure 7-11: The sum of trip distribution does not equal 100% for
 - entering traffic – the total is 50%
 - exiting traffic – the total is 95%
- Figure 7-12: The sum of trip distribution does not equal 100% for
 - entering traffic – the total is 60%
 - exiting traffic – the total is 90%

If the Build traffic analyses was conducted based on the distribution percentages shown in these figures, then the Build traffic volumes would have been distributed incorrectly and/or underrepresented. This would make the Build analysis invalid/incomplete.

The traffic study did not provide information on a number of planned projects in the area that may affect or be affected by the proposed development. Some of these may be constructed prior to completion of Riverwalk Village, while others will be constructed after Riverwalk Village is completed. Information about these projects should be provided for consistency with the GRTA Letter of Understanding, which states:

“The applicant shall research TIP, STIP, RTP, and GDOT’s construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. This information shall be included within the traffic analysis.”

The intersection of Driveway 9 at Driveway 12 appears to be within 100 feet or less of Intersection 8. Driveway 12 should be moved further from Intersection 8. If this is not possible due to the location of the existing lake, then the intersection of Driveway 9 at Driveway 12 should allow right-in/right-out movements only. This will reduce the impacts of queueing and other issues from the intersection of Driveway 9 at Driveway 12 on Intersection 8.

If the early off-ramp project is implemented, then Driveways 3, 4, 5, and 6 may not be permitted by GDOT and/or the City of Roswell, due to the need to limit access on this connection from SR 400. Additional coordination with GDOT and the City of Roswell should be conducted to determine the viability of these proposed driveways.

A least one viable location for an external roadway and bike/ped connection should be provided on both the east and the south sides of Tract 2.

The site plan shows parking provided throughout the development. Details about the number of parking spaces provided and their locations should be provided in the traffic report or identified on the site plan.

Bike and Pedestrian Facilities

The transportation study states that “pedestrian facilities (sidewalks) currently exist along Old Alabama Road through the project site. All site roadways are proposed to have sidewalks on both sides.” The applicant should consider wide sidewalks (wider than 5 feet) with streetscape elements such as trees, decorative lighting, etc. within the proposed development.

The traffic study does not mention bicycle facilities. The applicant should consider adding bicycle facilities on Market Boulevard, the roadway that connects Intersection 1 to Intersection 7, on Old Alabama Road, and along other applicable roadways.

Transit Facilities

The transportation study identifies that MARTA has proposed and is in the planning phase of an extension of their heavy rail Gold Line. Adequate ROW should be reserved for the planned MARTA extension on the west side of this proposed development. The applicant should ensure adequate coordination with MARTA to ensure that the proposed development does not encroach on ROW that may be needed for the planned rail extension.

RIVERWALK VILLAGE DRI
City of Roswell
Natural Resources Division Review Comments
June 12, 2015

Metropolitan River Protection Act and Chattahoochee Corridor Plan

About 40.59 acres of the 103.94-acre project property is within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The Corridor portion of the property was reviewed under the Act and Plan in 1987 for an office commercial development called Roswell Landing (ARC Metro River Review Number RC-87-02R). The proposed project in that review was found to be consistent with the Corridor Plan. The applicant can work within the remaining, unused approved allocations from that review and not need a new review, or a new review application can be submitted. Final details on the Corridor portion of the project have not been resolved at the time of this report, so the need for a new review or other action has not been determined at this time.

Stream Buffers and Watershed Protection

In addition, the entire project is within in the Chattahoochee River Corridor watershed. Upstream of Peachtree Creek, the Corridor Watershed is classified as a large water supply watershed (over 100 square miles), under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. The USGS coverage for the project area shows one unnamed blue line stream in the vicinity of the project site near the proposed school site on shown on the project plans. This stream is subject to the City's stream buffer ordinance requirements, as well as the State Sediment and Erosion Control 25-foot buffer. Any unmapped streams on the property may also be subject to the requirements of the Roswell stream buffer ordinance and any other state waters on the property will be subject to the State 25-foot Erosion and Sedimentation buffer requirement.

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 that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Based on the coverages of the proposed uses, commercial, office/light industrial and townhouse/apartment, as well as a separate road category for Old Alabama Road and forest/open for the undeveloped areas, were used to calculate the numbers for this project. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. 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	41.55	71.05	722.97	4487.40	40843.65	51.11	9.14
Forest/Open	30.51	2.44	18.31	274.59	7169.85	0.00	0.00
Office/Light Industrial	18.35	23.67	314.34	2091.90	12991.80	27.16	3.49
Roads	7.68	13.82	140.62	875.52	7941.12	9.91	1.77
Townhouse/Apartment	5.85	6.14	62.65	391.95	3539.25	4.45	0.82
TOTAL	103.94	117.12	1258.89	8121.36	72485.67	92.63	15.22

Total impervious: 56%

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.

We would also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Developments of Regional Impact

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DRI #2456

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:

Roswell

Individual completing form:

Bradford D. Townsend, AICP

Telephone:

770-594-6176

E-mail:

btownsend@roswellgov.com

*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:

Riverwalk Village

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

1390 Old Alabama Road, Roswell GA

Brief Description of Project:

Mixed use development: SFR/Townhome Units- 250 Multi-family Units - 1156 Senior Independent Living Units - 150 Civic/Institutional 200,000 sq. ft. Office - 1,700,000 sq. ft. General Commercial (Retail, Restaurant, Entertainment, Grocery) - 490,000 sq. ft. Hotel - 200 keys Tract -3 Alternative Residential site Use: SFR/ Townhomes Units - 76 Stack Flats Condos - 200

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

<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.):	SFR/Townhome Units- 250, Multi-family Units - 1156, Senior Independent Living Units - 150,Civic/Inst	
Developer:	Marquise Roswell LLC	
Mailing Address:	4828 Ashford Dunwoody Rd., Suite 400	
Address 2:		
	City:Atlanta State: GA Zip:30338	
Telephone:	770-391-1233	
Email:	laurel@glawgp.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, property owner:		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, provide the following information:	Project Name:	
	Project ID:	
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?		
Estimated Project Completion Dates:	This project/phase: Phase 1 - 2018-2019 Overall project: 2026-2029	
Back to Top		

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Developments of Regional Impact

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DRI #2456

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:	Roswell
Individual completing form:	Bradford D. Townsend, AICP
Telephone:	770-594-6176
Email:	btownsend@roswellgov.com

Project Information

Name of Proposed Project:	Riverwalk Village
DRI ID Number:	2456
Developer/Applicant:	Marquise Roswell LLC
Telephone:	404-965-3680
Email(s):	laurel@glawgp.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
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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
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	500 Million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	6.7 Million
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): 341 existing Multi-Family Units	
Water Supply	
Name of water supply provider for this site:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.8 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:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.8 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	3183 AM Peak hour vehicle trips

day? (If only an alternative measure of volume is available, please provide.)	
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:Determined by ARC, GRETA, and the City of Roswell during the DRI and Rezoning process.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	7056 Tons annually
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?	42.7 %
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Buffers, detention, retention ponds and pervious parking areas. Natural vegetative buffer in the Chattahoochee River Corridor.	
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 checked="" type="radio"/> Yes <input 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
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: Existing wetlands to be conform to US Army Corps of Engineers and City of Roswell jurisdictional wetland determination. Portion of the development is within the Chattahoochee River Corridor.</p>	
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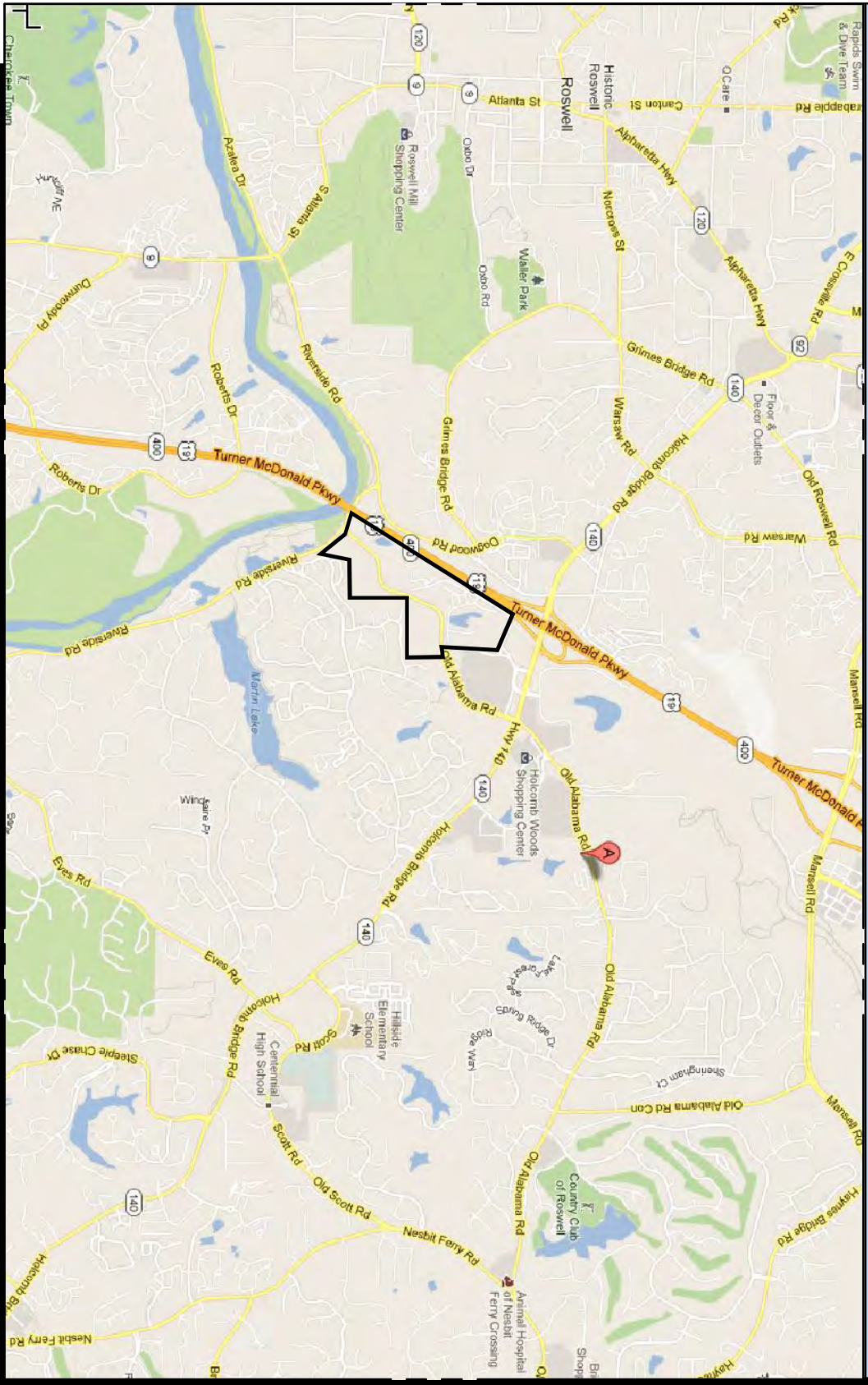
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FEMA MAP



SITE LOCATION MAP (NTS)



RIVERWALK VILLAGE

A MASTER PLANNED MIXED USE COMMUNITY

FOR

MARQUISE ROSWELL, LLC

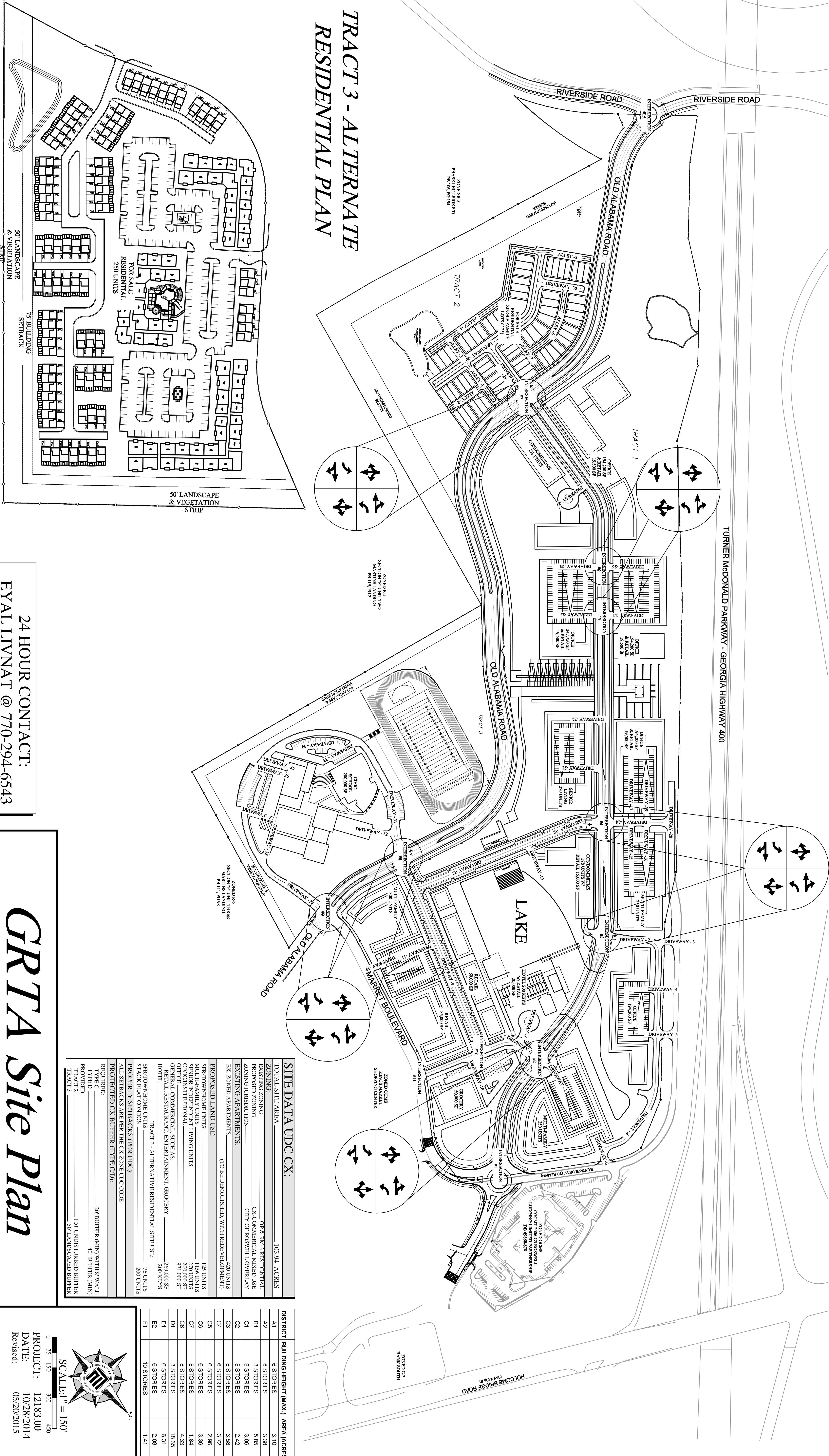
4828 ASHFORD DUNWOODY ROAD
SUITE 300
ATLANTA, GEORGIA 30338
PHONE: 770-391-1233

"WE PROVIDE SOLUTIONS"

PLANNERS AND ENGINEERS COLLABORATIVE

SITE PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING LAND SURVEYING
350 RESEARCH COURT NORCROSS, GEORGIA 30092 (770)451-2741 FAX (770)451-3915 WWW.PECATL.COM

TRACT 3 - ALTERNATE RESIDENTIAL PLAN



24 HOUR CONTACT:
EYAL LIVNAT @ 770-294-6543

GRTA Site Plan

SITE DATA UDC CX:	
TOTAL SITE AREA	103.94 ACRES
ZONING	OP & RX-3 RESIDENTIAL
EXISTING ZONING	CX-COMMERCIAL MIXED USE
PROPOSED ZONING	CITY OF ROSWELL, OVERLAY
ZONING JURISDICTION	
EXISTING APARTMENTS	430 UNITS
EX. ZONED APARTMENTS	(TO BE DEMOLISHED, WITH REDEVELOPMENT)
PROPOSED LAND USE:	
SER-TOWNHOME UNITS	134 UNITS
MULTI-FAMILY UNITS	1164 UNITS
RESIDENTIAL LIVING UNITS	1280 UNITS
CIVIC/INSTITUTIONAL	200,000 SF
OFFICE - COMMERCIAL, SUCH AS:	971,000 SF
RETAIL RESTAURANT ENTERTAINMENT GROCERY	260,000 SF
HOTEL	200 KEYS
SER-TOWNHOME UNITS	70 UNITS
SER-TOWNHOME UNITS	280 UNITS
PROPERTY SETBACKS (PER UDC)	
ALL SETBACKS ARE PER THE CX ZONE UDC CODE	
PROTECTED CX BUTTER (TYPE C/D)	
REQUIRED:	
TYPE C	30' BUTTER (MIN) WITH 8' WALL
TYPE D	40' BUTTER (MIN)
PROVIDED:	
TRACT 2	100' UNDISTURBED BUTTER
TRACT 3	50' LANDSCAPED BUTTER

DISTRICT	BUILDING HEIGHT (MAX.)	AREA (ACRES)
A1	6 STORIES	3.10
A2	6 STORIES	3.98
B1	3 STORIES	5.85
C1	8 STORIES	3.06
C2	8 STORIES	2.42
C3	8 STORIES	3.58
C4	6 STORIES	3.72
C5	6 STORIES	2.96
C6	6 STORIES	3.96
C7	8 STORIES	1.64
C8	8 STORIES	4.33
D1	3 STORIES	18.35
E1	6 STORIES	6.37
E2	6 STORIES	2.08
F1	10 STORIES	1.41



SCALE: 1" = 150'

0 75 150 300 450
PROJECT: 12183.00
DATE: 10/28/2014
Revised: 05/20/2015