



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: February 4, 2016

ARC REVIEW CODE: R1602041

TO: Mayor Donnie Henriques, City of Woodstock
ATTN TO: Brantley Day, Director of Community Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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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: Ridgewalk Landing

Review Type: DRI

Submitting Local Government: City of Woodstock

Date Opened: Feb. 4, 2016

Deadline for Comments: Feb. 19, 2016

Date to Close: Feb. 24, 2016

Description: This proposed development is located in the City of Woodstock on the north side of Ridgewalk Parkway, east of I-575 and between Woodstock Parkway and Main Street. The proposed project covers approximately 80 acres, consisting of 330,772 square feet of commercial (retail) space, 35,000 square feet of office space, 320 multi-family residential units, 23 single family detached residential units, and an 18-position fuel center.

PRELIMINARY COMMENTS:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Developing Suburbs area of the region.

The UGPM and RDG state that Developing Suburbs 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 and residential development. 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 areas.

This proposed project is in an area that – while in close proximity to downtown Woodstock and Bell Industrial Park – has been predominately residential or forested but is developing rapidly. Growth is evidenced by recent greenfield developments such as the Outlet Shoppes at Atlanta (DRI #2194) and Woodstock City Church (formerly Watermarke Church, DRI #2301), immediately to the west and south of the proposed development, respectively. Both are also accessed by Ridgewalk Parkway.

Together with the cumulative impacts of nearby developments, the proposed Ridgewalk Landing project will continue changing the character of this area. This includes the potential for impacts on the existing road network, including I-575, Woodstock Parkway, Ridgewalk Parkway and Main Street – which provides access to nearby Holly Springs and unincorporated Cherokee County. The developer, the Cities of Woodstock and Holly Springs, and Cherokee County should work together to identify and prioritize enhancements that will mitigate the transportation impacts of this project in the context of area-wide growth.

The proposed development plan features a mix of commercial, office, residential and civic space. This format will create the potential for site users to park once and conduct multiple trips on foot. However, commercial uses on either side of the site are separated from each other by large surface parking lots and main site driveways. Care should be taken to ensure that sidewalk connections between these uses and throughout the site are clearly marked, safe and comfortable for pedestrians. This will encourage walking trips between uses, minimizing dependency on cars for internal site circulation. To reduce area-wide traffic and vehicle miles traveled (VMT), the developer should follow through with constructing on-site bicycle parking facilities as planned. The addition of bicycle access into and out of the site – via protected lanes or similar methods – would also help reduce traffic and area-wide VMT while capitalizing on the adjacent Greenprints Trail and Woodstock's overall multi-use trail network. This is something the City and the developer should consider.

The development plan also proposes a large surface parking lot that fronts on Ridgewalk Parkway. While it appears that the lot is planned to sit higher than the level of the Parkway due to site topography, the developer and the City of Woodstock should explore strategies for minimizing the visual impact of this surface parking.

The site is located approximately 0.7 miles north of the boundary of the Woodstock Town Center Livable Centers Initiative (LCI) area, the study for which was adopted in 2002 and updated most recently in 2012. The planned land uses in the LCI area closest to this proposed development – near the intersection of Main Street and Haney Road – are part of the Traditional Neighborhood Design category. The development team and the City should work together to ensure that impacts of the proposed project do not negatively affect the potential for the LCI area to develop as planned.

The City of Woodstock has established itself as one of the exemplary jurisdictions for smart growth in the Atlanta region by implementing its LCI plan and 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. Woodstock has invested significant time and energy in planning specifically for the Ridgewalk Parkway area in recent years, especially in light of the I-575 interchange being opened and the large amount of undeveloped property in the area being made more accessible. The Ridgewalk Landing property itself is one of the last major pieces of undeveloped land with direct access to Ridgewalk Parkway. City staff and leadership should continue to encourage connected, walkable development in this area, in line with Woodstock's planning principles.

See additional staff comments included in this review report related to water and transportation considerations.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY

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

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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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: **Ridgewalk Landing** *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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *Feb. 19, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: February 4, 2016

ARC REVIEW CODE: R1602041

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Ray, Renee

Transportation Access and Mobility: Caceda, Leslie

Research and Analytics: Skinner, Jim

Name of Proposal: Ridgewalk Landing

Review Type: Development of Regional Impact

Description: This proposed development is located in the City of Woodstock on the north side of Ridgewalk Parkway, east of I-575 and between Woodstock Parkway and Main Street. The proposed project covers approximately 80 acres, consisting of 330,772 square feet of commercial (retail) space, 35,000 square feet of office space, 320 multi-family residential units, 23 single family detached residential units, and an 18-position fuel center.

Submitting Local Government: City of Woodstock

Date Opened: February 4, 2016

Deadline for Comments: February 19, 2016

Date to Close: February 24, 2016

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:

RIDGEWALK CENTER DRI
City of Woodstock
Natural Resources Division Comments
February 1, 2016

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 DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds). 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 the project.

The USGS coverage for the project area shows a blue-line tributary to the Little River (named Bethany Creek per Google Maps) running along the northwestern boundary of the project property. In addition, the submitted site plan shows three tributaries of Bethany Creek extending into the property. What appear to be buffers are shown along the indicated streams, but they are not identified as either the 25-foot State sediment and erosion buffer or the 75-foot City of Woodstock stream buffer. All applicable buffers should be identified and shown to scale. A road crossing is shown across one of the unnamed tributaries and an identified “civic space” extends into the buffer on another. Any proposed intrusion into City of Woodstock buffers may require a variance from the City. Any intrusions into the State sediment and erosion buffer will also require variances.

Any 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	56.33	96.32	980.14	6083.64	55372.39	69.29	12.39
Medium Density SF	7.02	9.48	41.49	301.86	5623.02	2.39	0.56
Townhouse/Apartment	16.88	17.72	180.78	1130.96	10212.40	12.83	2.36
TOTAL	80.23	123.52	1202.41	7516.46	71207.81	84.51	15.31

Total % impervious 72%

In order to address post-construction stormwater runoff quality, the project should adhere to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan’s Stormwater and Watershed Protection Ordinances, as adopted by the City of Woodstock. It should also 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 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 and other paved open 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.



MEMORANDUM

TO: Andrew Smith, Community Development Division

FROM: Leslie Caceda, Transportation Access and Mobility Division

DATE: February 02, 2016

SUBJECT: **Transportation Division Review of DRI # 2520**

Project: Ridgewalk Landing

County: Cherokee

Location: Ridgewalk Parkway, east of I-575 and west of Main Street.

Analysis:

Expedited	<input checked="" type="checkbox"/>
Non-Expedited	<input type="checkbox"/>

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by A&R Engineering on behalf of Horizon Group Properties, Inc. 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 Expedited Review Process.

The proposed development will have 260,772 sf of retail space, 5,000 sf of mixed-use office, 23 lots of single family detached housing, 320 apartment units, and 18 fuel center positions on the northern tract. The southern tract will have 70,000 sf of mixed-use retail and 30,000 sf of mixed-use office. The project is planned to be completed in 2020. In total, the development is on an 80.23-acre site east of I-575 and west of Main Street.

INFRASTRUCTURE

Transportation

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

The proposed development will be served by three (5) driveways along Ridgewalk Parkway. Two of the site driveways will be on the southern portion of Ridgewalk Parkway and 3 on the northern section. Site driveways # 2 and #4 will have full access onto Ridgewalk Parkway, to be aligned with an existing signal. Site driveways #1, #3, and #5 will all be right-in / right-out onto Ridgewalk Parkway. Proposed Site Driveway 1 is the southernmost driveway to be located across Lunsford Drive from the existing private road which leads to the Walmart Store.

Proposed Site Driveway 2 is the middle driveway to be located across Lunsford Drive from another existing private road which also leads to the Walmart Store.

Proposed Site Driveway 3 is located midway along the development perimeter. It is also the northernmost driveway along Lunsford Dr.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Parking will be provided throughout the development as follows:

- | | |
|--------------------------------|------------|
| · Retail Parking Provided: | 998 spaces |
| · Residential Parking Provided | 500 spaces |

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

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9th edition, was used to conduct trip generation for this development. The trip generation was based on the following ITE Land Uses

- 210 – Single-Family Detached Housing
- 220 - Apartment
- 710 – General Office Building
- 820 - Shopping Center
- 944 - Gasoline/Service Station

Additionally, due to what was noted in GRTA's Letter of Understanding, a 2% alternative mode reduction was applied due to accessibility to the City's Greenprints Trail System. The detailed trip generation tables as provided are below:

TABLE 5 – TRIP GENERATION										
Land Use	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Weekday
	Total	Enter	Exit	Total	Total	Enter	Exit	Total	Total	Enter
North Tract - Retail Trips	189	130	319	391	423	814	590	560	1,150	10,077
North Tract - Residential Trips	25	122	147	96	36	132	62	40	102	1476
North Tract - Office Trips	10	2	12	10	55	65	1	1	2	107
Total Added Trips for North Tract	224	254	478	497	514	1,011	653	601	1,254	11,660
South Tract - Retail Trips	73	46	119	145	159	304	233	214	447	3,688
South Tract - Office Trips	63	6	69	19	89	108	7	6	13	493
Total Added Trips for South Tract	136	52	188	164	248	412	240	220	460	4,181
TOTAL SITE ADDED TRIPS	360	306	666	661	762	1,423	893	821	1,714	15,841

TABLE 6 - NORTH TRACT TRIP GENERATION											
Land Use	Size	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Weekday
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	24-Hr
Shopping Center	260,772 sf	173	107	280	547	592	1,139	848	782	1,630	12,662
Fuel Center	18 pumps	101	98	199	125	125	250	125	125	250	3,034
Apartment	320 units	32	129	161	126	68	194	75	75	150	2,063
Single-Family Detached	23 units	6	20	26	18	10	28	16	13	29	272
General Office Building	5,000 sf	15	2	17	14	70	84	1	1	2	135
Total Site Demand (no reductions)		327	356	683	830	865	1,695	1,065	996	2,061	18,166
Internal Capture for Shopping Center		-20	-14	-34	-44	-40	-84	-38	-23	-61	-688
Internal Capture for Fuel Center		-5	-3	-8	-10	-9	-19	-9	-5	-14	-165
Internal Capture for Residential		-12	-25	-37	-46	-41	-87	-28	-47	-75	-829
Internal Capture for General Office		-5	0	-5	-4	-14	-18	0	0	0	-26
Total Mixed-Use Trip Reduction		-42	-42	-84	-104	-104	-208	-75	-75	-150	-1,708
Pass-by for Retail (0%) 34% [34%]		0	0	0	-171	-188	-359	-275	-258	-533	-3,590
Pass-by for Fuel (58%) 42% [42%]		-56	-55	-111	-48	-49	-97	-49	-50	-99	-970
Total Pass-by Trip Reduction		-56	-55	-111	-219	-237	-456	-324	-308	-632	-4,560
Alternative Mode Reduction (2%)		-5	-5	-10	-10	-10	-20	-13	-12	-25	-238
Total New External Vehicle Trips		224	254	478	497	514	1,011	653	601	1,254	11,660

*pass-by trips (AM) PM; 24 Hour pass-by trips estimated by considering PM pass-by as 10% of daily

TABLE 7 – SOUTH TRACT TRIP GENERATION											
Land Use	Size	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Weekday
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	24-Hr
Shopping Center	70,000 sf	78	47	125	226	246	472	361	332	693	5,386
General Office Building	30,000 sf	64	9	73	19	93	112	7	6	13	526
Total Site Demand (no reductions)		142	56	198	245	339	584	368	338	706	5,912
Internal Capture for Retail		-3	0	-3	-2	0	-2	0	0	0	-23
Internal Capture for General Office		0	-3	-3	0	-2	-2	0	0	0	-23
Total Mixed-Use Trip Reduction		-3	-3	-6	-2	-2	-4	0	0	0	-46
Pass-by for Retail (0%) 34% [34%]		0	0	0	-76	-84	-160	-123	-113	-236	-1,600
Total Pass-by Trip Reduction		0	0	0	-76	-84	-160	-123	-113	-236	-1,600
Alternative Mode Reduction (2%)		-3	-1	-4	-3	-5	-8	-5	-5	-10	-85
Total New External Vehicle Trips		136	52	188	164	248	412	240	220	460	4,181

*pass-by trips (AM) PM [SAT]; 24 Hour pass-by trips estimated by considering PM pass-by as 10% of daily

Figure 1. Source: Ridgeway Landing Traffic Study DRI# 2520

Summarize the transportation improvements as recommended by the traffic study consultant

A system improvement was recommended by A&R Engineering, for the I-575 southbound ramp at Ridgewalk Parkway. The recommendation is to add a protected / permissive signal phase to the westbound left movement.

To mitigate projected site traffic the following recommendations have been made:

- Ridgewalk Pkwy @ I-575 SB Ramps – add eastbound right turn lane
- Ridgewalk Pkwy @ Ridge Trail – add northbound left turn lane and protected / permissive signal phase
- Ridgewalk Pkwy @ Outlet Shoppes – add northbound left turn phase to the signal
- Ridgewalk Pkwy @ Outlet Shopped – remove right turn from shared eastbound through / right lane

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

A project to be let in spring 2016 is the East Cherokee Drive at Old Hwy 5 Intersection Improvements Cherokee County project.

Additional projects identified in the DRI Traffic Study include:

TABLE 8 — PLANNED AND PROGRAMMED IMPROVEMENTS				
ARC # / GDOT #	Project	Type of Improvement	Network Year	Source
AR-ML-930 / 0008256	Northwest Corridor (I-75 And I-575) Managed Lanes on I-75 and from I-75 To Sixes Road on I-575	Roadway / Managed Lanes	Under Construction (2020)	Plan 2040
CH-228 / 0013135	Cherokee County Countywide Signal Timing Project	Roadway / Operations & Safety	2020	Plan 2040
CH-167 / NA	Arnold Mill Road Extension/Connector - New Alignment From Main Street South of Ridgewalk Parkway to Arnold Mill Road at Neese Road	Roadway / Managed Lanes	2030 / TBD (2020)	Plan 2040 / City of Woodstock Transportation Plan GIS
NA / 0010648	CR 1061/Main Street from Towne Lake Pkwy to Rope Mill Road - additional parking, sidewalks, and straightening of street striping	Streetscape	Mgmt Let Date 8/15/2019	GDOT / City of Woodstock Transportation Plan GIS
ASP-CH-002 / NA	East Cherokee Dr Widening (Old SR-5 to SR-140)	General Purpose Roadway Capacity	Aspirations	Cherokee County Transportation Plan
NA / NA	E Cherokee Drive at Old Hwy 5	Intersection Improvements	Spring 2016	Cherokee County Roadway Capital Program Management

Figure 2. Ridgewalk Landing Traffic Study DRI# 2520

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?

This area is not served by transit and no plans exist to provide transit service in the vicinity of Ridgewalk Landing.

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

The applicant should seek the opportunity to tie into roads on properties adjacent to the northern tract to add relief from having to enter/exit Ridgewalk Parkway.

Developments of Regional Impact

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

DRI #2520

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: City of Woodstock

Individual completing form: Brantley Day, Director of Community Development

Telephone: 770-592-6000, x.1600

E-mail: bday@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: Ridgewalk Landing

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Ridgewalk Parkway Land lots 850,879,922,878,877,876,851,852,853 & 923; District 15, Cherokee Count

Brief Description of Project: A Mixed use project including commercial and residential uses.

Development Type:

☐ (not selected)

☐ Office

☐ Commercial

☐ Wholesale & Distribution

☐ Hospitals and Health Care Facilities

☐ Hotels

☒ Mixed Use

☐ Airports

☐ Attractions & Recreational Facilities

☐ Post-Secondary Schools

☐ Wastewater Treatment Facilities

☐ Petroleum Storage Facilities

☐ Water Supply Intakes/Reservoirs

☐ Intermodal Terminals

☐ 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.):	210,000 s.f. Retail, 35,000 s.f. Outparcel Development and 300 Multi-family Residential Units	
Developer:	Ridgewalk Holdings, LLC, C/O Horizon Group Properties	
Mailing Address:	5000 Hakes Drive	
Address 2:	Suite 500	
	City:Muskegon State: Mi Zip:49441	
Telephone:	231-798-9235	
Email:	tom.rumptz@horizongroup.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: December 2018 Overall project: December 2018	
Back to Top		

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Developments of Regional Impact

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DRI #2520

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: City of Woodstock

Individual completing form: Brantley Day, Director of Community Development

Telephone: 770-592-6000, x.1600

Email: bday@woodstockga.gov

Project Information

Name of Proposed Project: Ridgewalk Landing

DRI ID Number: 2520

Developer/Applicant: Ridgewalk Holdings, LLC, C/O Horizon Group Properties

Telephone: 231-798-9235

Email(s): tom.rumptz@horizongroup.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: \$100,000,000

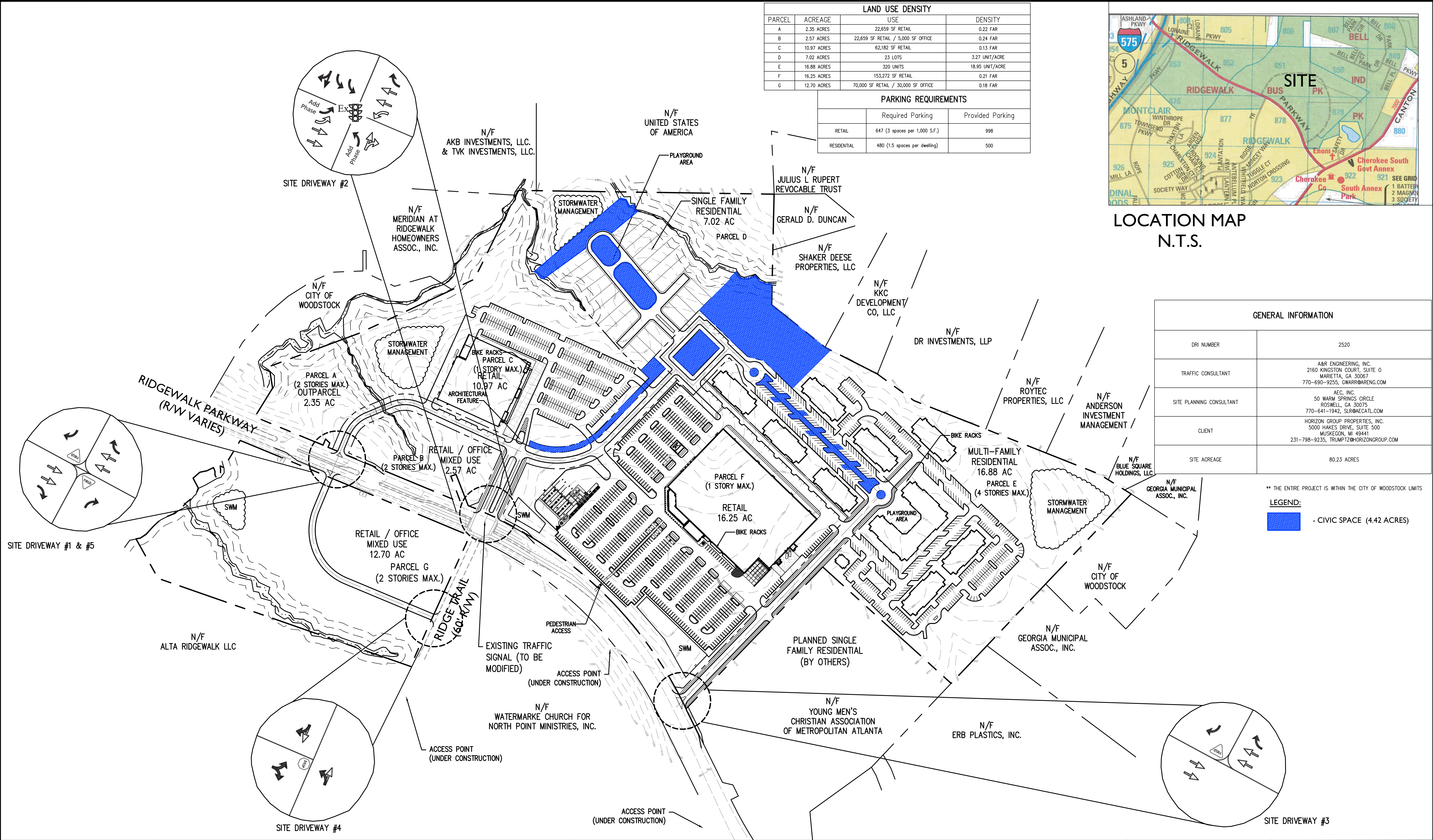
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	est. property tax: \$1.3 million; est. sales tax: TBD
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): N/A	
Water Supply	
Name of water supply provider for this site:	City of Woodstock Water & Sewer Utility
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1231 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: N/A	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.3 mile of water line will be extended into the site	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Woodstock Water & Sewer Utility
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1070 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: N/A	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.5 mile of sanitary sewer line will be extended into the site	
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.)	AM: 666 / PM: 1,423 / SAT: 1,714
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: Please refer to Traffic Impact Study for detailed description of transportation recommendations.	
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Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	35,000 tons/year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity: N/A	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain: N/A	
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Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	A maximum of 70% of the site will be impervious at final buildout
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Several stormwater management ponds and other BMPs will be constructed to manage the stormwater prior to discharge from the site. In addition, the existing streams will be protected with undisturbed buffers to act as additional mitigation 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 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: Wetlands: A small area of bed and bank wetlands (<300') will be removed as part of this project. This impact will be permitted through the US Army Corp of Engineers and property mitigation through stream and wetland credits.</p>	
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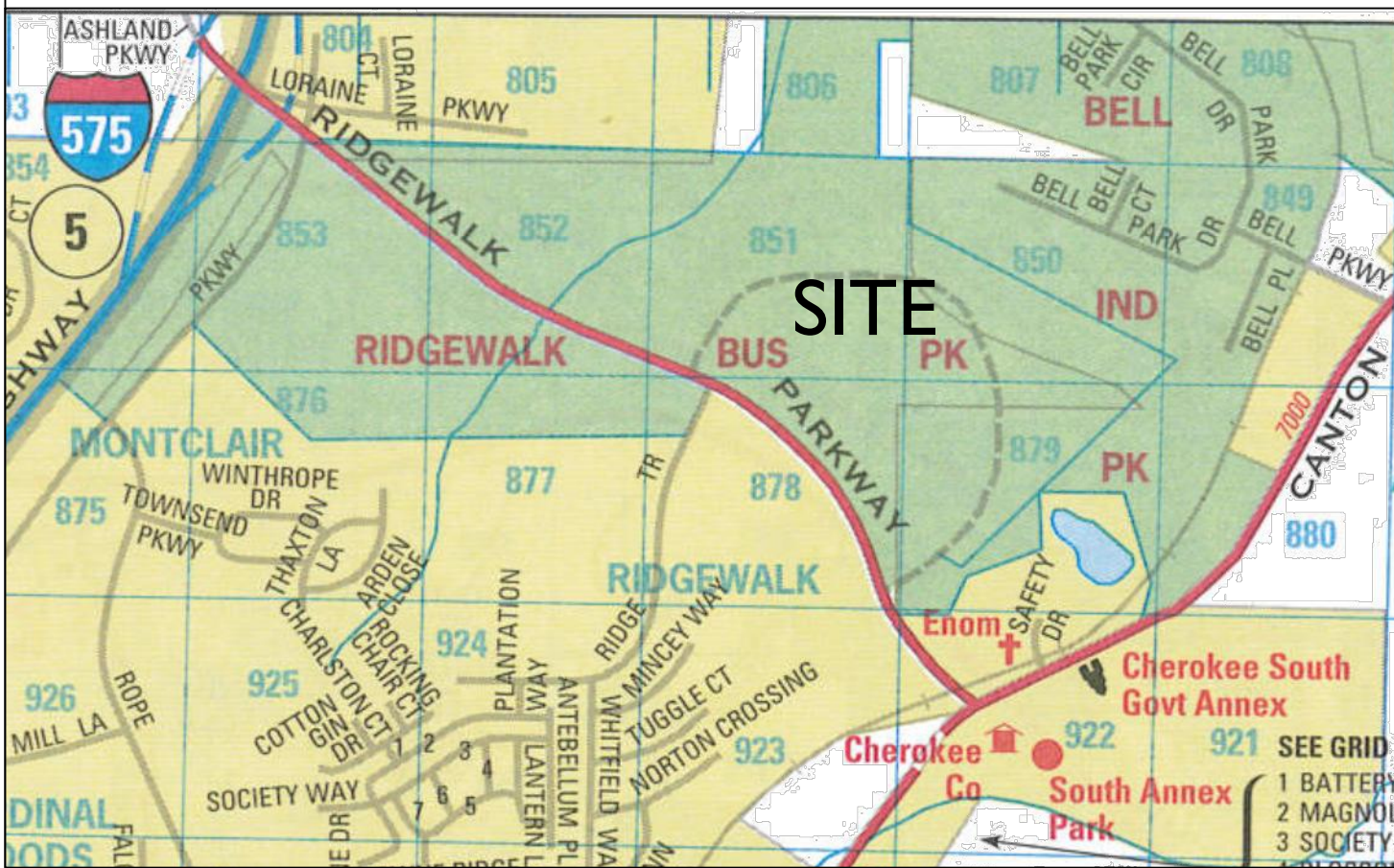
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LAND USE DENSITY			
PARCEL	ACREAGE	USE	DENSITY
A	2.35 ACRES	22,659 SF RETAIL	0.22 FAR
B	2.57 ACRES	22,659 SF RETAIL / 5,000 SF OFFICE	0.24 FAR
C	10.97 ACRES	62,182 SF RETAIL	0.13 FAR
D	7.02 ACRES	23 LOTS	3.27 UNIT/ACRE
E	16.88 ACRES	320 UNITS	18.95 UNIT/ACRE
F	16.25 ACRES	153,272 SF RETAIL	0.21 FAR
G	12.70 ACRES	70,000 SF RETAIL / 30,000 SF OFFICE	0.18 FAR

PARKING REQUIREMENTS		
	Required Parking	Provided Parking
RETAIL	647 (3 spaces per 1,000 S.F.)	998
RESIDENTIAL	480 (1.5 spaces per dwelling)	500



LOCATION MAP
N.T.S.

GENERAL INFORMATION	
DRI NUMBER	2520
TRAFFIC CONSULTANT	A&R ENGINEERING, INC. 2160 KINGSTON COURT, SUITE 0 MARIETTA, GA 30067 770-690-9255, GWARR@ARENG.COM
SITE PLANNING CONSULTANT	AEC, INC. 50 WARM SPRINGS CIRCLE ROSWELL, GA 30075 770-641-1942, SLR@AECATL.COM
CLIENT	HORIZON GROUP PROPERTIES, INC. 5000 HAKES DRIVE, SUITE 500 MUSKEGON, MI 49441 231-798-9235, TRUMP12@HORIZONGROUP.COM
SITE ACREAGE	80.23 ACRES

** THE ENTIRE PROJECT IS WITHIN THE CITY OF WOODSTOCK LIMITS

LEGEND:
- CIVIC SPACE (4.42 ACRES)

CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecatd.com

NORTH

150 0 150 300

CONCEPTUAL
GRTA DRI
SITE PLAN

RIDGEWALK CENTER

City of Woodstock, Georgia

PROJECT INFORMATION

PROJECT NO.: 15-3825.00
DATE: 01-26-2016
SCALE: 1" = 150'
FILE NAME: 15-3825 P01.dwg
DESIGN/DRAWN: JWV/SLR