REGIONAL REVIEW FINDING

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

DATE: 7/1/2005 **ARC REVIEW CODE**: R506021

TO: Chairman Sam Olens
ATTN TO: John Pederson, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Cobb County
Name of Proposal: **Regent Riverwood**

Review Type: Development of Regional Impact	**Date Opened:** 6/2/2005	**Date Closed:** 7/1/2005

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

Additional Comments: This development meets many of ARC's Regional Development Policies. The proposed development incorporates a mix of uses that includes residential, commercial and office uses. To encourage a more livable region, the Regional Development Policies encourage new development in central business districts, transportation corridors, activity centers, and town centers. The Policies also recommend mix use development, infill development, and redevelopment while providing for a variety of housing choices for individuals and families of diverse incomes and age groups. The proposed Regent Riverwood development promotes these policies through a mix use interconnected development in the Cumberland Galleria activity center. This project is located in the Cumberland Livable Center Initiative Study area. The vision of the Cumberland LCI study area is to create a more urban district that includes increased residential densities, greater integration of land uses, greater emphasis on mobility, and more active public spaces. The developer should review the Blueprint Cumberland Strategic Plan to ensure future transportation connections. There are proposed future transit stations in close proximity to the proposed development. It is encouraged that pedestrian, bike, and possible auto connections be implemented where possible. The developer should work with the Cumberland Community Improvement District and the Cumberland Transportation Network to integrate the proposed development into the overall strategic plan for the Cumberland Galleria area.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CUMBERLAND CID
COBB COUNTY SCHOOLS
METRO ATLANTA RAPID TRANSIT AUTHORITY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SMYRNA
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA
CITY OF MARIETTA

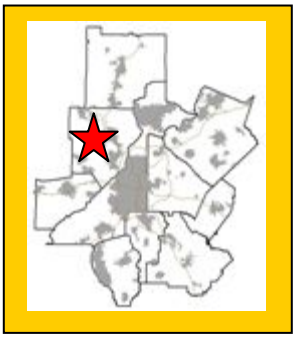
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	June 2, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Regent Riverwood #743
Final Report Due:	July 01, 2005		Comments Due By:	June 16, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



Regent Riverwood is a proposed mixed use development on 13.56 acres in Cobb County. The proposed development will consist of 856 high rise residential units, 525,000 square feet of office space, and 55,500 square feet of retail space. The retail space will consist of various restaurant, banking, and general retail uses. There are two existing driveways: one on Riverwood Parkway and another on US 41 (Cobb Parkway). There are four proposed driveways: Riverwood Parkway, US 41, and two on Cumberland Boulevard.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned OHR (office high rise residential). The proposed zoning is RHR (Residential High Rise). Information submitted for the review states that the proposed development is consistent with the Cobb County's Future Land Use Plan, which designates the area as Regional Activity Center.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments identifying inconsistencies the comprehensive plans were received from affected local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments addressing impacts to any local government's short term work program were received.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development is estimated to attract 1, 284 residents and generate approximately 1,861 potential jobs.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	**Cobb Galleria Performing Arts Center**
2004	**Circle 75-Neighborhood Development**
2002	**One Galleria Walk**
1998	**City View**
1997	**Overton Park**
1996	**Kennedy Center**
1996	**Post Northside Parkway**
1995	**Kennedy Tract MUD**
1994	**Home Depot Corp/Post Apts**
1990	**Emerald Tree Redevelopment**
1987	**Riverwood Center Revised**
1984	**The Bluffs**
1994	**Circle 75 Office Park**
1984	**Cumberland Center/Riverwood**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, there is one existing building.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

This development meets many of ARC's Regional Development Policies. The proposed development incorporates a mix of uses that includes residential, commercial and office uses. To encourage a more livable region, the Regional Development Policies encourage new development in central business districts, transportation corridors, activity centers, and town centers. The Policies also recommend mix use development, infill development, and redevelopment while providing for a variety of housing choices for individuals and families of diverse incomes and age groups. The proposed Regent Riverwood development promotes these policies through a mix use interconnected development in the Cumberland Galleria activity center.

This project is located in the Cumberland Livable Center Initiative Study area. The vision of the Cumberland LCI study area is to create a more urban district that includes increased residential densities, greater integration of land uses, greater emphasis on mobility, and more active public spaces.

The site is located within an area designated for a mixed use high density neighborhood in the Cumberland area. This includes hotel and office development, high density residential amenities and commercial retail.

According to the LCI Study, the Cumberland area is currently an office core. The jobs-housing balance, currently 6:1, continues to worsen. This has resulted in significant in-commuting, increased traffic congestion, and increased strain on the area's roads and freeways. Typically, to be balanced an area should have 1.5 jobs per household (JPH). The proposed development will create a total of 856 new housing units. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

Urban design guidelines are established in the LCI study. Many of these guidelines focus on connectivity and internal mobility. Adequate sidewalks should be constructed along all internal roadways. Pedestrians should be able to easily and conveniently access the proposed commercial retail. It is strongly encouraged that the commercial retail portion is developed in such a way to create a pedestrian oriented environment. The buildings should be oriented and pulled to the street.

The developer should review the Blueprint Cumberland Strategic Plan to ensure future transportation connections. There are proposed future transit stations in close proximity to the proposed development. It is encouraged that pedestrian, bike, and possible auto connections be implemented where possible. The developer should work with the Cumberland Community Improvement District and the Cumberland Transportation Network to integrate the proposed development into the overall strategic plan for the Cumberland Galleria area.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in southeastern Cobb County. The proposed development is 13.56 acres located on the north side of Cumberland Boulevard, west of Cobb Parkway (U.S. 41).

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within Cobb County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

Currently, adjacent land uses are compatible with the proposed development. Office, retail, and residential uses are all part of this activity center. The proposed development will benefit many of the surrounding uses by increasing residential and retail opportunities in the office denominated center.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $590,047,500.00 with an expected $7,049,888.00 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development is adding residential and retail uses to an office dominated center.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection

The project is located in the Chattahoochee Corridor Basin, but is not located near any streams, and is not subject to Cobb County stream buffer requirements.

All of the property except for about 2850 square feet in the southeastern corner of the site at the intersection of Cumberland Boulevard and Cobb Parkway (US 41) is located outside the 2000-foot Chattahoochee River Corridor. The portion of the property inside the Corridor is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The Corridor portion of the property was reviewed in 1986 for the construction of Riverwood Parkway (now Cumberland Boulevard) as part of the original Riverwood development (ARC Metro River Review Number RC-86-03CC). That review was found to be consistent with the Plan. The development proposed in that review used the entire amount of available land disturbance but did not use up all available impervious surfaces. This proposal includes part of a road, all or part of five parking spaces and an entry monument on the portion of the property within the River Corridor. The applicant needs to consult with Cobb County to determine if any allocations are available for these proposed uses. If no allocations are available, the uses will need to be relocated outside the 2000-foot Corridor.

The Chattahoochee is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

Viewsheds

The proposed project site is located on a ridge near the Palisades area of the Chattahoochee River between the I-285 and I-75 bridges. The proposal includes two 27-story residential towers on top of a seven-level parking structure and a 27-story office tower on top of an eight-level parking structure. The residential towers are located just south of the existing Riverwood tower. The proposed office tower is located to the east of the existing tower and north of the residential towers. The proposed building locations are on a slope with approximate existing ground elevations between about 960 and 980 feet MSL, as shown on the proposed master plan. The proposed structures may, depending on the final height and location, be visible from the river in the Palisades.

The Palisades are a series of bluffs and steep forested hills on either side of the river between the I-285 and I-75 bridges. After passing the existing development along Powers Ferry Road, the river enters

the Palisades where there is little or no visible development for about a mile until the I-75 bridge comes into view. It is a unique experience and a valuable resource for the Atlanta Region. The immediate area along the river is within the Chattahoochee River National Recreation Area and is protected. However, when high-rises have been proposed in the past in the Akers Mill – Cumberland Boulevard area, concerns have been raised that the proposed structures may be visible from the river in the Palisades. When high-rise projects in this area have been submitted as DRIs in the past, ARC staff has drawn sightline profiles using the 1:24,000 USGS quad sheet for the area (Sandy Springs) to identify any portions of the river in the Palisades where the new development may intrude on the scenic views.

Because of the height of the proposed residential towers, sightline contours were drawn for this project as well. Sightlines were drawn from the residential tower closest to US 41. The other two towers are further from the Palisades and the proposed office tower is behind the residential towers and the existing Riverwood tower. The other structures, including a 16-story residential tower, are lower and further from the river. The sightline study includes two assumptions about the residential tower: that the base elevation is 970 L, (the contour surrounding the structure site) and that the tower is 350 feet tall (including the parking structure), which put the estimated elevation of the proposed tower at 1270 MSL. The sightlines were drawn using elevations drawn from the quad sheet contours. At least two sightlines were drawn for each location: one based on the ground elevation and one with an assumed average tree height of 40 feet above the ground elevation.

Six sightlines were drawn from the approximate tower location to points along the river in the Palisades, trying to select the lowest terrain. One sightline, running from a point on the river about 2800 feet upstream of the I-75 bridge, appears to be less than 100 feet above the top of a tower at about 1270 MSL. A slightly taller tower may be visible from the water at this point. A second sightline, running from a sharp bend in the river about 4800 feet downstream of the I-285 bridge, appears to be about 150 feet above the top of a tower at 1270 MSL. Neither sightline was adjusted for tree cover. With tree cover, the distance between the sightlines and the top of a building at 1270 MSL would be greater. The actual impact on views from the river will depend on the actual terrain, the existing tree cover and the height and location of the final tower design.

ARC staff requests that detailed sightline studies be conducted for any proposed structure with a height near or exceeding 1270 MSL elevation. All structures should be sited and designed to insure that they will not be visible from the Chattahoochee River upstream of a point where the I-75 bridge becomes visible from the water.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amounts of pollutants that will be produced after construction of the proposed development. These estimates are presented below. The estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. These estimates are generalized for the metropolitan area and do not necessarily reflect the conditions

of high-density development. However, the impervious area estimate used for commercial is 85 percent, which appears to be close to the approximate impervious coverage shown on the proposed master plan for this project. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. Further, both pollutant loads and types of pollutants in this project may differ may differ from the estimates, as the uses differ from typical commercial development. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	13.56	23.19	235.94	1464.48	13329.48	16.68	2.98
TOTAL	13.56	23.19	235.94	1464.48	13329.48	16.68	2.98

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.

Only one stormwater structural control (BMP) is identified on the site plan which is an underground detention vault located under Buildings A & B on the Regent Riverwood property. Ensure that adequate stormwater facilities are provided to treat stormwater runoff water quality from the entire site as well as providing for detention storage for downstream channel protection and the 25-year storm event (peak flow attenuation) per guidelines in the Georgia Stormwater Management Manual. Consider the use of bioretention facilities located in parking lot islands and landscaped areas to treat and detain a portion of the runoff from the site (this would reduce the required size of the other stormwater structural controls).

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

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

Six site access points will be associated with the proposed development. An existing site driveway provides access from U.S. Highway 41, a second, right-in, right-out driveway will be added along U.S. Highway 41 and a third driveway access point will be added on the south side of the development along Cumberland Boulevard. A fourth left-in, left-out access driveway will be added along Cumberland Boulevard, a fifth access driveway will be added on the west side of the project along Riverwood Parkway and a sixth existing site driveway is on Riverwood Parkway.

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

A&R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Retail	49	35	84	136	118	254	1,301
Restaurant	97	87	184	156	79	235	2,792
Office	620	83	703	104	541	645	4,516
Residential	65	313	376	188	103	291	3,672
TOTAL NEW TRIPS	**831**	**518**	**1349**	**584**	**841**	**1425**	**12,281**

**The numbers listed above represent Net Trip generation.*

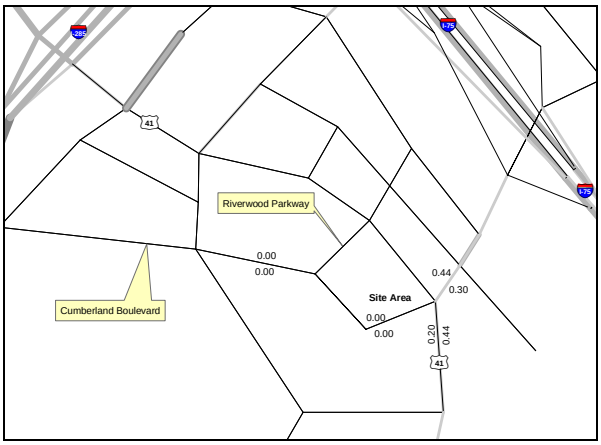
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

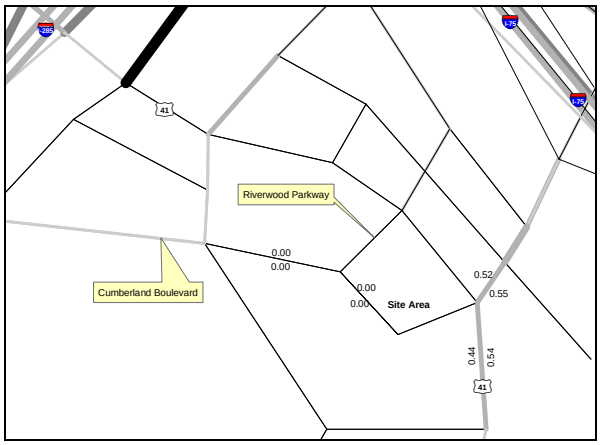
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8,

congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

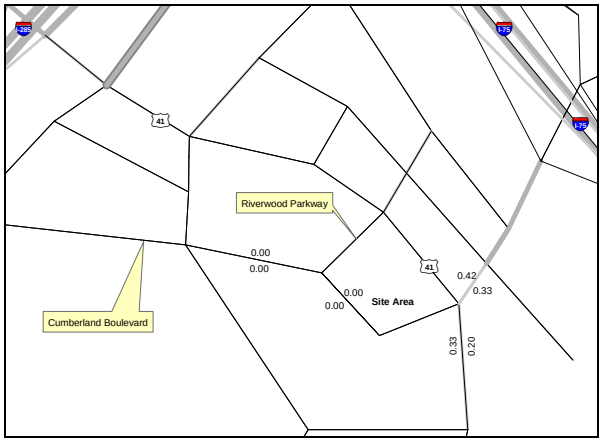
V/C Ratios



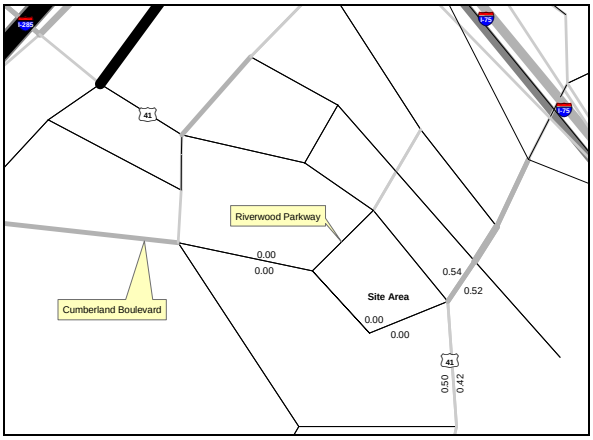
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-104	SR 3 (ATLANTA ROAD)	Bridge Capacity	2008

CO-231	US 41 (COBB PARKWAY)	Roadway Capacity	2011
AR-251A,C	I-75 NORTH (NORTHWEST CORRIDOR) BUS RAPID TRANSIT (BRT)	Transit Facility	2011

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-AR-250	I-85 NORTH	Interchange Capacity	2030
AT-012A/B	US 41 (NORTHSIDE PARKWAY)	Bridge Capacity	2015

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Regent Riverwood Mixed-Use Development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Cumberland Boulevard at Cumberland Parkway/Cumberland Mall

- Add a westbound left turn lane on Cumberland Boulevard creating dual left turn lanes and re-stripe the shared left through lane to make it a dedicated through lane.

Cumberland Boulevard at Akers Mill Road / Jones Road

- Change the phasing of southbound right turn movement on Akers Mill Road from permissive to permissive + overlap.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Cobb Parkway (US 41) at Cumberland Boulevard

- Add an additional southbound left turn lane on US 41 creating dual left turn lanes (this improvement was not needed to achieve the LOS standard, however due to the southbound left turn volumes at the intersection it was felt dual left turn lanes will be beneficial in the future).

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?

Cobb County Transit routes 10, 20 and 50 serve the site with 15 minute headways. Routes 10B and 70 serve the site with headways every 30 minutes and route 10A serves the site with headways every 40 minutes. A future Bus Rapid Transit facility is planned for an area adjacent to the site along Akers Mill Road.

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

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**23%**

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

The project is proposed to contain an extensive internal sidewalk network combined with an existing external sidewalk network and close proximity to transit. These factors will reduce the need for additional vehicular trips within and surrounding the site. This project will have minimal impact to the adjacent roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.409 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.L. Sutton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.L. Sutton is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.47 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 9.3396 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 856 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 312.03. This tract had a 0.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 19 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 743
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/17/2005 9:22:43 AM

DEVELOPMENT OF REGIONAL IMPACT
Cobb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson 191 Lawrence Street Marietta, GA 30060
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail **(only one)**:	john.pederson@cobbcounty.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Regent Riverwood

Development Type	Description of Project	Thresholds
Mixed Use	A mixed use community consisting of 210 residential units 21500 square feet of bank retail and restaurant square-footage and 525000 square-feet of highrise office.	View Thresholds

Developer / Applicant and Mailing Address:	Regent Riverwood, LLC C/O John H. Moore 192 Anderson Street Marietta, Ga 30060
Telephone:	770-429-1499
Fax:	
Email:	tch@mijs.com
Name of property owner(s) if different from developer/applicant:	Regent Riverwood, LLC
Provide Land-Lot-District Number:	Land Lot 978; District 17
What are the principal streets or roads providing vehicular access to the site?	Riverwood Parkway, Cumberland Blvd, U.S. Highway 41
Provide name of nearest street(s) or intersection:	Riverwood Parkway and Cumberland Blvd
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	City of Smyrna is 1.5 miles; Fulton County is 1 mile
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	40%
Estimated Completion Dates:	This project/phase: 5 years Overall project: 5 years

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 5/27/2005 3:12:53 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Fax:	770-528-2003
Email (**only one**):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	Riverwood
DRI ID Number:	743
Developer/Applicant:	TI Riverwood and Regent Riverwood; c/o John H. Moore
Telephone:	770-429-1499
Fax:	770-429-8631
Email(s):	jmoore@mijs.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$590,047,500.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	7,049,888.00
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): There will be one 3,000 square-foot commercial building removed that will displace approximately five full-time workers.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.47 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.409 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	1,425 p.m. peak trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Recommended transportation improvements are identified in a DRI traffic study for the project, as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	9.396 tons/year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	80%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chattahoochee River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Site plan includes open space and detention. See supplemental information for details.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	Y

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: A small portion of the site may be within the 2,000-foot Chattahoochee River Corridor. The development plan will be consistent with MRPA. See suplemental information for details.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

SITE DATA:	
REGENT RIVERWOOD, LLC TRACT -	5.726 AC
TI RIVERWOOD, LLC TRACT -	7.838 AC
EXISTING ZONING -	OHR
PROPOSED ZONING -	RHR

REGENT RIVERWOOD LLC TRACT

BUILDING	USE	PARKING
A	10 STORY RESIDENTIAL TOWER 90 UNITS-APPROX. 170,000 GSF	OVER 4 LEVELS APPROX. 420 SPACES
B	16 STORY RESIDENTIAL TOWER 120 UNITS-APPROX 232,000 GSF	OVER 4 LEVELS APPROX. 420 SPACES
C	COMMERCIAL USE 3000 GSF	14 SURFACE SPACES
D	COMMERCIAL USE ADJACENT TO PARKING APPROX. 7,500 GSF	75 DECK SPACES 10 SPACES PER 1,000 GSF
E	2 STORY RETAIL ADJACENT TO PARKING APPROX. 5,000 GSF	25 DECK SPACES 5 SPACES PER 1,000 GSF
F	2 STORY RETAIL ADJACENT TO PARKING APPROX. 6,000 GSF	30 DECK SPACES 5 SPACES PER 1,000 GSF
G	27 STORY OFFICE TOWER APPROX. 525,000 GSF	OVER 8 LEVELS APPROX. 1,610 SPACES 3 SPACES PER 1,000 GSF

TI RIVERWOOD LLC TRACT

BUILDING	USE	PARKING
A	8 STORY RESIDENTIAL CONDO 70 UNITS-APPROX. 120,000 GSF	OVER 2.5 LEVELS APPROX. 150 SPACES
B	4 STORY RESIDENTIAL OVER PARKING 56 UNITS-APPROX. 76,000 GSF	112 SPACES
C	27 STORY RESIDENTIAL TOWERS 520 UNITS-APPROX 769,500 GSF	OVER 7 LEVELS APPROX. 1,040 SPACES
D	COMMERCIAL USE 13,500 GSF	35 SURFACE SPACES 130 DECK SPACES 12 SPACES PER 1,000 GSF
E	COMMERCIAL USE 4,000 GSF	17 SURFACE SPACES 4.25 SPACES PER 1,000 GSF
F & G	COMMERCIAL USE OVER PARKING 12,000 GSF	50 SURFACE SPACES 92 DECK SPACES 11.8 SPACES PER 1,000 GSF
H	COMMERCIAL USE 4,500 GSF	18 SURFACE SPACES 42 DECK SPACES 13 SPACES PER 1,000 GSF

UNDERGROUND CONCRETE DETENTION VAULT IS PROPOSED UNDER BUILDINGS A & B ON THE REGENT RIVERWOOD LLC. PROPERTY.