



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: Aug 18 2006

ARC REVIEW CODE: R607171

TO: Commissioner Karen Handel
ATTN TO: Morgan Ellington, 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: Fulton County
Name of Proposal: Riverside Park

Review Type: Development of Regional Impact

Date Opened: Jul 17 2006

Date Closed: Aug 18 2006

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

Additional Comments: The proposed development is located in the Sandtown Overlay District and is adjacent to the Sandtown Livable Centers Initiative (LCI) Study completed in 2002. The Overlay District sets forth development standards that seek to protect, enhance, preserve, and provide unity of design and use of places, site, buildings, structures, streets, and landscape in the Sandtown District. The proposed development should meet or exceed the standards set forth in the Overlay District. The intent of the LCI Study is to preserve and promote a better quality of growth due to increased development interest. The Study included land use, housing, and transportation recommendations for the entire study area and specifically for three development node. In the Study, the Campbellton/Camp Creek Node, located adjacent to the proposed development, calls for a mix of housing densities and types, land open spaces that can be used for passive parks and multi-purpose trails that would connect throughout the Sandtown Community. The node also includes village concepts for office, commercial, and live/work space. Due to the location of the proposed development, it is recommended that the developer review the Sandtown LCI Study and work with the community to meet the goals of the Study within the development. ARC staff strongly recommends that the development include a trail system that would potentially connect with a multi-purpose trail throughout the Sandtown Community. Although sidewalks are provided on both sides of all internal streets, ARC recommends providing multi-purpose trails that would provide short-cuts and alternative paths to pedestrians and bicyclists within the community that could connect with a larger trail system for the community.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DOUGLAS COUNTY
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DOUGLASVILLE
SANDTOWN COMMUNITY ASSOCIATION

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS

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.

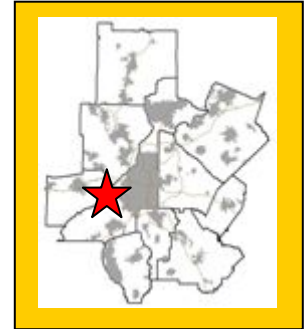
The ARC review website is located at: <http://www.atlantaregional.com/landuse/>.

Preliminary Report:	July 17, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Riverside Park #1132
Final Report Due:	August 18, 2006		Comments Due By:	July 31, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Riverside Park is a 456 acre development is mixed use development in Fulton County. The proposed development will include 62,644 square feet of retail, 113,144 square feet of office, 796 single family homes, 150 senior housing units, 700 apartments units, and 479 townhomes. Site access is proposed at 10 locations along Fulton Industrial Boulevard, Riverside Drive, Plummer Road and Campbellton Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2015.

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 M1-A (industrial park) and SUB-A (single family residential). The proposed zoning is MIX (mixed use). Information submitted for the review states that the proposed zoning is not consistent with Fulton County's Future Land Use Map which designates the area as business park, residential with 3 units per acre, and live/work.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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 would increase the need for services in the area for existing and future residents.

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

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

YEAR	NAME
2001	Sandtown Center
2000	Hodges Campbellton/Cascade Palmetto Dev
1998	Weeks Industrial Development
1998	Southgate Center
1990	Westgate Center Phase IV
1989	LOR Industrial Park
1989	New Manchester
1989	Resource Technology Center
1987	Chattahoochee Polo
1987	Westlake Industrial Park

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, the site is currently mostly undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development includes a mix of residential, commercial and offices uses. The proposed development meets many of ARC's Regional Development Policies: providing development strategies and infrastructure investment to accommodate forecast population and employment growth more efficiently, increasing the share of new development to transportation corridors, and increasing mixed use development.

The proposed development is increasing mixed use development in a growing part of the region. ARC forecasts a population of over 77,000 residents in south Fulton County. The incorporation of commercial, office, and entertainment use near new and existing residential uses is essential to accommodating the expected growth efficiently.

The proposed development is located in the Sandtown Overlay District and is adjacent to the Sandtown Livable Centers Initiative (LCI) Study completed in 2002. The Overlay District sets forth development standards that seek to protect, enhance, preserve, and provide unity of design and use of

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places, site, buildings, structures, streets, and landscape in the Sandtown District. The proposed development should meet or exceed the standards set forth in the Overlay District. The intent of the LCI Study is to preserve and promote a better quality of growth due to increased development interest. The Study included land use, housing, and transportation recommendations for the entire study area and specifically for three development node. In the Study, the Campbellton/Camp Creek Node, located adjacent to the proposed development, calls for a mix of housing densities and types, land open spaces that can be used for passive parks and multi-purpose trails that would connect throughout the Sandtown Community. The node also includes village concepts for office, commercial, and live/work space. Due to the location of the proposed development, it is recommended that the developer review the Sandtown LCI Study and work with the community to meet the goals of the Study within the development.

ARC staff strongly recommends that the development include a trail system that would potentially connect with a multi-purpose trail throughout the Sandtown Community. Although sidewalks are provided on both sides of all internal streets, ARC recommends providing multi-purpose trails that would provide short-cuts and alternative paths to pedestrians and bicyclists within the community that could connect with a larger trail system for the community.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.

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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.

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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 proposed project is located in Fulton County along the east side of Fulton Industrial Boulevard, the northside of Campbellton Road, and lies along either side of Riverside Drive and Plummer Road.

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.

It is entirely within Fulton County's boundaries; however, the site is less than two miles from the City of Douglasville and Douglas County. The proposed development is less than three miles from the City of Atlanta.

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.

Other residential, industrial, and institutional uses immediately surround the development.

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?

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Estimated value of the development is \$418,087,560 million with an expected \$15,808,574 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?

None were determined during the review.

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/ Stream Buffers

The property is not within the 2000-foot Chattahoochee River Corridor but it is located in the Corridor watershed. The USGS 1:24,000 coverage for the project area shows several blue line streams crossing the project property. One stream is a tributary to the Chattahoochee River. The rest are tributaries to that stream. As required under the Metropolitan River Protection Act, the property is subject to the requirements of the Fulton County South Chattahoochee Tributary Buffer Ordinance. In addition, Metropolitan North Georgia Water Planning District requires local governments to adopt a stream buffer ordinance at least as protective as the model ordinance developed by the District. The Fulton ordinance, which covers both the Water District and Metropolitan River Protection Act requirements, requires a 75-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. These buffers are shown on the streams on the property.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

The property is downstream of the water supply watershed portion of the Chattahoochee in the Atlanta Region, so no Part 5 Watershed Criteria Apply.

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

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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). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. No factors were developed for single-family housing with densities of greater than four units per acre, so all the residential is classified as townhouse apartment. The open space acreage is not specified, so it is assumed to be the minimum required 25 percent of the site specified on the plans. The commercial acreage is an estimate based on the area shown on the plans. 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	6.53	11.17	113.62	705.24	6418.99	8.03	1.44
Forest/Open	114.23	9.14	68.54	1028.07	26844.05	0.00	0.00
Townhouse/Apartment	336.17	352.98	3600.38	22523.39	203382.85	255.49	47.06
TOTAL	456.93	373.28	3782.54	24256.70	236645.89	263.52	48.50

Total % Impervious %

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.

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



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

Vehicles can access the site by ten site driveways:

- Four full-movement driveways along Fulton Industrial Blvd.
- Five full-movement driveways along Riverside Drive/Suber Road.
- One full-movement driveway along Campbellton Road.

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

Kimley-Horn and Associates 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
798 Single-Family Homes	142	426	568	438	257	695	7028
700 Apartments	69	278	347	262	141	403	4358
483 Condominiums	31	151	182	147	72	219	2448
150 Senior Adult Units	5	7	12	10	7	17	N/A
114,000 sq ft Office Space	183	25	208	35	171	206	1476
80,000 sq ft Retail Space	84	53	137	259	281	540	5874
Reductions	-	-	-	-150	-137	-287	-3040
TOTAL NEW TRIPS	514	940	1454	1001	792	1793	18144

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.

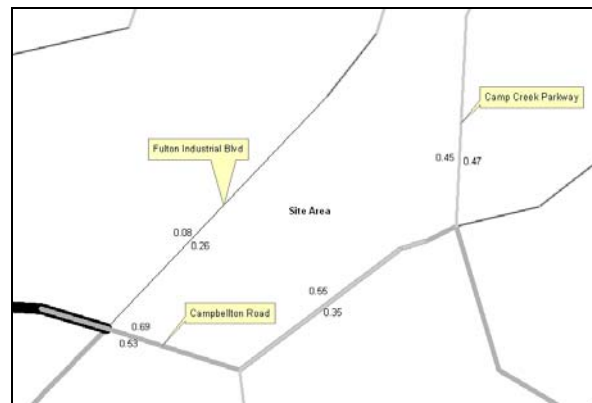
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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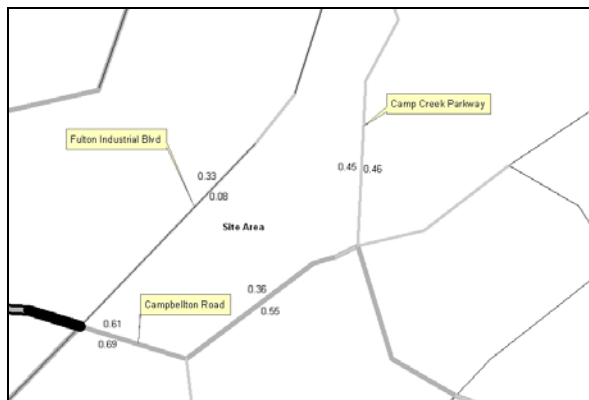
V/C Ratios



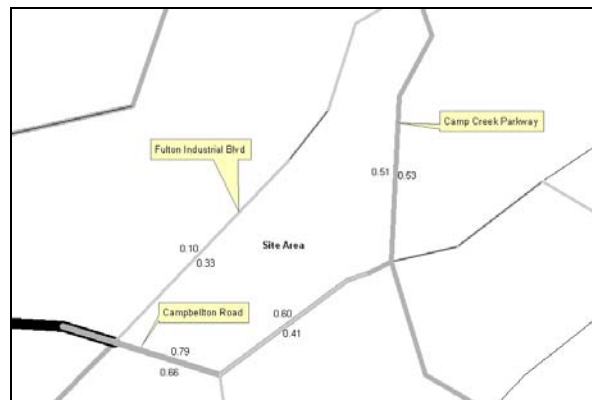
2005 AM Peak



2005 PM Peak



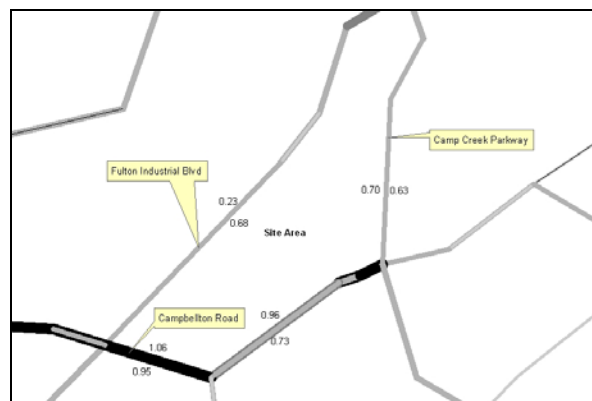
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

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 2006-2011 TIP, approved in March of 2006. 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

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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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-190	SR 70 (CASCADE PALMETTO HIGHWAY)	Bridge Upgrade	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-032	SR 154/166 (CAMPBELLTON ROAD)	Roadway Capacity	2030
DO-019	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD)	Roadway Capacity	2030
DO-021	RIVERSIDE PARKWAY	Roadway Capacity	2030
AT-110	BARGE ROAD / GREENBRIAR PARKWAY CONNECTOR	Roadway Capacity	2020
AR-924C	SR 6 (CAMP CREEK PARKWAY) TRUCK LANES: SEGMENT 3	Roadway Capacity	2030
FS-003	SR 70 (FULTON INDUSTRIAL BOULEVARD)	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Riverside Park.

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.

Fulton Industrial Blvd at Campbellton Road

- Construct an additional eastbound lane and an additional westbound lane along Campbellton Road to create two through lanes in each direction.
- Add eastbound and westbound protected-permissive left-turn signal phasing.

Fulton Industrial Blvd at Riverside Drive

- Install a traffic signal.
- Construct an exclusive westbound right-turn lane along Riverside Drive.

Campbellton Road at Suber Drive

- Install a traffic signal.
- Extend the westbound left-turn storage lane along Campbellton Road by re-striping the paved median.

Campbellton Road at Boat Rock Road

- Install a traffic signal.



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- Construct an exclusive eastbound left-turn lane along Campbellton Road.

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.

Fulton Industrial Blvd at Riverside Drive

- Add northbound and southbound protected-permissive left-turn signal phasing.

Campbellton Road at Suber Road

- Add westbound protected-permissive left-turn signal phasing.
- Construct an exclusive westbound right-turn lane along Campbellton Road.

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?

MARTA bus routes 73 and 273 provide service bordering the proposed Riverside Park site.

- Route 73 provides service Monday through Friday from 5:41 a.m. to 11:46 p.m. with headways between 7 and 15 minutes. Service is provided on Saturday from 5:49 a.m. to 11:21 p.m. with headways between 20 and 40 minutes. Sunday service is provided from 7:49 a.m. to 10:09 p.m. with headways of 30 minutes.
- Route 273 is an express route that provides service Monday through Friday from 5:45 a.m. to 6:51 p.m. with headways between 10 and 25 minutes.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>SF Detached Dwellings</i>		
With all of the below:	15%	15%
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Total		18%

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

The proposed development does demonstrate a burden onto a currently congested roadway network. It is recommended that all suggested improvements be implemented prior to completion of this project. With over 2,000 homes and 194,000 sq ft of office and retail space, this development's mixed-use character provides the essential physical characteristics and density for efficient transit access. It is recommended the developer work with MARTA to establish at least one transit stop within this development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.216 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of the Camp Creek Site 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
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

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 0.7 MGD based on regional averages.

Preliminary Report:	July 17, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Riverside Park #1132
Final Report Due:	August 18, 2006		Comments Due By:	July 31, 2006

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 6,500 tons of solid waste per year and the waste will be disposed of in Fulton County

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



Preliminary Report:	July 17, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Riverside Park #1132
Final Report Due:	August 18, 2006		Comments Due By:	July 31, 2006

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 2,127 housing units that will include multi-family residential.

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

No.

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

The site proposed for the development is located in Census Tract 103.03. This tract had a 43.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 87 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack 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: **1132**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/31/2006 11:55:27 AM

DEVELOPMENT OF REGIONAL IMPACT

Fulton 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:	Fulton County
*Individual completing form and Mailing Address:	Morgan Ellington, Planner 141 Pryor Street, Suite 2085 Atlanta, GA 30318
Telephone:	404-730-8049
Fax:	404-730-7818
E-mail (only one):	Morgan.Ellington@co.fulton.ga.us

*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:		Riverside Park
Development Type	Description of Project	Thresholds
Mixed Use	80000 sf retail 114000 sf office & 2290 residential units	View Thresholds
Developer / Applicant and Mailing Address:		Ernie Williams, Vesland Capital 3390 Peachree Road NE Suite 1200 Atlanta, GA 30326 (Parker Ellen with Kimberly Horn 404-419-8772 will represent the applicant)
Telephone:		
Fax:		
Email:		ewilliams@naigb.com
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:		14F, LL 132, 149, 137, 131, 1118, 130
What are the principal streets or roads providing vehicular access to the site?		Fulton Industrial Blvd/ Riverside Drive
Provide name of nearest street(s) or intersection:		Fulton Industrial Blvd @ Riverside Drive
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?	.9 mi to Douglas County 1.3 miles to City of Atlanta
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?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	Camp Creek
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2015

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
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: 7/12/2006 1:59:10 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington
Telephone:	404-730-8049
Fax:	404-730-7818
Email (only one):	Morgan.Ellington@co.fulton.ga.us

Proposed Project Information

Name of Proposed Project:	Riverside Park
DRI ID Number:	1132
Developer/Applicant:	Vesland Capital (c/o Parker Ellen)
Telephone:	404-419-8700
Fax:	770-825-0074
Email(s):	ewilliams@naibg.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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$418,087,560
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$5,808,574
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):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.7 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:	Camp Creek Treatment Plant
--	----------------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	216 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.)	1,454 am peak hour trips, 1,793 pm peak hour 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?	N
If transportation improvements are needed to serve this project, please describe below: (Note: Kimley-Horn is sending Fulton Co. 2 traffic studies when the study is certified complete.)	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	6,500 tons
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?	approx 60 percent
Is the site located in a water supply watershed?	
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

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?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	

Is the development located within, or likely to affect any of the following:

1. Floodplains?	Y
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:
flood plain areas on site, development is planned outside these areas



VICINITY MAP

SUMMARY	
TOTAL SITE AREA	456.926 ACRES
EXISTING ZONING	M1-A, SUB-A
PROPOSED ZONING	MIX (COMMUNITY UNIT PLAN DISTRICT)
OFFICE	113,144 SF
RETAIL	62,644 SF
SENIOR HOUSING	150 UNITS
APARTMENTS	700 UNITS
SINGLE FAMILY LOTS (S)	798 UNITS
TOWNHOMES	478 UNITS
TOTAL NUMBER OF UNITS RESIDENTIAL	2,127 UNITS
MINIMUM OPEN SPACE REQUIRED	AC (25% OF GROSS ACREAGE)
LOT DEVELOPMENT STANDARDS	
MINIMUM LOT WIDTH AT B.S.L.	50
MINIMUM LOT AREA	8250 SF
FRONT	20'
REAR	10'
CORNER SIDE	10'
REAR	15'

OWNER OF SUBJECT PARCEL:
VESLAND CAPITAL, LLC
415 EAST PACES FERRY ROAD, N.E.
SUITE 250
ATLANTA, GEORGIA 30305
(404) 812-4069

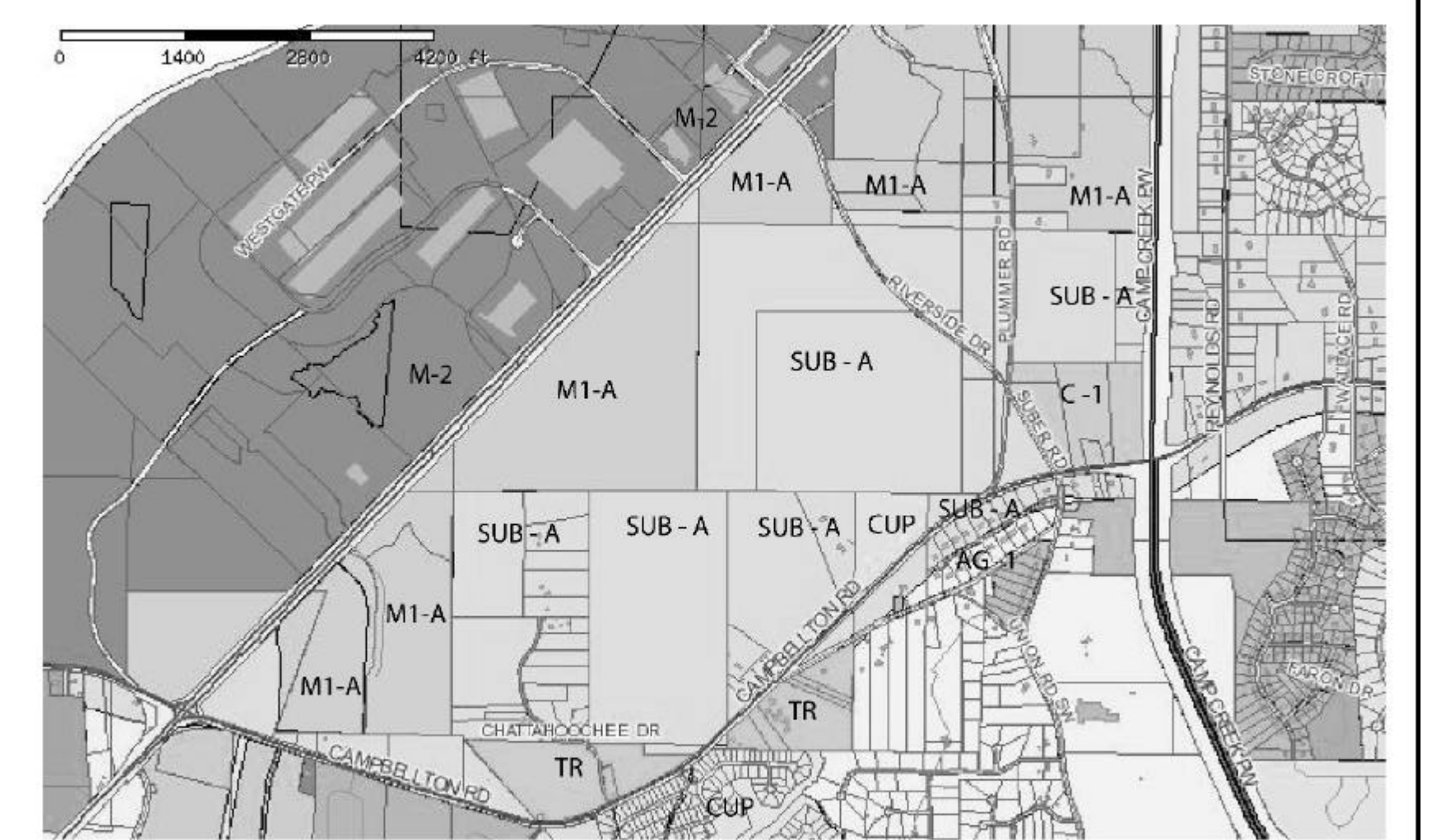
ARCHITECT:
SIZEMORE GROUP
1700 COMMERCE DRIVE, NW
ATLANTA, GEORGIA 30318
(404) 605-0690

CIVIL ENGINEERING:
ESTES-SHELDS ENGINEERING, INC.
6 EXECUTIVE PARK DRIVE, SUITE 300
ATLANTA, GEORGIA 30329
(404) 248-1980

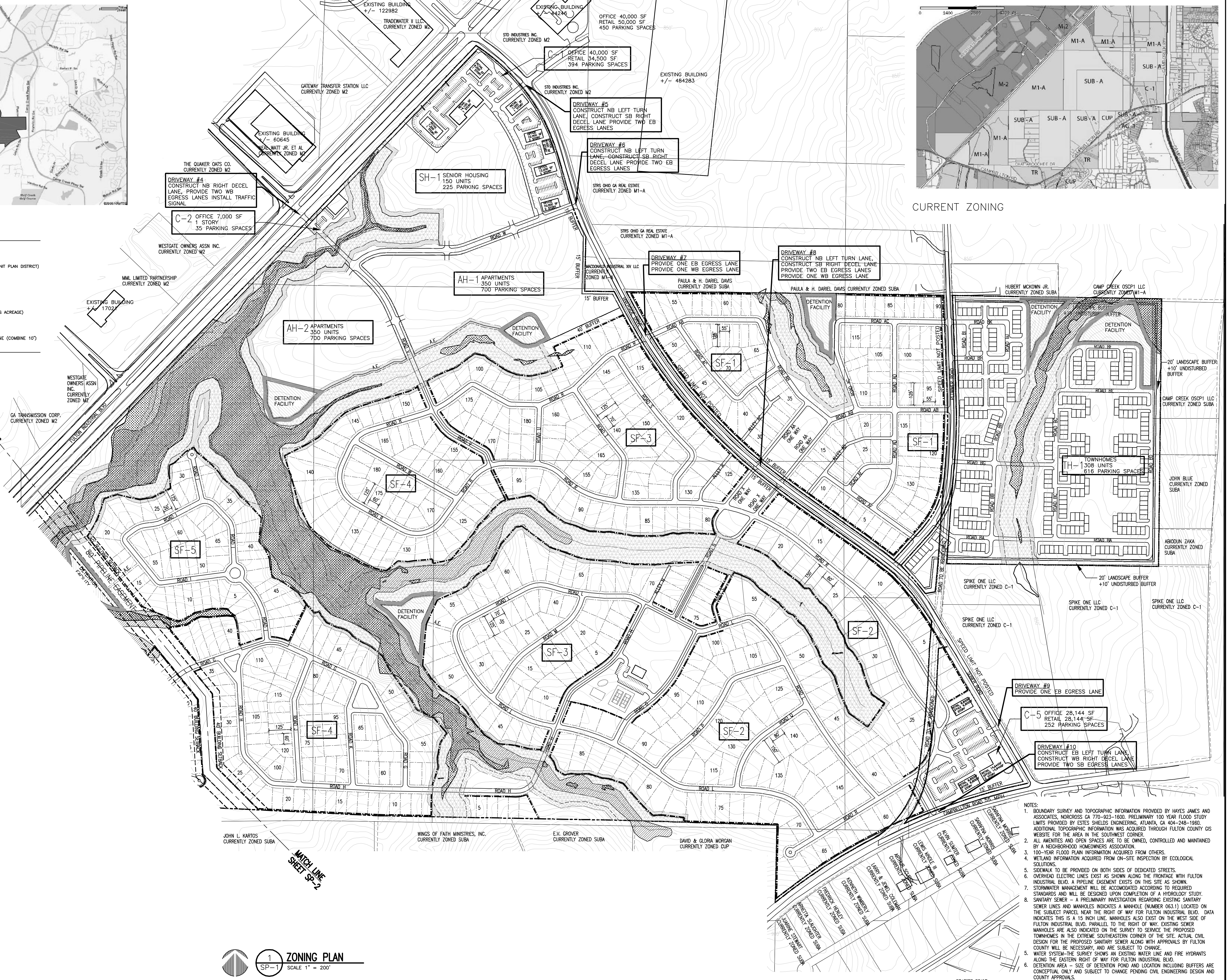
SURVEYING:
HAYES, JAMES & ASSOCIATES, INC.
4145 SHACKLEFORD ROAD
SUITE 300
NORCROSS, GA 30093
(770) 923-1600 ext.194

LEGEND:

- WETLANDS
- 75' UNDISTURBED BUFFER
- 25' IMPERVIOUS SURFACE BUFFER
- FLOOD PLAIN
- DETENTION FACILITY
- 20' LANDSCAPE STRIP



CURRENT ZONING



- NOTES:
- BOUNDARY SURVEY AND TOPOGRAPHIC INFORMATION PROVIDED BY HAYES JAMES & ASSOCIATES, NORCROSS GA 770-923-1600. PRELIMINARY 100 YEAR FLOOD STUDY LIMITS PROVIDED BY ESTES-SHELDS ENGINEERING, ATLANTA, GA 404-248-1980. ADDITIONAL TOPOGRAPHIC INFORMATION WAS ACQUIRED THROUGH FULTON COUNTY GIS WEBSITE FOR THE AREA IN THE SOUTHWEST CORNER.
 - ALL AMENITIES AND OPEN SPACES ARE TO BE OWNED, CONTROLLED AND MAINTAINED BY A NEIGHBORHOOD HOMEOWNERS ASSOCIATION.
 - 100-YEAR FLOOD PLAIN INFORMATION ACQUIRED FROM OTHERS.
 - WETLAND INFORMATION ACQUIRED FROM ON-SITE INSPECTION BY ECOLOGICAL SOLUTIONS.
 - SIDEWALK TO BE PROVIDED ON BOTH SIDES OF DEDICATED STREETS.
 - OVERHEAD ELECTRIC LINES EXIST AS SHOWN ALONG THE FRONTAGE WITH FULTON INDUSTRIAL BLVD. A PIPELINE EASEMENT EXISTS ON THIS SITE AS SHOWN.
 - STORMWATER MANAGEMENT WILL BE ACCOMMODATED ACCORDING TO REQUIRED STANDARDS AND WILL BE DESIGNED UPON COMPLETION OF A HYDROLOGY STUDY.
 - SANITARY SEWER - A PRELIMINARY INVESTIGATION REGARDING EXISTING SANITARY SEWER LINES AND MANHOLES INDICATES A MANHOLE (NUMBER 063.1) LOCATED ON THE SUBJECT PARCEL NEAR THE RIGHT OF WAY FOR FULTON INDUSTRIAL BLVD. DATA INDICATES THIS IS A 15 INCH LINE. MANHOLES ALSO EXIST ON THE WEST SIDE OF FULTON INDUSTRIAL BLVD. PARALLEL TO THE RIGHT OF WAY. EXISTING SEWER MANHOLES ARE ALSO INDICATED ON THE SURVEY TO SERVICE THE PROPOSED TOWNHOMES IN THE EXTREME SOUTHEASTERN CORNER OF THE SITE. ACTUAL CIVIL DESIGN FOR THE PROPOSED SANITARY SEWER ALONG WITH APPROVALS BY FULTON COUNTY WILL BE NECESSARY, AND ARE SUBJECT TO CHANGE.
 - WATER SYSTEM-THE SURVEY SHOWS AN EXISTING WATER LINE AND FIRE HYDRANTS ALONG THE EASTERN RIGHT OF WAY FOR FULTON INDUSTRIAL BLVD.
 - DETENTION AREA - SIZE OF DETENTION POND AND LOCATION INCLUDING BUFFERS ARE CONCEPTUAL ONLY AND SUBJECT TO CHANGE PENDING CIVIL ENGINEERING DESIGN AND COUNTY APPROVALS.
 - THE LOCATION OF EXISTING AND PROPOSED FIRE HYDRANTS AND WATER LINES TO BE DETERMINED DURING CIVIL ENGINEERING PHASE.
 - SITE VEGETATION - THE EXISTING VEGETATION ON THE SITE IS A NORMALLY WOODED AND VEGETATED AREA.
 - THERE ARE NO EXISTING STRUCTURES ON THIS SITE.

NOT FOR CONSTRUCTION

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SIZEMORE GROUP

Drawn: JBC
Checked: BD
Date: 7/20/06
Job No.: 06210

Revisions:
No. Date

RIVERSIDE PARK
VESLAND CAPITAL, LLC
FULTON COUNTY, GEORGIA



Title:
ZONING PLAN

Scale: 1" = 200'

Sheet:

SP-1

of:

