



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: Apr 19 2008

ARC REVIEW CODE: R803201

TO: Mayor Donnie Henriques
ATTN TO: Richard McLeod, Planning Director
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: City of Woodstock
Name of Proposal: The Avenue Ridgewalk

Review Type: Development of Regional Impact

Date Opened: Mar 20 2008

Date Closed: Apr 19 2008

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 a suburban corridor on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be developed at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area. Development types recommended include general commercial and residential uses. ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development and provides a sense of place appropriate for the community. The Policies also promote new communities that feature greenspace, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types. The proposed development meets the minimum requirements for ARC's review. Given the new interchange at Old Rope Mill Road, the area has the potential to become a regional activity center and support more intense uses.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF HOLLY SPRINGS

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

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

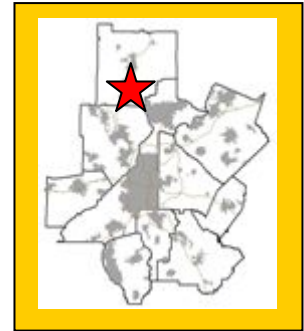
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	March 20, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Avenue Ridgewalk #1594
Final Report Due:	April 19, 2008		Comments Due By:	April 3, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Avenue at Ridgewalk is a commercial development located on 45.71 acres in the City of Woodstock. The proposed development will consist of 307,500 square feet of commercial development. There will be an additional 45,500 square feet of commercial space on 10 acres of outparcels. The proposed development is located at the intersection of Old Rope Mill Road and Woodstock Parkway to the east of Interstate 575.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 a combination of LI (light industrial) and GC (general commercial). The current zoning permits commercial development. The draft Future Development Map designates the area as Regional Activity Center which is defined as “open air market-like development that focuses on certain retail sectors and blends mixed uses typical of an old time Main Street, such as services, restaurants, offices, and residential.” Furthermore, it states that a residential component is important as it further adds density to the center and creates a 24-hour character area.

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

No comments were received during the review 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 during the review 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?**

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

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
2007	Breezy Hill Farm
2007	Woodstock West
2000	Concordia
1999	Group Realty MBC
1997	Rope Mill

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 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 is located in a suburban corridor on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be develop at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area. Development types recommended include general commercial and residential uses. ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development and provides a sense of place appropriate for the community. The Policies also promote new communities that feature greenspace, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types. The proposed development meets the minimum requirements for ARC's review. Given the new interchange at Old Rope Mill Road, the area has the potential to become a regional activity center and support more intense uses. ARC strongly recommends a residential component be incorporated into the project. Furthermore, ARC suggests that the development plan be revised as to not preclude more intense development in the future should there be a market for it.

The City of Woodstock's draft Future Development Map indicates the area of the proposed development as Regional Activity Center, which is defined as "open air market-like development that focuses on certain retail sectors and blends mixed uses typical of an old time Main Street, such as services, restaurants, offices, and residential." Furthermore, it states that a residential component is important as it further adds density to the center and creates a 24-hour character area. Regional

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Activity Centers should include a diverse mix of higher-density housing types within it or on adjacent properties; including apartments, lofts over retail or office, townhomes, condominiums, workforce housing and senior housing. Design features within a Regional Activity Center include refocusing strip commercial and new development into villages, providing a high intensity of mixed uses, size of uses, and types of uses, promoting pedestrian scale, connectivity and interconnection within and external to the center, planning for a community street, trail and sidewalk network for alternative modes of transportation as to the automobile, requiring master planning, planning and designing transportation improvements that fit with community character, and including civic and cultural uses.

Information submitted for the review states that the proposed development is to be designed to be highly pedestrian friendly with wide sidewalks and aesthetic plantings and features throughout the development. However, currently there are no bus stops in the vicinity of the project and no sidewalks along any roadway to the proposed development. Information submitted for the review that the developer will coordinate with CATS and Cherokee County to provide bus service to the development. There are transportation projects proposed and being implemented that will include sidewalks; such as the new interchange ramps at I-575. ARC strongly recommends coordination with the City and GDOT to ensure that a unified sidewalk system is implemented along the corridor. ARC also recommends alternative routes be considered for pedestrian and bicyclists to access the proposed development.

The site plan should be revised to incorporate more smart growth principles: buildings should be brought to the street with minimum setbacks so that the parking can be screened, establishing a street grid/network of short street blocks with active street uses to provide a pleasant atmosphere and minimize the travel distance between uses for pedestrians, and alternative pathways that shorten trips between uses for pedestrians.

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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.

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.

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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.

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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 the City of Woodstock at the intersection of Old Rope Mill Road and Woodstock Parkway, just east of Interstate 575.

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 the City of Woodstock’s boundaries; however, it is adjacent to Cherokee 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.

None were determined during the review. Information submitted for the review states that there immediate surrounding area can be characterized by single family residential. Future development plans, according to information submitted for the review, indicate civic and office uses within the immediate area.

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 \$85,000,000 with an expected \$2,900,000 in annual local tax revenues.



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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 and Stream Buffers

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

An unnamed tributary to the Little River forms the southern and southeastern boundaries of the project property. The site plan shows the 25-foot State sediment and erosion buffer along the stream, but no City of Woodstock stream buffer is identified. The proposed grading for the project as shown on the plans comes nearly to the edge of the indicated 25-foot buffer. Any intrusion into City of Woodstock buffers may require a variance from the City. Any intrusion into the State sediment and erosion buffer will also require a variance.

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

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

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Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	49.28	84.27	857.47	5322.24	48442.24	60.61	10.84
TOTAL	49.28	84.27	857.47	5322.24	48442.24	60.61	10.84

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.

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?

The proposed development will be accessible by five driveways: one along Ridgewalk Pkwy and four along Woodstock Pkwy.

1. Driveway 1 into Pod A is proposed as a right-in/right-out commercial driveway along Ridgewalk Parkway. Driveway 1 will be located approximately 317 feet east of the Ridgewalk Parkway and Woodstock Parkway intersection.

2. Driveway 2 into Pod A is proposed as a right-in, left in and right-out commercial driveway located on Woodstock Parkway. Driveway 2 will be located approximately 395 feet south of the Ridgewalk Parkway and Woodstock Parkway intersection.

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3. Driveway 3 into Pod B is proposed as a right-in, left in and right out commercial driveway located on Woodstock Parkway. Driveway 3 will be located approximately 395 feet south of the Ridgewalk Parkway and Woodstock Parkway intersection. Driveway 3 aligns perpendicular to Driveway 2 along Woodstock Parkway.

4. Driveway 4 into Pod A is proposed as a full access commercial main entrance drive located along Woodstock Parkway. Driveway 4 will be located approximately 925 feet south of the Ridgewalk Parkway and Woodstock Parkway intersection.

5. Driveway 5 into Pod B is proposed as a full access commercial main entrance drive located along Woodstock Parkway. Driveway 5 will be located approximately 925 feet south of the Ridgewalk Parkway and Woodstock Parkway intersection. Driveway 5 aligns perpendicular to Driveway 4 along Woodstock Parkway.

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

LAI 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
Shopping Center 288,260 SF	181	115	296	518	562	1,080	12,378
High Turnover (Sit Down) Restaurant 38,000 SF	228	220	448	253	162	415	4,832
General Office 4,240 SF	6	1	7	1	5	6	47
Drive-in Bank 4,500 SF	31	24	55	103	103	206	1,109
Fast-Food Restaurant 4,500 SF	122	117	239	81	75	156	2,233
Pharmacy With Drive-Through 13,500 SF	21	15	36	57	59	116	1,190
<i>Mixed-Use Reductions</i>							
<i>Alternative Mode Reductions</i>							
<i>Pass-By Reductions</i>							
TOTAL NEW TRIPS							21,789

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

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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.

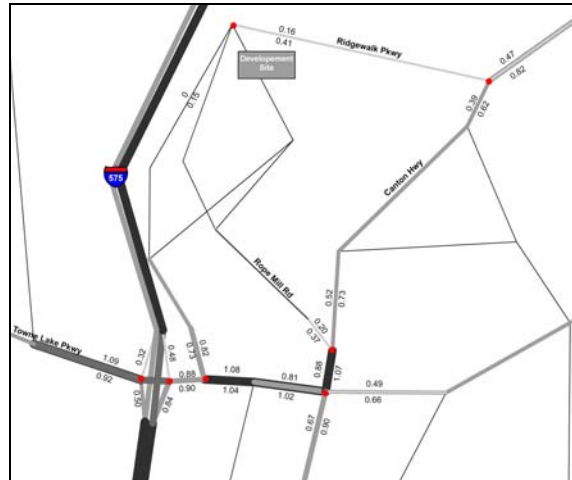
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



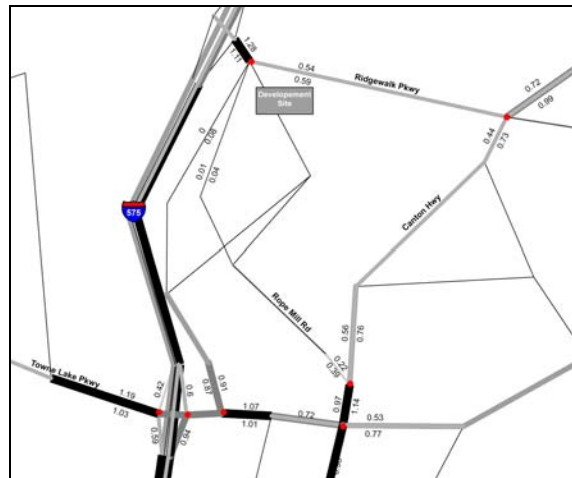
2010 AM Peak



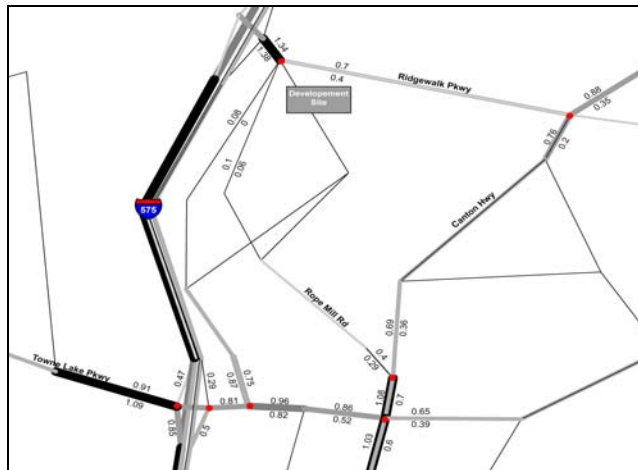
2010 PM Peak



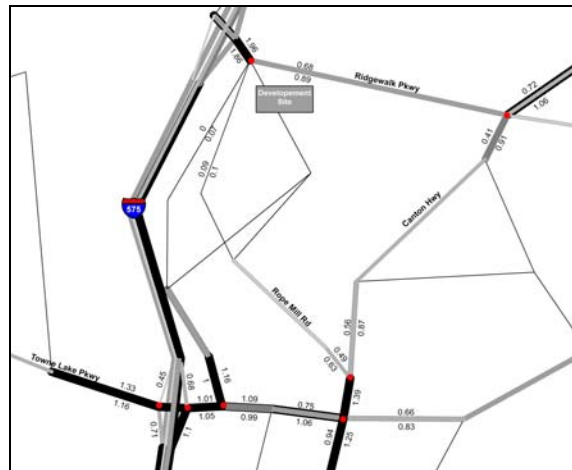
2020 AM Peak



2020 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+

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For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-935 Series	I-575 from I-75 to Sixes Road in Cherokee County	Managed Lanes – Auto/Bus	2020
CH-AR-225	I-575 at Ridgewalk Pkwy	Interchange Capacity	2012
CH-208	Towne Lake Pkwy at 13 Locations within 0.5 mile of I-575 Interchange	ITS-Other	2009

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-917	I-575 from I-75 to SR 5 Business in Cherokee County	General Purpose Roadway Capacity	2030
CH-167	Arnold Mill Road extension from Main Street south of Ridgewalk Pkwy to Arnold Mill Road at Neese Road	General Purpose Roadway Capacity	2020
CH-168	Arnold Mill Road extension from Main Street to Arnold Mill Road	General Purpose Roadway Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for The Avenue Ridgewalk.

Note: Two scenarios were analyzed for the traffic study. The first includes all intersections identified by the agreed upon methodology. The second scenario analyzes every thing in the first scenario plus the effect of the proposed full access interchange at I-575 and Rope Mill Road/Ridgewalk Parkway. This major improvement is not scheduled to be completed until after build out of the DRI but will have major impact on traffic flows in the area and is worthy of examination. Traffic improvements for both scenarios are included below.

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.

Scenario 1

No intersections were identified with unacceptable LOS so no recommendations were made.



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Scenario 2

Sixes Rd @ I-575 Northbound Ramp

- Add additional right turn storage (approximately 650 ft.) to the northbound off ramp

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.

Scenario 1

Towne Lake Parkway @ I-575 Northbound Ramp

- Add right turn storage lane (approximately 100 ft) to Towne Lake Parkway at eth westbound approach to I-575 on ramp

Ridgewalk Parkway @ Woodstock Parkway

- Add additional westbound left turn storage lane (approximately 200 ft) on Ridgewalk Parkway

Canton Highway @ Ridgewalk Parkway

- Add dual left on the eastbound approach of Ridgewalk Parkway. Utilize existing northbound right turn on Canton Highway as a receiving lane that would taper back into one lane (approximately 350 ft)
- Add additional southbound lane on Canton Highway starting at Sixes Road and turning into a right turn exclusive lane at River Park Boulevard.

Sixes Road @ I-575 Northbound Ramp

- Add additional right turn storage (approximately 650 ft) to northbound exit ramp making a dual signalized right turn with a shared thru-left.

Scenario 2

Towne Lake Parkway @ I-575 Northbound Ramp

- Add westbound right turn storage (approximately 100 ft) to Towne Lake Parkway

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?

Currently there are no transit agencies that service the proposed development area. There are no plans for any future transit elements in the area.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting to land uses	4%	4%



Preliminary Report:	March 20, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Avenue Ridgewalk #1594
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within and adjoining the site		
Total		4%

Although the development does not pass the Air Quality Benchmarks, information submitted for the review and attached at the end of this report states that the developer is willing to coordinate with the City of Woodstock to meet the intent of the benchmarks. Such measures include working with Cherokee Area Transportation System and the Cherokee County Board of Commissioners to add the development to least one of their existing fixed bus routes. The developer is also willing to provide electric vehicle charging stations within the development. Adding these components will help the development achieve 10% credits. The development is also designed with green building features and is committed to lessening the impacts of the development on the environment in every opportunity. Thirty percent of the site will be left undeveloped.

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

ARC staff makes the following recommendations/comments for the proposed development:

- Coordinate with the Cherokee Area Transportation System (CATS) to assess whether fixed route bus service to the proposed development would be warranted. If so, provide appropriate accommodations for such service.
- Side walks along the public roads should incorporate a buffer zone between the curb and the pedestrian right of way. ARC recommends a three foot vegetative strip.
- Section 1.2 'Bicycle and Pedestrian Facilities' in the travel analysis does not reference any sidewalks along Rope Mill Road. The development should provide appropriate pedestrian facilities along all public roads adjacent to the proposed site.
- Currently there is no direct connection from Rope Mill Road to the proposed development. Such a connection would help reduce the need for northbound traffic using Rope Mill Road to turn onto Woodstock Parkway to access the site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.01 MGD.

Which facility will treat wastewater from the project?

Rose Creek will provide wastewater treatment for the proposed development.

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

The capacity of Rose Creek Site is listed below:

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PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
4	4	3.6	7	-3	Expansion to 5mgd to be completed in 2002. Plan to expand to 10mgd by 2004 and to 15 mgd around 2010.	

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 0.01 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 1,320 tons of solid waste per year and the waste will be disposed of in Cherokee County.

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.

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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.

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 910.01. This tract had a 39.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 75 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.



April 11, 2008

Haley Fleming
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303

Re: Regional Review Notification Response
DRI # 1594 - The Avenue Ridgewalk - Woodstock GA
LAI Project # 6011

Dear Haley:

This letter is in response to concerns stated by the Atlanta Regional Commission (ARC) in their Regional Review Notification letter dated March 20, 2008. This is concerning DRI # 1594; The Avenue Ridgewalk located in Cherokee County, GA. This response is specifically related to the concern that the development is a single-use development (per the ARC guidelines) and its need to meet the Air Quality Benchmarks set forth by ARC.

The developer (Cousins Properties) understands that Air Quality Benchmarks for DRI Evaluations is an attempt to mitigate the impacts on the region's air quality by providing alternative access/modes of travel. While, The Avenue Ridgewalk is below the desired mitigation measure of 15% for the Air Quality Benchmark, The Avenue Ridgewalk should reduce the vehicle miles of travel (VMT) in the area. This will therefore lessen the impact of the development on the area traffic and air quality. The Avenue Ridgewalk will achieve a 10% VMT Credit reduction by meeting the outlined criteria for Air Quality Benchmarks for DRI Evaluations. Along with these credits and taking into consideration the following mentioned items, ARC will find that The Avenue Ridgewalk does warrant ARC's approval concerning the Air Quality Benchmarks for DRI Evaluations.

As seen in **Appendix A & B** of this letter, the area within a one mile radius of proposed development is 98% residential (this number is based on the average home size in the area being 1,500 square feet and area research results showing that there are 1,865 homes vs. 58,750 square foot of existing Commercial/Office space). Although classified as a single-use development, The Avenue Ridgewalk, in reality, is a retail portion of a larger horizontal mixed-use development. The City of Woodstock's draft Future Development Map indicates the area of the proposed development as a Regional Activity Center, which is defined by ARC as an "open air market-like development, that focuses on certain retail sectors and blends mixed uses, typical of an old time Main Street" and provides such land uses as "services, restaurants, office, and residential". It is important to note that **The Avenue Ridgewalk is the largest retail portion of this Future Development plan** that The City of Woodstock has developed and is currently working to implement.

In keeping with the city's master plan for the community and marketing indicators, The Avenue Ridgewalk was not designed to have a mixed-use component. It was designed to be one of two retail components of this regional activity center that includes a diverse mix of higher density housing types on the adjacent properties. This decision was made based on market research that showed the area would not currently support a mixed-use development with a residential component. Unfortunately, this has been proven by other developments on adjacent properties to the site. For example, a saturated market has resulted in the bankruptcy of a 68 lot residential development directly across the street from the site. Likewise a 51,000 SF office complex is nearing completion but still has no signed lease agreements. Both of these developments are located less than 3,500 feet from the proposed development.

Future planning also shows projects like a 46,000 square foot YMCA and a 340 unit apartment complex have been approved to be built on adjacent properties to The Avenue Ridgewalk site. Along with the existing 1,865 single family homes located within 1 mile of the development, The Avenue Ridgewalk will make up the majority of retail in this horizontal mixed-use development. This is in agreement with ARC's outline for a Regional Activity Center "by including a diverse mix of higher-density housing types within or on adjacent properties".

LAI Engineering

Parkway Center • 1800 Parkway Place • Suite 720 • Marietta, GA 30067
770.423.0807 tel. • 770.423.1262 fax

A demographic profile from the Area of Influence shows that an estimated 107,402 people live in 36,993 households within a 3 mile radius of the site. It is also projected that 25% of all the persons who are reasonably anticipated to be employed by the development will live within that same 3 mile radius. The Avenue Ridgewalk will draw a bulk of its business from those who live directly around the development and would otherwise have to commute, on average, an additional 3 to 5 miles to reach similar retail developments. This will keep vehicle miles of travel below the area average. And while, The Avenue Ridgewalk does not currently meet ARC's desires for a mixed use development there is an amount of office space in the development allowing for some internal capture rates inside the development per ITE (Institute of Traffic Engineering) guidelines. It is calculated that 1,089 of the daily site generated trips will remain inside the Avenue Ridgewalk before returning to their original destination thus causing less traffic for the community and the region.

Below are the steps that Cousins Properties are taking to help meet the mitigation requirements and improve the Air Quality of the region as related to The Avenue Ridgewalk.

1. The Avenue Ridgewalk is designed to incorporate bicycle and pedestrian networks that will connect it to the adjoining sites. Examples of these networks are 10 foot sidewalks along the entire frontage of all sides of the site and a walking trail and park are that are being considered in cooperation with the City of Woodstock to connect the development to neighboring residential developments. (4%)

2. LAI Engineering, on behalf of Cousins Properties, is proposing to the County Board of Commissioners, that the Cherokee Area Transportation System (CATS) add The Avenue Ridgewalk to one or both of their existing fixed bus routes. A bus stop would help to reduce the amount of traffic in the area as well as serve as a shuttle service for the employees of the development that are projected to live in the area around the development. This stop would also provide a service to residents in the area around the development that may want to travel north to the City of Canton and the businesses along the existing routes. A demographic profile of the area shows that an estimated 107,402 people live in 36,993 households within a 6 mile radius of the site. Future planning shows that projects such as a YMCA


and additional residential and office buildings are to be built on the adjacent properties of the site. This will increase the density of the area and the need for a CATS bus stop. (3%)

5. Cousins Properties is adding 6 electric vehicle charging stations to the site plan to encourage the use of hybrid or 100% battery-electric vehicles. These vehicles would emit fewer or zero emissions and therefore have less of an impact on the regions air quality. (3%)

6. The Avenue Ridgewalk was designed with "Green" building features in mind and will take every opportunity to lessen the impact of the development on the environment. This is seen in the site plan which leaves over 30% of the development as undeveloped green space and by using more environmentally safe design features like a dual series water retention system that more than doubles the allowable requirement for water quality run-off than traditional techniques.

LAI Engineering feels confident that Cousins Properties is working to help insure that the planned community of Ridgewalk is developed with the best interest of the region and state in mind. They have also proven that steps are being taken to improve the Air Quality mitigation results established by the ARC and by completing the above mentioned items The Avenue Ridgewalk will warrant the ARCs approval concerning the Air Quality Benchmarks for DRI Evaluations.

Best regards,
LAI Engineering



Harry Graham
Senior Traffic Manager

APPENDIX A

Ridgewalk area research and Future City of Woodstock Development Plan indicate that the below listed developments are within one mile of the proposed development.

Existing Developments

1. Brookshire
650 Single Family Detached Homes
Approx. 2400 feet from Woodstock Parkway and Ridgewalk Parkway
2. Meridian
68 Single Family Courtyard Homes
Approx. 850 feet from Woodstock Parkway and Ridgewalk Parkway
Builder Bankrupt approx. 10 homes complete
3. Maramount
98 Single Family 55 and over Cottage Homes
Approx. 850 feet from Woodstock Parkway and Rope Mill Road
4. Alta Apartments
340 Unit Apartment Home Complex
Approx. 1800 feet from Woodstock Parkway and Ridgewalk Parkway
5. Whitfield
132 Single Family Detached Homes
Approx. 3000 feet from Woodstock Parkway and Ridgewalk Parkway
6. Magnolia
252 Single Family Town homes
Approx. 3000 feet from Woodstock Parkway and Ridgewalk Parkway
7. Northview
72 Single Family Detached Homes
Approx. 3500 feet from Woodstock Parkway and Rope Mill Road
8. Mill Park
62 Single Family Homes
Approx. 2800 feet from Woodstock Parkway and Rope Mill Road
9. Senior Facility
20 Mid Rise Units
Approx. 2900 feet from Woodstock Parkway and Rope Mill Road
10. Commercial Property
Dance Studio / Chiropractor Office
Approx. 3000 feet from Woodstock Parkway and Rope Mill Road
11. Office Space
Three, 3 story builds with total of 51,000 square feet
No lease agreements signed as of yet
Still under construction & Project is over 1 yr old
Approx. 3250 feet from Woodstock Parkway and Rope Mill Road

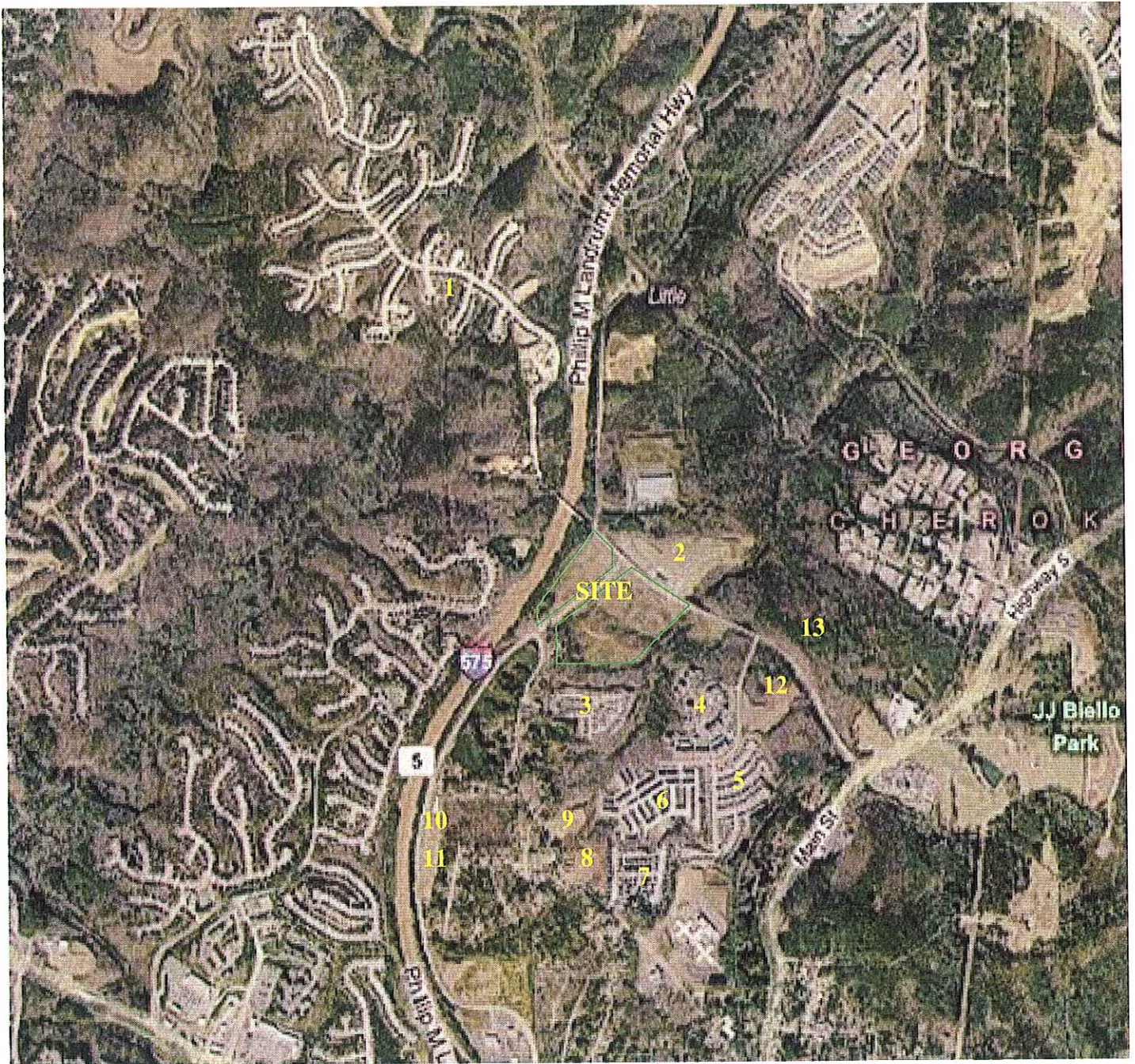
Proposed Developments

12. Wood Partners Apartment Complex
340 Unit Apartment Home Complex
Approx. 3100 feet from Woodstock Parkway and Ridgewalk Parkway
13. YMCA
46,000 Square Feet with 25,000 for Expansion
Approx. 3250 feet from Woodstock Parkway and Ridgewalk Parkway

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APPENDIX B



LAI Engineering

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Developments of Regional Impact

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DRI #1594

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Woodstock

Individual completing form: Richard McLeod

Telephone: (770) 592-6037

E-mail: rmcleod@woodstockga.gov

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

Proposed Project Information

Name of Proposed Project: The Avenue Ridgewalk

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 34° 07' 20"N, 84° 31' 32"W

Brief Description of Project: This project consist of a +/- 39 acres to include 307,000 sq ft of commercial development located in the southeast quardrant of Woodstock Avenue and Ridgewalk Pkwy. The development will also include seven (7) out lots on approx. 12 acres located in the southwest quadrant of same.

Development Type:

(not selected)

Hotels

Wastewater Treatment
Facilities

Office

Mixed Use

Petroleum Storage Facilities

Commercial

Airports

Water Supply Intakes/
Reservoirs

Wholesale & Distribution

Attractions & Recreational
Facilities

Intermodal Terminals

Hospitals and Health Care
Facilities

Post-Secondary Schools

Truck Stops

Housing

Waste Handling Facilities

Any other development types

Industrial	Quarries, Asphalt & Cement Plants
If other development type, describe:	
Project Size (# of units, floor area, etc.):	307,000 sf
Developer:	Cousins Properties Inc.
Mailing Address:	191 Peachtree Street, NE
Address 2:	Suite 3600
	City:Atlanta State: GA Zip:30303
Telephone:	404-407-1650
Email:	JohnRutte@cousinsproperties.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	Ridgewalk Holdings
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	n/a
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: n/a
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	n/a
Estimated Project Completion Dates:	This project/phase: n/a Overall project: fall '09
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DRI #1594

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Woodstock

Individual completing form: Richard McLeod

Telephone: (770) 592-6037

Email: rmcleod@woodstockga.gov

Project Information

Name of Proposed Project: The Avenue Ridgewalk

DRI ID Number: 1594

Developer/Applicant: Cousins Properties Inc. - Bill Bassett

Telephone: 404-407-1000

Email(s): billbassett@cousinsproperties.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected) Yes No

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

(not selected) Yes No

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

Economic Development

Estimated Value at Build-Out: \$85,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,900,000
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Cherokee County Water and Sewer
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.01 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cherokee County Water and Sewer
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.01 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Land Transportation	

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Peak Hour Traffic AM 1,071 / PM 1,979 / Sat. 2,735
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below: Sixes Rd @ I - 575 NB Ramp - Recommended adding additional right turn storage (approx. 650 ft.) to the NB I - 575 off ramp.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,320 tons per year
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	69.8%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will maintain the 25-ft EPD required buffer on the creek at the southern property line. The site will have an extended dry detention pond which will include a forebay and micropool. The pond will include both Georgia Blue Book required designs for Channel Protection and Water Quality. A second Water Quality chamber will also be included in the pond design, providing for a total of 88% removal of all Total Suspended Solids (which is above and beyond the standard required 80%). The site will have pervious pavement on a portion of it, adhering to the city requirements.	
Environmental Quality	

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

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

The site is located in the Etowah, Coosawattee, and Upper Chattahoochee Watersheds. No negative impacts are anticipated. The site provides the required detention and water quality. The southern property line of the site is a creek. The EPD required buffer will be adhered to.

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NOTE:
NO SIDEWALKS, TRAILS, OR BIKE LANES ARE INCLUDED IN THIS PROJECT BY THE DEVELOPER BEYOND THE SIDEWALK IMPROVEMENTS OUTLINED BELOW IN THE INFORMATION.

APPROXIMATELY 1000 LINEAR FEET OF 6 FOOT WIDE SIDEWALK INSTALLATION IS ALSO BEING PLANNED ALONG THE SOUTH SIDE OF RIDGEWALK PARKWAY FROM WOODSTOCK PARKWAY TO THE ADJOINING PROPERTY TO THE EAST.

COUSINS PROPERTIES INC.
301 PEACHTREE STREET NE
ATLANTA, GA 30308
CONTACT: BILL BASSETT
PH (404) 407-3000
FAX (404) 407-9254

PARKING RATIO	
POD A	
MINIMUM RATIO REQUIRED	3.33/1000 sf
MINIMUM PARKING No. REQ'D	1024
RATIO PROVIDED	4.41/1000 sf
PARKING No. PROVIDED	1356
POD B	
NOTE: OUTPARCEL USES ARE ASSUMED	
EACH OUTPARCEL SHALL CONFORM AS REQUIRED	

SQUARE FOOTAGE BREAK-DOWN		
BUILDING		SQ.FT.
FOO A		307,500
100	- ELECTRONICS SHOP	20,430
200	- SHOPS	40,750
300	- SHOPS	26,750
400	- SHOPS	48,750
	AND OFFICE	4,240
500	- SHOPS	26,750
600	- SHOPS	26,200
700	- ANCHOR SHOP	33,370
800	- RESTAURANTS	28,000
	AND SHOPS	44,000
900	- SHOP	8,250
FOO B		45,500
OP1	- FAST FOOD	2,250
OP2	- FAST FOOD	2,250
OP3	- PHARMACY	13,500
OP4	- DRIVE-IN BANK	4,500
OP5	- RESTAURANT	5,000
OP6	- SHOP	5,000
OP7	- SHOPS	13,000

NOTE: OUTPARCEL USES ARE ASSUMED

LAND USE - AND CODE		SQ.FT.
POD A		
SHOPS - 820		275,260
RESTAURANTS - 932		28,000
OFFICE - 720		4,240
POD B		
SHOPS - 820		13,000
DRIVE-IN BANK - 912		4,500
RESTAURANTS - 932		10,000
FAST-FOOD - 934		4,500
PHARMACY - 881		13,500
NOTE: OUTPARCEL USES ARE ASSUMED		

THIS PRELIMINARY DESIGN SHOULD BE UTILIZED AS A GRAPHICAL REPRESENTATION OF A POSSIBLE DESIGN CHOICE. THE INFORMATION ON THIS PLAN SHOULD NOT BE USED FOR CONSTRUCTION.