

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809



Harry West
Director

November 30, 1999

Honorable Mike Kenn, Chairman
Fulton County Commission
141 Pryor Street, SW
Atlanta, GA. 30303

RE: Development of Regional Impact--Powers Ferry Landing West Redevelopment

Dear Mike:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact review of Powers Ferry Landing West Redevelopment proposal. Our finding is that this proposed DRI is in the best interest of the State.

Along with our finding we would request that protection of the Palisades viewsheds be considered in any final decision on building height. The site proposed for redevelopment is immediately upstream of the Palisades Unit of the Chattahoochee River National Recreation Area (CRNRA). This unit is one of the most scenic stretches of the Chattahoochee River. It contains high bluffs and wooded hillsides with almost no indication of the surrounding urban area for a distance of about 1.25 river miles. Rafting or canoeing in this area is an experience that is unique in the Atlanta region. The viewshed study by the applicant's design consultant indicates that ten-story buildings (of approximately 120 feet in height) would not intrude on new viewing areas in the Palisades. These buildings would be visible only in views that include other structures such as the bridges for I-285 and Powers Ferry Road and the more prominent buildings of the River Edge Office Park on the ridge off Interstate North Parkway. However, the viewshed study did not include the thirteen-story building included in materials submitted for ARC review and buildings less than ten stories in height would be even less obtrusive. Consequently we would ask that the County take the viewshed into consideration when making a decision on the redevelopment proposal.

I am enclosing copies of our review report, comments received from Cobb County, Fulton County Schools, CRNRA, and unsolicited comments from individuals in the project area. Please feel free to call me or Beverly Rhea if you have any questions concerning the review.

Sincerely,


Harry West
Director

Enclosure

C Ms. Nancy Leathers, Fulton County
Mr. Randy Beck, Fulton County
Mr. Bart Abstein, Powers Ferry Landing
Mr. Carl Westmoreland, Attorney

Facility: **Powers Ferry Landing West Redevelopment**
Preliminary Report: **October 21, 1999**
Final Report: **November 30, 1999**

DEVELOPMENT OF REGIONAL IMPACT

REVIEW REPORT

PROPOSED DEVELOPMENT: Redevelopment of the existing 493,622 sq.ft. of office space to 1,610,000 sq.ft., addition of a 74-unit condominium building, and no change to the restaurant space—53.25 acres on the south side of I-285 between the Chattahoochee River and Northside Drive

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.

Fulton County's Comprehensive Plan Future Land Use Plan projects the area as retail and service and office—high intensity. The current use is retail, service, and office. The redevelopment plan would add residential in the form of 74 condominiums in one building, but the developer has stated this would not be constructed until allowed by the Comprehensive Plan. The condominiums are being proposed to meet ARC's air quality benchmarks which encourage development that allows living space along with working and shopping space in order to reduce vehicle trips/emissions.

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

No local governments reported inconsistencies with comprehensive plans; however, Cobb County noted that they could not guarantee sewer capacity beyond 150 days from November 3, 1999. While their R. L. Sutton Water Reclamation Facility is in the engineering and design phase for future expansion, there currently is no guarantee when additional capacity will be available.

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

No impacts to local government short-term work programs were noted.

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?

According to regional averages, the proposed development could accommodate a population of 111 including 21 students, and 5,395 total jobs (including 1,681 existing) jobs. Since the estimate of 21 students is based on regional averages, the actual number of students who might live in the proposed condominiums would be lower in all likelihood due to the type of development being planned.

What other major development projects are planned in the vicinity of the proposed project?

ARC previously reviewed this site for a different mix of uses that was not approved by Fulton County and has also reviewed Powers Ferry Landing North across I-285.

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

The current development consists of 493,622 sq.ft. of office space and 18,120 sq.ft. of restaurant space. Changes are not proposed for the existing three-story office building nearest the River or for Ray's on the River, the Chart House, or Wachovia Bank. The remaining buildings would be replaced.

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

No net loss.

LOCATION

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

The proposed development site is on the south side of I-285 between the Chattahoochee River and Northside Drive. 33°54'/84°27'

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

The site is across the River from Cobb County.

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

The redevelopment is across from Riverbend condominiums and apartments and across Game Creek from the Chattahoochee River National Recreation Area Palisades park. Cobb County reports that the proposed development does not appear to create a conflict with their existing or proposed uses. A viewshed study was conducted by the applicant's consultant based on a maximum building height of ten stories (it does not reflect the thirteen story maximum height included in the plans that ARC received for review). The study indicates that the proposed buildings will not intrude on new view areas so long as the proposed building heights are kept at 120 feet or less. The buildings will be visible only in views that include other structures, such as the bridges for I-285 and Powers Ferry Road and the more prominent buildings of the River Edge Office Park on the ridge off Interstate North Parkway.

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?

Information submitted with the review projects a \$268,268,850 build-out value, but does not calculate projected taxes.

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

1,000 according to information submitted with the review.

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

Yes.

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

The development would compete with other nearby office space in Fulton and Cobb Counties.

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.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

Watershed Protection

The site proposed for redevelopment is located within the Chattahoochee River watershed, a large water supply watershed by Georgia Environmental Protection Division (EPD) standards. No minimum EPD criteria for large water supply watersheds apply to this type of development. The majority of the site is within 2,000 feet of the Chattahoochee River and is therefore in the Chattahoochee Corridor which is subject to the Metropolitan River Protection Act (MRPA) and ARC's *Chattahoochee Corridor Plan* standards. The area more than 2,000 feet from the River is subject to the requirements of the Fulton County Tributary Buffer Zone Ordinance required under the Act.

Metropolitan River Protection Act Requirements

Chattahoochee Corridor Plan Review

Approximately 33 acres of the property are within the 2,000-foot Chattahoochee River Corridor, and, as stated above, are subject to the requirements of the *Chattahoochee Corridor Plan*, adopted pursuant to the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) The Plan standards include limits on the amounts of land disturbance and impervious surfaces allowed on the property, a 50-foot undisturbed vegetative buffer and 150-foot impervious surface setback along the River and a 35-foot

buffer along tributary streams. Cut and fill must be balanced in the River's 100-year floodplain and building heights are limited to 35 feet above existing grade in the 500-year floodplain.

The property was developed before the Act took effect in 1973 and has never been reviewed under the Act. Since no increases in land disturbance or impervious surface are proposed, the need for a review of a property such as this is at the discretion of the local government. Fulton County has determined that the proposed changes require a review and one is being prepared.

Under the terms of the Act, properties developed prior to the Act are treated as consistent until they come in for review. New land disturbance and impervious surfaces cannot be added without a review, but existing development can be redesigned and rebuilt. Pre-Act development in the buffers and floodplain may remain, but new activity must adhere to the Plan buffer zone and floodplain standards. The existing development includes impervious surfaces within 150 feet of the River and areas of lawn within 50 feet of the River. Some of this development will remain, but the proposed plan is not showing new development in the River buffer. In addition, the proposed plan shows a 35-foot vegetative buffer along Game Creek. No development is proposed in the creek buffer other than bridge crossings, which are allowed. The submitted plans also show no new development in the 100-year floodplain and no new structures over 35 feet in height in the 500-year floodplain. While the plans submitted to ARC show a reduction in total impervious surface in the Corridor, the proposal would exceed the impervious limits in the "D" category, as currently mapped.

However, a reanalysis is specifically allowed under the Plan and permits applicants to apply more detailed information to the process used to develop the vulnerability categories. The draft reanalysis has been submitted to ARC and approved. If the preliminary numbers are correct, the proposed project would be consistent with the reanalyzed categories, if formally submitted as shown.

Fulton County Tributary Buffer Zone Ordinance Requirements

The portion of the property outside the Chattahoochee Corridor is subject to the requirements of the Fulton Tributary Buffer Zone Ordinance. Required under MRPA, the ordinance is adopted and administered locally. It creates a 35-foot buffer along perennial streams flowing into the Chattahoochee, which applies to Game Creek. Any proposed activity with that buffer must meet the requirements of the Fulton ordinance.

Viewshed

The Powers Ferry Landing West property is located immediately upstream of the Palisades Unit of the Chattahoochee River National Recreation Area (CRNRA). This park unit is one of the most scenic stretches of the River. It contains high bluffs and wooded hillsides with almost no indication of the surrounding urban area for a distance of about 1.25 River miles. Rafting or canoeing in this area is an experience that is unique in the Atlanta region.

New, higher density development in the area is a constant threat to the integrity of this experience, as proposed high-rises, particularly those sited on higher grounds, can intrude on the view of those using the River.

The Powers Ferry Landing West property is in a valley between two ridges, and the tallest structures are proposed to be thirteen stories, or approximately 160 feet. A viewshed study conducted by the applicant's consultant and reviewed by ARC indicates that, under the proposed design, the proposed buildings will not intrude on new view areas so long as the proposed building heights are kept at 120 feet or less. This study was conducted based on a maximum building height of ten stories and does not

reflect the thirteen story maximum height included in the plans that ARC has received for review. This discrepancy of maximum building height must be reconciled. The buildings will be visible only in views that include other structures, such as the bridges for I-285 and Powers Ferry Road and the more prominent buildings of the River Edge Office Park on the ridge off Interstate North Parkway.

Wetlands

As indicated by the developer, a portion of the proposed development will impact areas delineated as wetlands. Wetlands are known to play an important role in the maintenance of stream water quality, as well as to serve as links between terrestrial and aquatic ecological systems. Imposition of development and construction in wetland areas can significantly impact wetland ecological function, water storage capabilities, and water quality control functions. ARC therefore recommends that all development be kept out of any delineated wetlands and that vegetated buffers be provided. ARC further recommends that all necessary County guidelines be followed, and that Army Corps of Engineers permits be obtained if necessary to work in or near wetlands.

Stormwater/Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the County's erosion and sediment control requirements. After construction, water quality can be impacted without stormwater pollution controls. The amount of pollutants that will be produced after construction was estimated by ARC staff. ARC's estimates are based on some simplifying assumptions for typical pollutant loading factors (pounds/acre/year). The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region and relate to entire development.

Estimated Pounds of Pollutants Per Year

Land Use	Acres	Phosphorous	Nitrogen	BOD	TSS	Zinc	Lead
Commercial	0.6	1.0	10.1	62.8	572.0	0.7	0.1
Forest/Open	20.9	1.7	12.5	187.7	4899.8	0.0	0.0
Office	4.0	5.1	68.3	454.9	2824.9	5.9	0.8
Roads	27.3	49.2	500.0	3113.3	28238.5	35.2	6.3
Residential	0.6	0.6	6.4	40.1	361.8	0.5	0.1
Total	53.3	57.6	597.4	3858.8	36897.0	42.3	7.3

Structural Stormwater Controls

If development is approved, the developer should work with Fulton County to mitigate potential impacts. The County should require that the developer submit a stormwater management plan as a key component of the Plan of Development. The stormwater plan should include location, construction and design details and all engineering calculations for all stormwater quality control measures. ARC staff recommends that the County require that any structural controls be maintained at an 80% to 90% total suspended solids removal efficiency. The Plan should also include a monitoring program to ensure stormwater pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;

- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO3); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County's Engineering Department should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the developer's or owner's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing stormwater runoff and water quality studies.

The stormwater plan should require the developer to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the responsible party.

In addition to inspections required in the stormwater management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the stormwater facilities to be conducted by the County. If inadequate maintenance is observed, the responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the County should be given the right to make necessary repairs and bill the responsible party.

The County should not release the site plans for development or issue any grading or construction permits until a stormwater management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

HISTORIC RESOURCES

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

No.

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

Information submitted with the review indicates only 6,694 trips with 851 entering and 116 exiting am peak and 197 entering and 960 leaving pm peak. During the review ARC also will do an estimate.

Land Use	Sq.Ft./Units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Office (minus existing)	1,116,000	8,463	1,122	769	226	1,104
Condos	74	503	10	41	25	15

These trip generation estimates were prepared using the Institute of Traffic Engineers Trip Generation (5th Edition) manual. The estimates do not reflect pass by trip reductions, reductions from transit/carpool use or possible additional internal trip capture associated with the mixed-use character of the proposed development.

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

Facility	1998			2010		
	Lanes	Volume	V/C Ratio	Lanes	Volume	V/C Ratio
I-285 E of River	12	180,776	.81	12	232,500	1.05
Mt. Vernon E of Northside Drive	4	4,750	.13	4	9,655	.27
Northside Drive South of I-285	4	7,050	.14	4	10,553	.21
I-285 W of River	12	180,776	.81	12	232,500	1.05

Based on current data, the traffic analysis suggests that area surface streets will adequately serve the access and mobility needs of motorized vehicle traffic. However, more developments of this size could seriously impact traffic conditions throughout the area.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

I-285 is planned for an HOV lane in both directions but access points have yet to be determined.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

MARTA bus route 148 Powers Ferry serves Northside Drive/Powers Ferry during peak hours at 20-minute intervals. However there is no midday service between 8:30 am and 3:30 pm. The bus route connects to MARTA's Perimeter Center rail station.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are plans to expand local and express bus service in the future.

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

In an effort to meet ARC's required 15 percent credit for reduction in vehicle miles traveled/emissions, the development proposes density of 0.77 (4%), bike/pedestrian facilities (5%), 10% residential in a predominant office development (4%), and MARTA bus service (3%). To take advantage of the density, the development should consider a transportation management coordinator to work with employers and employees on car and vanpooling as well as use of MARTA.

What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

The traffic analysis suggests that area roads have and will maintain adequate capacity to serve the access and mobility needs of motorized vehicles, though operational improvements may be required.

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

Total wastewater is projected at 0.35 MGD based on regional averages.

Which facility will treat wastewater from the project?

Wastewater from the site flows to Cobb County's R. L. Sutton Water Reclamation Plant.

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

The R. L. Sutton Water Reclamation Plant has a permitted capacity of 40 MGD and a 1998 monthly average of 34.4 MGD.

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

ARC has reviewed several developments which would exceed the current capacity of the Sutton plant if all were built as reviewed. The plant currently is in the engineering and design phase of an

expansion but availability of future capacity is unknown at this time. Consequently, Cobb County stated that they could guarantee capacity for only 150 days from November 3, 1999.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Again according to regional averages, the Powers Ferry Landing West Redevelopment could have a water demand of 0.40 MGD.

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

There should be sufficient water supply for the proposed development but water conserving measures are essential for all new developments.

INFRASTRUCTURE

Solid Waste

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

Projections are estimated at 2,879 tons per year on information submitted with the review. Private collection and disposal would be required for the development.

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, but the type of development proposed would provide a very good opportunity for a recycling program and should be encouraged by the County if the development is approved.

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.)?**

No.

HOUSING

Will the proposed project create a demand for additional housing?

The proposed development includes 74 condominium units but the developer does not plan to build these until they are consistent with the Fulton County Comprehensive Plan.

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

The development includes housing, offices, bank, and restaurants.

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

Yes.

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

Likely.

* 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.



BOARD OF COMMISSIONERS

100 Cherokee Street, Suite 300
Marietta, Georgia 30090-9680

Phone: (770) 528-3305 Fax: (770) 528-2606

Bill Byrne
CHAIRMAN

November 3, 1999

Mrs. Beverly Rhea
Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

RE: Development of Regional Impact Review
Powers Ferry Landing West Redevelopment

Dear Mrs. Rhea:

Thank you for the notice of the Development of Regional Impact proposed in Fulton County for the redevelopment of property south of I-285, between the Chattahoochee River and Northside Drive. Per the information provided, the proposed action would involve redevelopment of the existing 493,622 sq. ft. of office space to 1,610,000 sq.ft., addition of a 74 unit condominium building, and no change to the restaurant space.

The proposed redevelopment is across the river from Riverbend condominiums and apartments in Cobb County. It is also directly across from the Chattahoochee River National Recreation Area. The Cobb County Future Land Use Map includes the property west and south of the proposed development in Cumberland-Vinings Regional Activity Center (RAC). The RAC land use classification allows for a mixture of uses, including high-rise office, residential, and a variety of retail and services uses. The existing Powers Ferry Landing West development compliments nearby uses in Cobb County. The proposed redevelopment does not appear to create a situation of conflicting existing or future land uses.

According to your preliminary report, the amount of impervious surface will be reduced from 25.42 acres to 21.04 acres as a result of this project. The reduction in impervious surface and the restoration of Game Creek are important improvements that may help preserve the Chattahoochee River Water Supply Watershed. The Cobb County Water System has advised that the R.L. Sutton Water Reclamation Facility has a current permitted capacity of 40 MGD. The total wastewater for the subject redevelopment is projected at .35 MGD. While the Sutton plant is in the engineering and design phase of future expansion, there is currently no guarantee as to when there will be the availability for future capacity. Therefore, as with developers

Mrs. Beverly Rhea
Powers Ferry Landing West
November 3, 1999
Page 2

in Cobb County, we would like to establish a 150-day time limit on the guarantee of sewer capacity for Powers Ferry Landing redevelopment beginning with the date of this letter.

Regarding transportation, it appears that the proposed development may impact Akers Mill and Powers Ferry Roads in Cobb County. Both Akers Mill and Powers Ferry Roads are classified as arterials. Akers Mill Road has recently been improved as part of the Kennedy Interchange and Hwy 41 widening projects. Powers Ferry Road is being improved to a six-lane median divided facility, currently scheduled to be complete in the spring of 2001. The inclusion of 167,587 square feet of residential property may encourage the "work/live" concept and reduce the amount of additional traffic in the area.

In conclusion, we do not believe the redevelopment of Powers Ferry Landing West will have an adverse impact on Cobb County. Thank you again for the opportunity to comment on this proposed development.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Byrne".

Bill Byrne, Chairman
Cobb County Board of Commissioners



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA
1978 Island Ford Parkway
Atlanta, GA 30350-3400

L3215(CHAT)

November 4, 1999

Ms. Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

Re: Development of Regional Impact
Powers Ferry Landing West Redevelopment

Dear Ms. Rhea:

Regarding the Development of Regional Impact (DRI) proposed in Fulton County on the south side of I-285 between the Chattahoochee River and Northside Drive, the National Park Service offers the following comments:

Powers Ferry Landing West Realty Holding Company is proposing an increase in development from 493,622 sq. ft. to 1,610,000 sq. ft., in addition to the construction of a 74-unit condominium building on the 53.25 acre site adjacent to the Chattahoochee River National Recreation Area (CRNRA). It appears from initial plans that more than 50% of the total new development lies within the 2,000-foot Chattahoochee River Corridor. It is the opinion of the National Park Service that a development change of this magnitude constitutes a substantial change in redevelopment and, therefore, a Metro River Review should be required for that portion of the redevelopment within the 2,000-foot Chattahoochee River Corridor.

In reviewing the DRI application submitted to the ARC by Powers Ferry Landing West Redevelopment Company, we note that some of the questions were not answered or fully addressed. We would suggest that the applicant provide complete answers to the following:

Page 1- What would be the major infrastructure and facilities improvements needed to support the increase (in population and/or employment increases)?

Page 2- 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. [Riverbend apartments and condominiums, Chattahoochee River National Recreation Area (Palisades park) are named but the benefits or negative impacts part of the question was not addressed.]

In an effort to mitigate the visual impacts associated with the project, the National Park Service and Powers Ferry Landing West representatives have been negotiating the donation of a Conservation Easement across the subject property. As of this date, the National Park Service has not received a written agreement for the proposed easement. The National Park Service believes that the final decision by Powers Ferry Landing West representatives regarding whether or not a conservation easement will be donated should be included in this DRI.

Until the above questions have been fully addressed, the National Park Service respectfully requests that no action be taken on the DRI. Should you have questions or comments please contact Ted Waters at 770.399.8074 x230.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Lewis".

Suzanne Lewis
Superintendent

5078 Riverview Road, NW
Atlanta, Georgia 30327
November 9, 1999

Ms. Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, Georgia 30327-2809

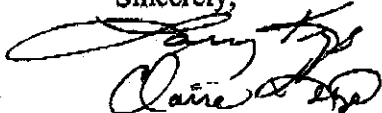
**Subject: Development of Regional Impact (DRI) Review
Powers Ferry Landing West**

Dear Ms. Rhea:

As homeowners whose property is contiguous to the redevelopment proposed by Powers Ferry Landing West, we have received a copy of the letter sent to you by Janet Rodie, Former President, Riverview Palisades Neighborhood Association, dated November 9, 1999.

We would like to express our full support for the views expressed in Ms. Rodie's letter and emphasize our concerns that were so succinctly stated by Commissioner Lowe several years ago "Too high, too dense and too close to the river." These words ring even more true now than then.

Sincerely,



Larry and Claire Keys

cc. Janet Rodie

5200 Riverview Road, NW
Atlanta, Georgia 30327
9 November 1999

Ms Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, Georgia 30327-2809

Re: Development of Regional Impact (DRI) Review
Powers Ferry Landing West

Dear Beverly:

As homeowners whose property is contiguous to the redevelopment proposed by Powers Ferry Landing West, we wish to comment on the DRI Review for the development.

The redevelopment is proposed to replace an office park built thirty years ago on the banks of the Chattahoochee River at Powers Ferry Road. The original development created an uproar because of its disregard for the river and the potential degradation of water quality and spawned the efforts to enact the Metropolitan River Protection Act (MRPA) and establish the Chattahoochee River National Recreation Area (CRNRA), part of which borders the office park and our neighborhood. The current redevelopment proposal, which would more than triple the density of the office park and add a 74-unit condominium building and parking for an additional 5,000 cars, threatens further degradation to our environment—this time with regard to air quality and increased traffic congestion—and is being made at a time when our metropolitan area is already out of compliance with federal air quality standards, making us ineligible for certain transportation funding.

This property has been the subject of two previous redevelopment proposals; in 1989 and 1990 the Fulton County Commission denied two other petitions to redevelop this same property to excessive densities and uses. The first denial in 1989 was followed by a lawsuit brought by the developer to challenge the county's decision. Judge Ed Johnson of Fulton County Superior Court found in favor of Fulton County and against the developer, providing sound reasoning in his decision. These previous proposals were found to be detrimental to the Chattahoochee River and to the surrounding neighborhoods, as well as being untenable in view of the increased traffic congestion which would follow.

In the intervening years very little has changed to make a major redevelopment such as the one presently being proposed any more tenable. While the current developers have attempted to address river issues by proposing to reduce impervious surface and restore a portion of Game Creek, they are still leaving half of the existing impervious surfaces within the 150-foot buffer which is required by MRPA for all new development next to the river; in addition, their intentions regarding storm water control are not fully defined. Furthermore, the proposed project will not only visually intrude on the contiguous residential neighborhood—effectively acting as a high wall behind the lower lying

homes next to it, destroying the seclusion and obliterating the views those homeowners presently enjoy, but—perhaps more importantly—will also cause further detriment to our already declining air quality and increase traffic congestion in an area that will not bear it

The current development plan calls for a total of 6,600 parking spaces, a three-to-four-fold increase over the current number, while the traffic study submitted by the developer, which we view as questionable on account of its highly optimistic assumptions about factors affecting peak levels, already anticipates a lowering of service levels at some intersections as a result of the greatly increased traffic that would be generated, and the developer is unwilling to consider providing shuttle services or initiating other transportation service enhancements to reduce the traffic which would be generated by the project. It is difficult to credit the developer's view that recent road "improvements" in the area, especially the Kennedy Parkway, will minimize the traffic impact that the proposed development will have. As the saying goes, "If you build it, they will come"—traffic is no better in our area because of these "improvements." If anything, it is worse; it has become increasingly more difficult for us to turn out of our street onto Northside Drive. It is also difficult to understand how the additional traffic such a development will bring can contribute to the reduction of NOx emissions, which is required to bring the Atlanta region into compliance with federal air quality standards. Moreover, additional future development in the immediate Kennedy Parkway area—for which zoning has already been approved by Cobb County—will make using the parkway for access to our area even less convenient. We are not aware of any concrete plans by Fulton County or any other governmental agency to improve this situation in the near future by providing better public transportation or any other alternatives to the automobile; the public transportation currently available is minimal at best, and any additional improvements are barely in the talking stages at present. The infrastructure to support increased development *must* be in place before more high density development can reasonably be planned.

The high intensity uses being proposed by the developer threatens our neighborhood in another way also. There is a possibility of a "domino effect" of sorts, as residents on Riverview Road whose properties abut the subject property are encouraged to seek rezoning in order to sell out to developers of higher density housing in one of the few areas remaining inside I-285 which maintains R-1 zoning. Indeed, some homeowners living closest to Northside Drive, fearful that the proposed development will be allowed, have already expressed intentions to this effect. Especially because we stand as a buffer for the CRNRA, it is crucial that the integrity of our neighborhood be protected.

We are fully in agreement with the Fulton County Planning staff's opinion that "the proposed high density office development may be inappropriate for the subject site given existing Board policy for a pattern of decreasing land use intensity approaching the Chattahoochee River." Staff further anticipates that the development will have substantial impact on public services and the surrounding transportation system, as well as potential negative impact on the surrounding residential neighborhoods, stating that the proposed development is inconsistent with the Comprehensive Plan policy to provide transition from higher to lower intensity land uses and to establish building heights which are compatible with the surrounding area and are consistent with these and other land use policies. The developers have now submitted an amended plan which adds a 74-unit condominium building to the total development. In light of Fulton County's policy not to allow the building of additional multi-family housing units in our area until a certain ratio between single-family and multi-family units is reached, this proposal for addition of housing to the project must be regarded

simply as a ruse, added to enhance the project in the eyes of the ARC. Indeed, the developer has stated that there is no intention to build this portion of the project.

We are not necessarily totally opposed to the redevelopment of the Powers Ferry Landing West office park, but we do not feel that the current developers have yet got it right. We believe that a low-density development similar to the existing one, and requiring no rezoning, can work economically on the subject property. By upgrading the existing buildings or replacing them with newer four-story buildings, reducing impervious surface by taking up parking lots and buildings—not only on the river bank but also throughout the property—and building lower level parking garages and restoring the river bank and Game Creek, a very attractive campus can be built which will be highly desired for its unique setting. A higher density development, involving an additional story or two at most in the height of some of the buildings, might be acceptable if the public transportation is available to transport those who work in the offices. But until this kind of development can go hand in hand with infrastructure improvements, such as expanded rail transportation, and takes into account the need for more gradual transition between residential and protected areas and higher density uses, we do not see any need or justification for it in this area or in any other area.

Respectfully submitted,

Janet Bealer Rodie, Former President
Riverview Palisades Neighborhood Association

C. Christopher Rodie

I am a homeowner at 5140 Riverview
I strongly agree with the above comments made by
my neighbor.



Robert L. Eisenman, Jr.

Thank you for your consideration in this matter.

Ms. Beverly Rhea
Atlanta Regional Commission
200 North Creek, Suite 300
3715 Northside Parkway NW
Atlanta, GA 30327

Re: Development of Regional Impact Review
Powers Ferry Landing West

Dear Ms Rhea,

We are homeowners with contiguous property to
the proposed redevelopment. We want you to know
we as well as all of our neighbors totally support
all of the points in the letter you received from
Christopher & Janet Rodie today.

Sincerely,

James & Nancy Field
5260 Riverview Rd
Atlanta, Ga 30327

November 9, 1999

SENT VIA FACSIMILE.

Ms. Beverly Rhea
ATLANTA REGIONAL COMMISSION
200 North Creek, Suite 300
3715 Northside Parkway, NW
Atlanta, GA 30327

RE: POWERS FERRY LANDING WEST

Dear Ms. Rhea:

The issue of expanding development again threatens our cherished neighborhoods along the Chattahoochee River in North Atlanta, Fulton County.

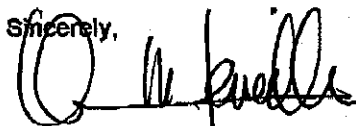
The historical record chronicles the various attempts to exceed the boundaries of applicable codes and the natural constraints of a piece of property tightly bounded by the River to the west, the Palisades to the south and I-285 on the north. The legacy of this site, which we have received from a generation before us, is known as one of the "linchpins" which fostered the establishment of the Metro River Protection Act in the early 1970's. The citizens of the neighborhoods surrounding the Palisades East, Cochran Shoals and Powers Island express our concern for continued protection of the community's natural resources embodied in the beautiful Chattahoochee River.

Ms. Rhea, as a resident of the Riverview neighborhood along the ridge of the Palisades I have also reviewed, from the record, several key documents dating from the past developers' attempts to change the Power Ferry Landing Park. My "read" and objective detachment of 9 to 10 years impresses upon me, and hopefully you will agree, an understanding that the critical issues of land use, density, traffic, view corridors and pollution have not changed relative to this important parcel of Fulton County. The only changes have been the names of the developers and the increased threat to the health of our Chattahoochee River.

I hope I have expressed to you my concern as review this impending action before the Fulton County Board of Commissioners. If I can offer any further assistance or input, I would welcome the opportunity, thank you in advance for your support of the citizens of Fulton County.

An interested and concerned citizen on Riverview Road at Palisades East, I am,

Sincerely,



William M. Leveille
4990 Riverview Road
Atlanta, GA 30327

5200 Riverview Road, NW
 Atlanta, Georgia 30327
 9 November 1999

Ms Beverly Rhea
 Atlanta Regional Commission
 200 Northcreek, Suite 300
 3715 Northside Parkway, NW
 Atlanta, Georgia 30327-2809

Re: Development of Regional Impact (DRI) Review
 Powers Ferry Landing West

Dear Beverly:

As homeowners whose property is contiguous to the redevelopment proposed by Powers Ferry Landing West, we wish to comment on the DRI Review for the development.

The redevelopment is proposed to replace an office park built thirty years ago on the banks of the Chattahoochee River at Powers Ferry Road. The original development created an uproar because of its disregard for the river and the potential degradation of water quality and spawned the efforts to enact the Metropolitan River Protection Act (MRPA) and establish the Chattahoochee River National Recreation Area (CRNRA), part of which borders the office park and our neighborhood. The current redevelopment proposal, which would more than triple the density of the office park and add a 74-unit condominium building and parking for an additional 5,000 cars, threatens further degradation to our environment—this time with regard to air quality and increased traffic congestion—and is being made at a time when our metropolitan area is already out of compliance with federal air quality standards, making us ineligible for certain transportation funding.

This property has been the subject of two previous redevelopment proposals; in 1989 and 1990 the Fulton County Commission denied two other petitions to redevelop this same property to excessive densities and uses. The first denial in 1989 was followed by a lawsuit brought by the developer to challenge the county's decision. Judge Ed Johnson of Fulton County Superior Court found in favor of Fulton County and against the developer, providing sound reasoning in his decision. These previous proposals were found to be detrimental to the Chattahoochee River and to the surrounding neighborhoods, as well as being untenable in view of the increased traffic congestion which would follow.

In the intervening years very little has changed to make a major redevelopment such as the one presently being proposed any more tenable. While the current developers have attempted to address river issues by proposing to reduce impervious surface and restore a portion of Game Creek, they are still leaving half of the existing impervious surfaces within the 150-foot buffer

MS RHEA:

I OFFER MY CONFORMANCE
 WITH THE POSITION EXPRESSED
 IN THIS LETTER BY MY
 NEIGHBOR, JANET RODIE,
 PLEASE ACCEPT THIS "ROUGH"
 RESPONSE AND I ENCOURAGE
 YOUR SUPPORT IN THE
 CITIZENS EFFORTS TO
 PRESERVE THE
 LAND ALONG
 THE
 CHATTAHOOCHEE
 RIVER

BILL LEVINE
 11/9/99

FACSIMILE TRANSMISSION

DATE: November 9, 1999

TO: Beverly Rhea

COMPANY: Atlanta Regional Commission

OFFICE PHONE:

CITY: Atlanta, GA

FACSIMILE PHONE NO: 404-364-9570

FROM: Martha S. Lynch

FACSIMILE PHONE NO.

NO. OF PAGES (INCLUDING THIS SHEET): 4

IN CASE OF TRANSMISSION PROBLEMS, CALL Martha Lynch at: 404-676-4981

SPECIAL INSTRUCTIONS:

Beverly,

My husband and I live on Riverview Road, overlooking the Powers Ferry Landing West office park. I'm writing to let you know that we totally concur with the facts and viewpoints expressed in the attached letter.

Thank you for your time and consideration. Please feel free to call me if you wish to discuss further. I can be reached at 404-676-4981 (work) or 770-303-0650 (home).

Regards,
Martha Lynch

5200 Riverview Road, NW
Atlanta, Georgia 30327
9 November 1999

Ms Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, Georgia 30327-2809

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residential neighborhoods, stating that the proposed development is inconsistent with the Comprehensive Plan policy to provide transition from higher to lower intensity land uses and to establish building heights which are compatible with the surrounding area and are consistent with these and other land use policies. The developers have now submitted an amended plan which adds a 74-unit condominium building to the total development. In light of Fulton County's policy not to allow the building of additional multi-family housing units in our area until a certain ratio between single-family and multi-family units is reached, this proposal for addition of housing to the project must be regarded simply as a ruse, added to enhance the project in the eyes of the ARC. Indeed, the developer has stated that there is no intention to build this portion of the project.

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Respectfully submitted,

Janet Bealer Rodie, Former President
Riverview Palisades Neighborhood Association

C. Christopher Rodie

International Fiber Packaging
2030 Powers Ferry Road, Suite 220
Atlanta, GA 30339
770-937-9802 (Phone)
770-937-9808 (Fax)

**Facsimile Message****To:** Ms. Beverly Rhea**From:** Thomas S. Simmons

Atlanta Regional Commission

5088 Riverview Road

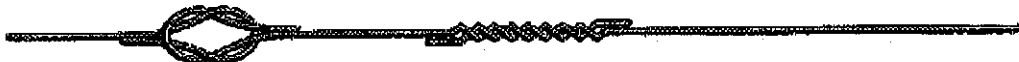
Fax: 404-364-9570**Pages:****Phone:****Date:** Tuesday, November 09, 1999**Re:** DRI Review for Powers Ferry Landing**CC:** Janet Rodle

West

If you are not the individual or above named entity and have received this message in error you are notified that any copying or distribution of this communication is strictly prohibited. Please contact International Fiber Packaging immediately and destroy the original transmission. Thank you.

Comment: I support the comments recently submitted to you by Janet and Chris Rodle on behalf of our neighborhood and the Riverview Palisades Neighborhood Association. The letter's contents should be carefully weighed in light of any proposed development of the subject property.

Thank you for considering my comments.



DIXIE E. WHITEMAN
EDGAR R. WHITEMAN, JR.
5250 RIVERVIEW RD NW
ATLANTA, GA 30327

November 9, 1999

RE: Regional Impact Review-
Rezoning Request of Powers
Ferry Landing West

Ms. Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, GA 30327

Via FAX: (404) 364-9570

Dear Ms. Rhea:

As a lifetime -59 year-resident of Atlanta and a homeowner in the area of Powers Ferry Landing West, I believe the rezoning request of Powers Ferry Landing West should be rejected by the ARC.

I purchased my home only after the ruling of Judge Ed Johnson was issued on the last try of developers to place high density buildings on this property. My family made a lifetime investment based on this ruling and the faith that all parties would be consistent in the future on their positions. The facts of the case are materially the same but negative impact of traffic is even magnified by todays conditions.

If you attempt to reach this area in the morning from the north or west, there is absolute gridlock on all arteries: I-285, Akers Mill, Powers Ferry and I-75. The reverse is true in the reverse in the afternoon. It is increasingly placing heavy traffic through neighborhoods as a last resort. With the addition of 6,000 more cars, the situation would be intolerable and the air quality even worse. We now absorb the I-285 pollution which puts a black film on our houses and decks not to mention what we are breathing. All these people will be going to lunch and pressure will be on surrounding area for shopping and dining facilities.-result further development.

On the east side of Powers Ferry running adjacent to I-285, buildings have been limited to 5-6 stories and we believe we should be given the same consideration on the west side. With higher buildings the now beautiful ridge over looking the river will be lost. A 6 story parking garage is proposed to be adjacent to my back yard! The pollution of the air, the noise and lights not to mention the traffic will made our living conditions the worst in metro Atlanta. Many houses are for sale and there is no market under these conditions. Please consider us, the homeowner in your decision - we are not trying to turn a fast buck in a real estate deal but trying to maintain a decent place to live.

Ms. Beverly Rhea

-Two of Two

November 9, 1999

While the rezoning fight was on-going back in 1991, the value of the house we purchased declined 18%. No one would buy with the prospects of this type development forthcoming behind them.

At some time in the future when a MARTA line could be placed in the area, additional development could occur without negative impact. The Kennedy Exchange did not help - if you could get to it, it leads only to standstill traffic on I-75 and Cobb Parkway.

If we are to have a liveable city for both residents and commuters, we must make wise decisions now or suffer the results as we are just beginning to see. We stongly urge your negative opinion in this matter.

Sincerely,

Edgar R. Whiteman Jr.

Edgar R. Whiteman, Jr.

Dixie E. Whiteman

Dixie E. Whiteman

DEW:S

Warren D. Jacobs, M.D., P.C.

3580 Piedmont Road, N.E.

Suite 220

Atlanta, Georgia 30305

(404) 237-3371

11/4/88

Beverly Allen

ARC

FAX (404) 364-9570

Re: DRI Review

Power Ferry Landing West

Dear Mr. Allen -

I believe that you are in possession of a letter sent to you from Janet Rodis regarding our concerns about the re-development proposed by Power Ferry Landing West.

I wish to add my strong support to her excellent summary of our position, and would greatly appreciate your close attention to this proposal by the developer.

Sincerely,

Warren D. Jacobs, M.D.
5275 RIVERVIEW RD NW
ATLANTA, GA 30327
(HOME ADDRESS)

Smartcom Fax for Windows

Cover Sheet

To: Beverly Rhea
From: Janet Bealer Rodie
Date: 11/09/99 01:08p
Pages: 4
Message:

5200 Riverview Road, NW
Atlanta, Georgia 30327
9 November 1999

Ms Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, Georgia 30327-2809

Re: Development of Regional Impact (DRI) Review
Powers Ferry Landing West

Dear Beverly:

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Respectfully submitted,

Janet Bealer Rodie, Former President
Riverview Palisades Neighborhood Association

C. Christopher Rodie

5200 Riverview Road, NW
Atlanta, Georgia 30327
9 November 1999

Ms Beverly Rhea
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway, NW
Atlanta, Georgia 30327-2809

Re: Development of Regional Impact (DRI) Review
Powers Ferry Landing West

JIM MIRANDO
5140 RIVERVIEW RD.
ATLANTA, GA 30327

*I AGREE TO ALL
POINTS MADE IN THIS
LETTER TO YOU.*

Jim Mirando

Dear Beverly:

As homeowners whose property is contiguous to the redevelopment proposed by Powers Ferry Landing West, we wish to comment on the DRI Review for the development.

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In the intervening years very little has changed to make a major redevelopment such as the one presently being proposed any more tenable. While the current developers have attempted to address river issues by proposing to reduce impervious surface and restore a portion of Game Creek, they are still leaving half of the existing impervious surfaces within the 150-foot buffer which is required by MRPA for all new development next to the river; in addition, their intentions regarding storm water control are not fully defined. Furthermore, the proposed project will not only visually intrude on the contiguous residential neighborhood—effectively acting as a high wall behind the lower lying

homes next to it, destroying the seclusion and obliterating the views those homeowners presently enjoy, but—perhaps more importantly—will also cause further detriment to our already declining air quality and increase traffic congestion in an area that will not bear it

The current development plan calls for a total of 6,600 parking spaces, a three-to-four-fold increase over the current number, while the traffic study submitted by the developer, which we view as questionable on account of its highly optimistic assumptions about factors affecting peak levels, already anticipates a lowering of service levels at some intersections as a result of the greatly increased traffic that would be generated, and the developer is unwilling to consider providing shuttle services or initiating other transportation service enhancements to reduce the traffic which would be generated by the project. It is difficult to credit the developer's view that recent road "improvements" in the area, especially the Kennedy Parkway, will minimize the traffic impact that the proposed development will have. As the saying goes, "If you build it, they will come"—traffic is no better in our area because of these "improvements." If anything, it is worse; it has become increasingly more difficult for us to turn out of our street onto Northside Drive. It is also difficult to understand how the additional traffic such a development will bring can contribute to the reduction of NOx emissions, which is required to bring the Atlanta region into compliance with federal air quality standards. Moreover, additional future development in the immediate Kennedy Parkway area—for which zoning has already been approved by Cobb County—will make using the parkway for access to our area even less convenient. We are not aware of any concrete plans by Fulton County or any other governmental agency to improve this situation in the near future by providing better public transportation or any other alternatives to the automobile; the public transportation currently available is minimal at best, and any additional improvements are barely in the talking stages at present. The infrastructure to support increased development *must* be in place before more high density development can reasonably be planned.

The high intensity uses being proposed by the developer threatens our neighborhood in another way also. There is a possibility of a "domino effect" of sorts, as residents on Riverview Road whose properties abut the subject property are encouraged to seek rezoning in order to sell out to developers of higher density housing in one of the few areas remaining inside I-285 which maintains R-1 zoning. Indeed, some homeowners living closest to Northside Drive, fearful that the proposed development will be allowed, have already expressed intentions to this effect. Especially because we stand as a buffer for the CRNRA, it is crucial that the integrity of our neighborhood be protected.

We are fully in agreement with the Fulton County Planning staff's opinion that "the proposed high density office development may be inappropriate for the subject site given existing Board policy for a pattern of decreasing land use intensity approaching the Chattahoochee River." Staff further anticipates that the development will have substantial impact on public services and the surrounding transportation system, as well as potential negative impact on the surrounding residential neighborhoods, stating that the proposed development is inconsistent with the Comprehensive Plan policy to provide transition from higher to lower intensity land uses and to establish building heights which are compatible with the surrounding area and are consistent with these and other land use policies. The developers have now submitted an amended plan which adds a 74-unit condominium building to the total development. In light of Fulton County's policy not to allow the building of additional multi-family housing units in our area until a certain ratio between single-family and multi-family units is reached, this proposal for addition of housing to the project must be regarded

simply as a ruse, added to enhance the project in the eyes of the ARC. Indeed, the developer has stated that there is no intention to build this portion of the project.

We are not necessarily totally opposed to the redevelopment of the Powers Ferry Landing West office park, but we do not feel that the current developers have yet got it right. We believe that a low-density development similar to the existing one, and requiring no rezoning, can work economically on the subject property. By upgrading the existing buildings or replacing them with newer four-story buildings, reducing impervious surface by taking up parking lots and buildings—not only on the river bank but also throughout the property—and building lower level parking garages and restoring the river bank and Game Creek, a very attractive campus can be built which will be highly desired for its unique setting. A higher density development, involving an additional story or two at most in the height of some of the buildings, might be acceptable if the public transportation is available to transport those who work in the offices. But until this kind of development can go hand in hand with infrastructure improvements, such as expanded rail transportation, and takes into account the need for more gradual transition between residential and protected areas and higher density uses, we do not see any need or justification for it in this area or in any other area.

Respectfully submitted,

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C. Christopher Rodie