

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



Harry West
Director

July 8, 1997

Honorable Mitch Skandalakis, Chairman
Fulton County Commission
141 Pryor Street, SW
Atlanta, GA. 30303

RE: Development of Regional Impact
Cliftwood Subdivision & Retail, Roosevelt Hwy & Hobgood Road

Dear Mitch:

I am writing to let you know that the ARC staff has completed review of the Cliftwood Construction Company Subdivision & Retail Development of Regional Impact (DRI) proposed on Roosevelt Highway at Hobgood Road. Since there were no conflicts with regional plans and policies, our finding is that the proposed DRI is in the best interest of the State. However, I want to stress that there are some serious local issues which need to be addressed if the County chooses to allow this development to proceed--most particularly those issues are overcrowding of schools which serve the area, opposition to the development by the City of Fairburn, and inconsistency with the Fulton County Future Land Use Plan which projects industrial development in this area. Also, we are concerned about the compatibility of a residential development being located across Roosevelt Highway from the site where CSX proposes to construct an intermodal facility and where other industrial development already exists. Consequently, I want to emphasize that our finding that this DRI is in the best interest of the State does not imply that it is in the best interest of the local government.

I am enclosing copies of our review report and copies of comments received during this review.

Please feel free to call me or Beverly Rhea (404-364-2562) if you or your staff members have any questions concerning our review.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harry West', is located below the 'Sincerely,' text.

Harry West
Director

c Ms. Nancy Leathers, Fulton County
Ms. Robyn MacDonald, Fulton County
Mr. Kent Curley, Cliftwood Construction
Hon. Betty Hannah, City of Fairburn
Mr. James B. Walsh, Fulton Co. Schools
Mr. Wayne Shackelford, GDOT
Mr. Harold Reheis, GEPD
Mr. Paul Radford, GDCA

Enclosures

Facility: Cliftwood Roosevelt Highway Subdivision

Preliminary Report: June 10, 1997

Final Report: July 10, 1997

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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.

No. Fulton County reports the land is zoned industrial and agricultural and their comprehensive plan suggests industrial use.

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

The City of Fairburn commented that the very high density of the residential development is not in keeping with the long term development goals of the area and will tend to skew future development toward lower value homes.

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

No on Fulton County.

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 633 lot subdivision could accommodate a population of 1,583, including 459 students. The retail portion could accommodate 438 jobs, again by regional averages.

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

ARC recently reviewed a proposed CSX Intermodal Facility on the opposite side of Roosevelt Highway.

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

No.

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

No.

LOCATION

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

The site proposed for development is in South Fulton County on the north side of Roosevelt Highway between Fairburn and Palmetto. 33 33' / 84 37' 30".

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 near Fairburn and Palmetto but not contiguous to either.

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.

See City of Fairburn comments that the very high density is not in keeping with long term goals of the 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?

Based on the \$65 million built-out value of the project, \$719,493 annual property taxes.

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

50, 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 similar projects in the vicinity.

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/Wetlands/Floodplains

The proposed project is located in the Chattahoochee River watershed, a large water supply watershed. No minimum DNR watershed protection criteria apply. No wetlands exist within the proposed site. Furthermore, the proposed project site is not within areas of a 100-year floodplain.

Georgia Erosion and Sedimentation Act / Stream Buffer Requirements

This act requires that a 25 ft. wide natural vegetated buffer be maintained on both sides of streams designated as "State waters." A perennial headwater stream of Bear Creek, as indicated by a solid blue line on USGS quad sheets, is located within the proposed project site. ARC recommends that the developer work with the state to determine if this stream would be considered "State Waters," and provide protection measures if appropriate.

Storm Water / 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 storm water pollution controls. The amount of pollutants that will be produced after construction of the proposed Cliftwood Roosevelt Highway Subdivision Development was estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/year). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region.

The following table summarizes the results of the analysis.

Estimated Pounds Of Pollutants Per Year

Land Coverage	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Residential (189 ac.)	255.2	1,127	8,127	151,389	64.3	26.5

If the development is approved, Fulton County should take steps to mitigate potential impacts. The Interim Regional Storm Water Quality Management Guidelines, adopted by the Atlanta Region, provide suggestions for addressing storm water quality. These guidelines offer technical guidance for the control of post-development pollution in storm water (find attached).

Structural Storm Water Pollution Controls

Fulton County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. Atlanta Regional Commission staff recommends that the County require that any structural controls be maintained at an 80% - 90% total suspended solids removal efficiency.

The Plan should also include a monitoring program to ensure storm water pollution control facilities function properly. Atlanta Regional Commission 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 consists of the following minimum elements:

- ♦ monitoring of four storms per year (1 per quarter);
- ♦ collection of a 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 phosphorus (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 (D.O.) and fecal coliform bacteria.

The County's Department of Public Works should finalize the 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 and owner's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water 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 storm water management plan, the formal maintenance agreement between the developer and Fulton County should allow for periodic inspections of the storm water facilities to be conducted by appropriate County personnel. 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.

Fulton County should not release the site plans for development or issue any grading or construction permits until a storm water 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?

N/A.

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

N/A.

INFRASTRUCTURE

Transportation

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

	Acres		AM		PM	
	Sq. Feet		Peak Hour		Peak Hour	
Land Use	Units	Weekday	Enter	Exit	Enter	Exit
Single Family Res	633	5,647	104	296	371	199
Retail Shopping	218,000	11,502	162	95	539	539
	Total	17,149				

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1995 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model.

	1995			2010	Forecast	
	Number	1995	1995	Number	2010	2010
Facility	of Lanes	Volume	V/C Ratio	of Lanes	volume	V/C Ratio
Roosevelt Hwy from Fayetteville Rd to Williams Rd (Sta. 174)	2	8,300	0.34	2	14,100	0.55
Roosevelt Hwy from Williams Rd to SR 74 Fairburn Industrial blvd. (Sta 178)	2	9,600	0.38	2	14,000	0.55

The above table indicates that roads in the vicinity of the site operate at acceptable levels of service.

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)?

The ARC's adopted Atlanta Regional Transportation Improvement Program FY 1996 - FY 2001 (TIP), as amended September 25, 1996, includes the following proposed projects in the vicinity of this site:

FS 050 US 29/SR 14 from SR 154 to Palmetto City Limits. Widen from two to four lanes. Preliminary engineering has been authorized. Right-of-way acquisition and construction are scheduled for sometime after FY 2001.

The long range element of ARC's Regional Transportation Plan: 2010 includes the following projects in the vicinity of this site:

FS 050 US 29/SR 14 from SR 154 to Palmetto City Limits. Widen from two to four lanes. Preliminary engineering has been authorized. Right-of-way acquisition and construction are scheduled for sometime after FY 2001

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following project:

Roosevelt Highway/US 29, from Camp Creek Parkway to Coweta County Line. Proposed Class 1, separate bicycle facility. Project is considered long range.

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 provides bus service adjacent to the site, on Roosevelt Highway, to Palmetto, via bus route number 180.

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

No.

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

None.

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

The proposed CSX Intermodal facility is located across the street.

Currently, the existing street system operates well in the immediate area. Traffic volumes are low on arterial streets.

Future 2010 traffic projections indicate that roads in the vicinity of the site will operate well. The estimated 17,149 daily trips generated by the proposed development could significantly impact roads at nearby intersections, street entrances and driveways, especially in consideration of future projected traffic volumes on Roosevelt Highway. Traffic generated by the proposed development and by the CSX intermodal facility and necessary projects to accommodate this traffic should be developed.

As recommendations, the developer should work with the City of Palmetto, Fulton County, ARC and the GA DOT to develop appropriate transportation projects and programs that will mitigate traffic impacts, reduce single-occupant vehicle travel, encourage the use of alternative modes and can be included in local and regional transportation plans. The site should be developed to accommodate transit use in the commercial and residential areas, with benches, trees, sidewalks and other features to create an environment conducive to using transit. Also, site design features should be incorporated to encourage walking and bicycling between the commercial and residential areas including sidewalks and parking racks for bicycles. Open space and community recreational facilities should also be considered to reduce tripmaking by automobile. Pedestrian and bicycle access to the City of Palmetto should be considered in the future.

AIR QUALITY ANALYSIS

Methodology

The emissions analysis for the proposed Cliftwood Development in Fulton County was based on trip generation estimates for the facility broken into respective retail, industrial, single family residential and multi-family residential square footages. The estimated emissions are based on light duty gas vehicles (passenger automobiles) using a mix of peak highway and off peak off highway conditions for the office portion and off peak off highway and peak off-highway conditions for the retail portion, assuming 20% cold starts for each.

Results of Analysis

Estimates for both hydrocarbons and nitrogen oxides resulting from this development are presented in the following table.

	<u>TONS PER YEAR</u>	<u>TONS PER DAY</u>	<u>TONS PER ACRE</u>
Nitrogen Oxides	39.610	.152	.188
Hydrocarbons	39.744	.153	.188

The proposed development does not exceed acceptable thresholds for harmful emissions and is, therefore, acceptable from an air quality standpoint.

DRI AIR QUALITY ANALYSIS FOR PROPOSED CLIFTWOOD DEVELOPMENT (office estimated by employees, warehouse estimated by employees)

	Total Trips	Peak Trips	Off-peak Trips	Peak VMT	Off-peak VMT	NOx G/D	HC G/D	NOx T/D	HC T/D	NOx T/Y	HC T/Y
OFFICE											
Hi-Mid Rise	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Medical	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
RETAIL	10,155	1,990	8,165	13,930	57,152	77,771.75	83,958.21	0.086	0.093	22,290	24,063
HOTEL	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
RESIDENTIAL	5,647	2,425	3,222	31,525	22,554	60,432.65	54,714.56	0.067	0.060	17,320	15,681
WAREHOUSE											
Warehouse (A)	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Warehouse (T)	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
INDUSTRIAL	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Impact of Total Development											
						0.152	0.153	0.153	0.153	39.610	39.744
* Reduction for passby trips based on ITE Trip Generation passby descriptions.											
						Tons per acre		0.188	0.188	NOx	VOC
								0.188			0.188

Assumptions:

1. Auto Emissions factors based on 20% CS for LDGV for a mix of peak and off peak highway speeds for 1999.
2. Average commute trip length in region = 13 miles
3. Average Non-work trip length in region = 7 miles
4. Reasonableness threshold = 50 tons per year
5. Average Heavy Duty Truck Trip = 22.78 miles (Atlanta Area Commercial Vehicle Survey 1/97)
6. Average Light Duty Truck Trip = 14.97 miles (Atlanta Area Commercial Vehicle Survey 1/97)
7. Average Medium Duty Truck Trip = 19.86 miles (Atlanta Area Commercial Vehicle Survey 1/97)
8. Estimations of average vehicle speeds for freeways developed using GDOT speed monitoring program
9. Estimations of average vehicle speeds for arterials developed using ARC travel time modeling

Calculations:

Perform each of the following steps for each different type of development included in the proposed development

1. Total trips derived from Trip Generation Manual based upon development type and number of units and square footages. Office Medical and hotel uses reduced by 15% to account for transit and pedestrian connections developer has committed to including
2. Trip generation estimates are divided into AM and PM peak based on entries and exits.
The total of peak (AM+PM)*2.5 entries and exits = peak peak auto trips
3. Reduce PM Peak trips to account for passby and internal trips as per percentages noted in ITE Trip Generation Manual
4. Peak VMT derived by multiplying peak trips by average commute distance in region
5. Off peak VMT derived by multiplying off-peak trips by average non-work trip in region
6. Derive Emissions totals for NOx in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off-peak off-hwy emissions factor (speed = 26.8 mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
7. Derive emissions totals for VOC in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off-peak off-hwy emissions factor (speed = 26.8mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
8. Convert to tons per day
Divide total emissions derived from step 7 by 907180 for both VOC and NOx
9. Convert to tons per year
Multiply total emissions derived from step 8 by 260 (number of weekdays in a year)
10. To obtain the impact of the total development sum the emissions generated by each different piece (e.g. office, retail, residential)

INFRASTRUCTURE

Wastewater and Sewage

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

Fulton County estimates 0.171MGD.

Which facility will treat wastewater from the project?

Camp Creek Wastewater Treatment Plant.

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

Permit = 13MGD.

1995 Average Flow = 11.74MGD.

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

ARC has reviewed eleven proposed developments that would cumulatively add 3.85MGD flow to this plant. Some of these developments are completed or underway and others are no longer proposed.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Fulton's estimate is 0.197MGD.

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

The County should have sufficient water available.

INFRASTRUCTURE

Solid Waste

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

Information submitted indicated 1,444 tons per year.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- Levels of governmental service?
- 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.)?

***This project will adversely impact Fulton County Schools as the existing schools serving the area cannot handle the projected 459 students.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is housing and retail.

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

No.

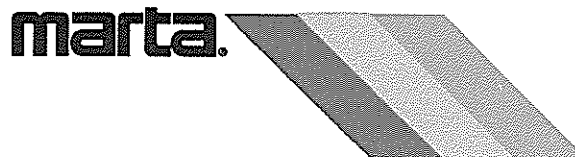
Is there housing accessible to the project in all price ranges demanded?

Yes.

Is it likely or unlikely that potential employees of the proposed project 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. 1996 median family income of \$52,100 for Atlanta MSA.



2424 Piedmont Road
Atlanta, Georgia 30324-3330
(404) 848-5000

June 26, 1997

Ms. Beverly Rhea
Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
Atlanta, Georgia 30327-2809

Subject: Cliftwood Roosevelt Subdivision
Roosevelt Highway, Fulton County

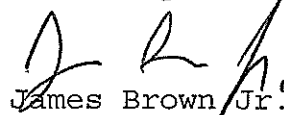
Dear Ms. Rhea:

The Metropolitan Atlanta Rapid Transit Authority has reviewed the documentation for the Cliftwood Roosevelt Subdivision on Roosevelt Highway in Fulton County. Route 180-Fairburn/Palmetto serves this area from the College Park Station at a 24 minute frequency(rush) and a 48 minute frequency during the off-peak period. Saturday service operates on a 50 minute frequency and Sunday service on a 45 minute frequency. A current Route 180 Public Time Table is enclosed.

We recommend , due to the large size of this subdivision, that the developer consider potential bus stop locations that would include shelters, benches, lighting etc. to encourage residents to choose a transit alternative for certain trips instead of single occupancy vehicles. MARTA is available to offer assistance with these matters.

Thank you for the opportunity for MARTA to review this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'J B Jr.', is written over the printed name.

James Brown Jr.

Director of Transportation Planning
and Scheduling

Enclosure:

cc Gloria Gaines, Vice President of Planning and Analysis



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STEPHEN D. DOLINGER, Ed. D.
Superintendent

June 24, 1997

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

RE: Development of Regional Impact - Cliftwood Roosevelt Highway Single-Family Developments

Dear Ms. Rhea:

Enclosed is the impact information you requested regarding the proposed 633-lot single-family subdivision located on the north side of Roosevelt Highway between Hobgood and Bishop Roads. If you have any questions, feel free to contact me.

Sincerely,

James B. Welsh

**ATLANTA REGIONAL COMMISSION
SOUTH FULTON
JUNE 1997**

RESIDENTIAL REZONING

ZONE #	# OF UNITS	SCHOOLS	# OF STUDENTS GENERATED BY DEVELOPMENT	STATE CAPACITY	1997-98 PROJECTED ENROLLMENT *	PROJECTED ENROLLMENT OVER CAPACITY	NUMBER OF PORTABLE CLASSROOMS	CAN FACILITY MEET INCREASED DEMAND? **
1. 97Z-068 SFC 633 SING. FAM.		Evoline West Elementary Bear Creek Middle Creekside High	206 to 492 92 to 220 107 to 255	525 975 1450	560 1038 1304	35 63 -146	0 0 0	No No No
	Totals		405 to 967					

One single family unit generates:	Ave.	Highest			
One multi-family or apartment unit generates:	0.3259	to 0.7778	elementary school students per unit.		
	0.1150	to 0.2800	elementary school students per unit.		
One single family unit generates:	Ave.	Highest			
One multi-family or apartment unit generates:	0.1453	to 0.3469	middle school students per unit.		
	0.0513	to 0.1248	middle school students per unit.		
One single family unit generates:	Ave.	Highest			
One multi-family or apartment unit generates:	0.1690	to 0.4034	high school students per unit.		
	0.0597	to 0.1452	high school students per unit.		
	AVERAGE		ANNUAL	STATE	FULTON
	CONSTRUCTION		OPERATING COST	PERATING COST	OPERATING COST
	COST PER STUDENT		PER STUDENT	PER STUDENT	PER STUDENT
Single Family Subdivisions	\$10,395		\$5,690	\$2,001	\$3,689
Multi-Family or Apartments	\$10,395		\$5,690	\$2,001	\$3,689

Data assembled by David R. Redden Date 6/24/97

Responses approved by James B. Webb Date 6-24-97

* The projected enrollment does not contain the number of students that would be generated by the proposed rezoning.
** Previous approved rezonings could overcrowd this school beyond the projected enrollment.

City of Fairburn
Comments on Development of Regional Impact
Facility : Cliftwood Roosevelt Highway Subdivision

The proposed rezoning at Highway 29 and Hobgood Road to provide for 633 residential units is opposed by the City of Fairburn as not being in the interest of the residents of Fairburn and South Fulton County. The City Council has adopted a resolution urging the Fulton County Commission to deny the requested rezoning.

The following are among the concerns about this project in the City of Fairburn:

Wetlands - the site has potential wetlands. The applicant has not presented any analysis of the potential impact this development will have on this area.

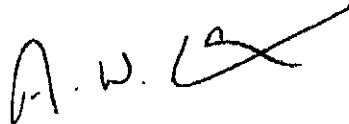
Land Use - The very high density residential development (4,000 sq. ft. lots) is not in keeping with the long term development goals of the area and will tend to skew future development toward lower value homes.

Traffic - The traffic counts indicate that the development will overburden the existing road system. All traffic from the residential development will enter onto Hobgood road. The daily traffic counts and the peak hour traffic will exceed the capacity of this local street.

Schools - The projected population at this site will add 500 students to the E. C. West / Bear Creek / Creekside school cluster. This increase in population will have a dramatic impact on the school population.

Demand for services - The density of the development and the number of units in the development will have a significant impact on the services demanded from Fulton County. The impact on public safety personnel will be significant.

Anthony W. Cox
City Administrator
City of Fairburn



DEVELOPMENTS OF REGIONAL IMPACT

Comments from Affected Parties Form

Project I.D.: CLIFTWOOD ROOSEVELT HIGHWAY SINGLE - FAMILY DEVELOPMENT
FULTON COUNTY

Name of Commenting Organization: _____
Address: _____ Georgia Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334
Contact Person: George Boulineau Telephone Number: 404-656-0610

Do you believe your jurisdiction will be affected by the proposed development ☒ Yes ☐ No
Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

"CLIFTWOOD ROOSEVELT HIGHWAY SINGLE - FAMILY DEVELOPMENT"

The proposed development would add a significant amount of traffic to US29/SR14, approximately 6,400 vehicles per day at development build out. Present traffic volumes on US29/SR14 in the area of the proposed development are 10,600 vehicles per day.

Due to the current air quality nonattainment and nonconformity situation in the metro Atlanta area, including Fulton County, the Department is, and may be for some time in the future, severely limited in its abilities to program and implement roadway capacity improvements. Land use developments of the type and scale described in this proposal, in growing areas such as this portion of Fulton County, are heavily reliant on the availability of substantial roadway capacity to provide the needed transportation service. Therefore, the Department has increasing concerns about its abilities to maintain an acceptable transportation service level on the State Route system as development of this type continues to take place. Also, there are other traffic concerns that will be produced by the CSX Intermodal Facility on the opposite side of US29/SR14. Traffic demand and control measures which would minimize the need to increase roadway capacities need to be included in the proposed development.

(Attach Additional Pages if Necessary)

Form Completed By: Donald W. Mills Title: USPE 3
Signature: *Donald W. Mills* Date: 6-20-96

DCA/OCP 10/7/91

RETURN
TO:

ATLANTA REGIONAL COMMISSION
3715 Northside Parkway
200 Northcreek, Suit 300
Atlanta, Ga. 30327
ATTENTION: REVIEW OFFICE

FAX NO. 404-364-2599

RETURN DEADLINE : JUNE 23, 1997

