

Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327
404 364-2500 • Fax 404 364-2599



Harry West
Executive Director

March 15, 1991

Hon. Michael Lomax, Chairman
Fulton County Commission
141 Pryor Street SW
Atlanta, GA 30303

Re: Major Development Area Plan Review
Official Review Comments
Lackey Road Tract

Dear Michael:

The ARC staff has completed the major development area plan review of the proposed Lackey Road golf course and residential community. Enclosed is our analysis of the potential impact of this development.

Our review notes that part of the proposed development is within the City of Roswell and part is in the unincorporated Fulton County area. Our analysis is based on the total development as proposed by D.B.H. Enterprises, Inc. and their site plan dated February 4, 1991. We recognize that jurisdictional areas related to this development may change and ARC stands ready to assist if there is any point where Fulton County or the City of Roswell feels we can be helpful. We will not need to re-review the proposed development, however, unless there is a substantial change to the 678 single family residential units and golf course as included in this review.

Please feel free to call us if you have questions or if ARC can assist the County or its cities.

Sincerely,

A handwritten signature in dark ink, appearing to read "Harry West", is written over the word "Sincerely,".

Harry West
Executive Director

HW:bgm

Enclosure

cc: Mr. Wallace V. Linsey, Sr., Fulton County Zoning
Ms. Nancy Leathers, Fulton County Planning
Mr. James A. Hill, D.B.H., Inc.
Mr. Richard Davis, Franzman-Davis, Consultant
Hon. W.L. Mabry, Jr., Mayor, City of Roswell
Ms. Susan Canon, City of Roswell Planning

MAJOR DEVELOPMENT AREA PLAN REVIEW
#R102131: Lackey Road Tract Development
Transportation Planning Division Staff Comments

PROJECT DESCRIPTION

The Lackey Road Tract Development is a proposed residential development in northwestern Fulton County near the Cherokee County Line. Implementation of the project will involve the construction of 678 single-family residences and a 161.5-acre public golf course. At buildout, 678 single-family residences are estimated to contain approximately 1,695 people. This estimate represents 80% of the forecasted increase of population for the area between 1990 and 2010. In addition, the proposed number of residences represents over 90% of the forecasted increase in number of households between 1990 and 2010.

The project site is located south of the Little River, west of Georgia Highway 140 (Arnold Mill Road), and north of Cox Road. A major portion of the project site is located within unincorporated Fulton County. However, the southern portion of the proposed project is located within the City of Roswell. The developer has requested that the property within the City be de-annexed, an action that requires an act of the Georgia General Assembly.

Highway access to the project site is provided by SR 140 (Arnold Mill Road) and Lackey Road. Regional access is provided by the SR 400 interchanges at SR 140 (Holcomb Bridge Road) and Mansell Road. Additional regional access could be provided by the Arnold Mill Road/West Church Street and Old Alabama Road interchanges with I-575 in southern Cherokee County.

PLANNED TRANSPORTATION PROJECTS

There are seven Regional Transportation Plan projects in the site vicinity, six of which are Transportation Improvement Program FY1992-FY1999 projects. One Long-Range (2000-2010) project is planned in the site vicinity.

TIP

FN 10: Widen Crossville Road/Woodstock Road from 2 to 6 lanes from SR 9 (Alpharetta Road) to the Cobb County Line. Preliminary engineering has begun.

FN 13: Widen SR 140 (Crabapple/Houze Road) from 2 to 4 lanes from Ranchette Road to the Cherokee County Line. Preliminary engineering has begun. (see FN 62)

FN 27: Construct a new 4-lane facility, the Mansell Road Extension, from Houze Road to Crossville Road. This project has not yet been initiated.

FN 42: Widen Rucker Road/Marietta Street from 2 to 4 lanes from Hardscrabble Road to SR 9 (South Main Street). This project has not yet been initiated.

FN 50: Widen SR 140/Houze Road from 2 to 4 lanes from Crossville Road to Mansell Road. This project has not yet been initiated.

FN 62: Widen SR 140 (Houze/Arnold Mill Road) from 2 to 4 lanes from Mansell Road to Ranchette Road. Preliminary engineering has begun.

Originally, FN 13 extended from Mansell Road to the Cherokee County Line. Georgia DOT submitted a proposed RTP amendment during the Spring 1991 RTP update to increase the planned number of lanes from 4 to 6 for the segment of SR 140 from Mansell Road to Ranchette Road. This proposed 6-lane segment of SR 140 (FN 62) has been recommended for approval by the ARC Transportation Committee. The ARC Board will vote on whether to add this and other RTP amendments to the Regional Transportation Plan on March 27, 1991.

Long-Range

FN 41: Widen Hardscrabble Road from 2 to 4 lanes from Woodstock Road to Rucker Road.

EXISTING AND FUTURE TRAFFIC CONDITIONS

Table 1 shows current and future traffic volumes and volume-to-capacity (V/C) ratios for roads in the project area. Current traffic volume estimates are based on Georgia D.O.T.'s 1990 coverage counts. Future traffic volume estimates reflect Georgia D.O.T.'s project level 2015 traffic analysis for the SR 140 (Houze/Arnold Mill Road) widening project. V/C ratios indicate the level of service on a facility during peak-hour conditions. A V/C ratio of .80 or above indicates congestion, and a V/C ratio exceeding 1.00 shows a facility has insufficient capacity to accommodate peak-hour traffic volumes. The V/C ratios reflect anticipated travel patterns on the specific facilities in the project vicinity and are derived using conversion factors from the Transportation Research Board's Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide.

TABLE 1
CURRENT AND FUTURE TRAFFIC VOLUMES
ON ROADS SERVING
THE LACKEY ROAD TRACT DEVELOPMENT

| 1990 | | | |
|-----------------------------------|-----------------|--------------------------|-----------|
| ROAD | NUMBER OF LANES | APPROXIMATE DAILY VOLUME | V/C RATIO |
| SR 140 (Arnold Mill Road) | | | |
| Cox Road to Cherokee Co. | 2 | 13,450 | 1.07 |
| Cox Road to SR 372 | 2 | 11,700 | 0.93 |
| 2015 | | | |
| ROAD | NUMBER OF LANES | APPROXIMATE DAILY VOLUME | V/C RATIO |
| SR 140 (Arnold Mill Road) | | | |
| Ranchette Road to Providence Road | 6* | 40,900 | 0.59 |
| Cox Road at SR 140 | 2 | 11,300 | 0.91 |

* As proposed by GDOT and recommended by the ARC Transportation Committee

Table 1 shows that SR 140 (Houze/Arnold Mill Road) currently experiences congestion and that traffic volumes are expected to increase by approximately three times the current estimate. However, the proposed widening of SR 140 (Houze/Arnold Mill Road) will mitigate existing congestion as well as provide additional capacity so that the facility will operate at an acceptable level of service in 2015. It should be noted that improvements may be needed on the local facilities such as Lackey Road and Turner Road which provide direct access to the project site. The local government should ensure that these facilities have adequate capacity to accommodate the traffic generated by the proposed development and can accommodate turning movements to major facilities in the area.

TRIPS GENERATED BY PROPOSED DEVELOPMENT

The Institute of Transportation Engineers (ITE) Trip Generation Manual (Fourth Edition) was used to estimate vehicle trips generated by the project. The following codes were used to compute trip generation estimates: Code 210 (Single-Family Residential) and Code 430 (Golf Course). The trip generation estimates, which appear in Table 2, were adjusted to allow for a 3 percent public transit use factor. This level of transit usage is consistent with the public transportation facilities planned for the area in the Atlanta Regional Transportation Plan: 2010.

TABLE 2

LACKEY ROAD TRACT DEVELOPMENT TRIP GENERATION

| PROPOSED LAND USE | SQ. FEET OR NO. OF UNITS | TOTAL DAILY # OF VEHICLE TRIPS | PEAK HOUR | | NUMBER OF VEHICLES | |
|----------------------|--------------------------------|---|-----------|---------------|--------------------|---------------|
| | | | ENTERING | AM EXITING | ENTERING | PM EXITING |
| RESIDENTIAL | 678 | 6,170 | 120 | 330 | 400 | 240 |
| GOLF COURSE | 162 AC | 780 | 35 | 10 | 10 | 55 |
| TOTAL | | 6,950 | 155 | 340 | 410 | 295 |

Table 2 shows that the project will generate almost 7,000 daily vehicle trips, almost 500 A.M. peak-hour trips, and 700 P.M. additional peak-hour trips. The number of P.M. trips (700) is approximately equivalent to the capacity of 1 lane of an arterial.

TRANSPORTATION CONCLUSIONS

As a result of planned transportation improvements for the Lackey Road Tract Development area, traffic generated by the proposed project can be accommodated. Population and household growth brought on by additional developments in this district of north Fulton County may soon exceed the level of growth anticipated by ARC forecasts. As a result, future traffic levels may exceed the capacity of the planned transportation system. It is important for the local governments and ARC to monitor growth in the area (above and below the Major Development threshold) in order to ensure that an adequate transportation system will be in place. In addition, the local government, GDOT, the developer, and ARC should work together to ensure the integrity and efficient interaction of the Atlanta Region's transportation facilities.

The local governments should continue employing policies that encourage developers to employ strategies that encourage public transit use. Such action by local governments is supported by ARC's Regional Development Plan (RDP), which states "Public transportation in the Region should be used to provide an affordable alternative to automobile travel, to relieve traffic congestion, to add to the mobility of households without autos, and to increase access to employment and human services" and "transit service should be made cost effective by tailoring the type of service to the type of demand." Furthermore, the policies "encourage local governments to use coordinated land use controls and transportation facility design to increase the effectiveness of highway and transit systems." In keeping with these policies, it is essential that the local government, Georgia DOT, ARC and the developer continue cooperative efforts to lessen traffic congestion in the area.

Developers should be encouraged to pursue additional strategies to mitigate the increases in traffic congestion associated with new development. These strategies include:

1. Locating and orienting buildings, driveways, and any required parking areas so as to facilitate walking trips, and providing convenient pedestrian paths.
2. Initiating and funding carpooling and vanpooling programs and equipment.
3. Identifying and participating in the cost of off-site street improvements which will ease traffic congestion associated with the development.
4. Using private sector resources to subsidize transit service to residents of this and other major developments in the area.

The Atlanta Regional Transportation Improvement Program FY 1992 - FY 1999 states that "Federal-aid dollars will account for a decreasing share of total project costs over time" for highways and related improvements. Many communities have responded to this problem by requiring developers to provide right-of-way and/or in-kind donations for road improvements serving their projects. This type of public and private partnership should be encouraged, and should be extended to sharing the responsibility for public transit improvements.

Water Supply and Wastewater Treatment Demand

According to regional averages the proposed 678 residential units could generate a demand for 0.31 million gallons per day (MGD) of water and a sewage flow of 0.27 MGD. The development is located in the Little River Wastewater Treatment Plant service area.

The Little River Wastewater Treatment Plant has a permitted discharge of 0.35 MGD. The 1990 average discharge from the Plant was 0.66. The Plant is currently under order from the State to expand capacity to 0.85 MGD. The expansion is expected to be completed around May 1, 1991. No other increases in discharge capacity are proposed at this time.

The applicant proposes using the Little River for treatment of project wastewater but using land application to avoid increasing discharges from the treatment plant. The treated wastewater would be used to irrigate the proposed golf course. Withdrawals from Little River and its tributaries for irrigation will not be permitted as all the flow in the stream is allocated for dilution of wastewater discharge.

Increase in Population

Again according to regional averages, the Lackey Road Development could accommodate 1,695 residents.

School Demand

The 678 residential units in the Lackey Road development could increase the number of elementary students in the area by 197 and the number of secondary students by 176.

Schools which currently serve the area are:

| <u>School</u> | <u>Enrollment</u> | <u>Capacity</u> |
|-------------------------|-------------------|-----------------|
| Northwestern Elementary | 241 | 384 |
| Crabapple Middle | 1175 | 1370 |
| Roswell High | 1516 | 1800 |

Generation of Property Tax Revenues

The developer estimates the built out value of the project at \$100 million plus. Applying the 1990 millage rate yields \$1,752,000 in annual property taxes.

Other ARC Comments

Portions of the Lackey Road Tract are within the 100-year floodplain of the Little River. Any development in or near this floodplain should conform to the ARC Regional Development Plan floodplain standard which states:

"All structures that can be damaged or land uses that can impede flood waters or reduce storage volume must be built outside the intermediate region (one percent) flood limits (i.e., outside the 100-year flood limit), with the exception that a stream crossing may vary from this policy, if constructed so as to permit passage of a 100-year flood with minimum feasible flow impedance, storage volume reduction, and upstream or downstream erosion or deposition."

During construction, the required erosion and sedimentation controls should be properly installed and maintained to prevent soil loss, on-site erosion and downstream sedimentation.

The project design should include stormwater runoff controls that will reduce stormwater runoff from the project to pre-development levels for up to the 25-year storm event. Provisions should be made for proper and complete maintenance of these runoff controls throughout the life of this project, to prevent long-term on-site erosion, soil loss and downstream sedimentation, siltation, and contamination from pollutants in the runoff.

Comments from Other Agencies

A very important part of ARC's review process is the notification to potentially affected agencies. During this review, response was received from Georgia Department of Transportation, Fulton County Schools, and the City of Roswell. Their comments are attached as a part of this review.

Should further comments be received, they will be forwarded.

ELWYN L. GAISSERT
City Administrator

City of Roswell

Planning and Zoning Office

W.L. MABRY
Mayor

February 27, 1991

Harry West, Executive Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327

SUBJECT: Area Plan Review/Lackey Road Tract (Fulton County's
#Z91-003)

Dear Mr. West:

The City of Roswell is in receipt of notification of the above referenced proposal. Upon review of the general information received, it has been discovered Fulton County is processing an application on portions of property located within the City of Roswell. The application identifies land lots 930, 932, 940, 941, 942, 943, 1003, 1004, 1005, 1013, 1014, 1075, and 1076 as the areas affected by the proposal for a residential community and public golf course. Land lot 940, south of Little River, is located within the City of Roswell. Land lots 1003, 1004, and 1005 are located entirely within the City of Roswell. These areas were annexed into the City of Roswell December 4, 1989.

The City of Roswell is currently processing a rezoning application on the subject property affecting land lots 940, 1003, 1004, and 1005. The rezoning application (RZ91-06), which comprises a total of approximately 686.723 acres, has been initiated by the City of Roswell in pursuit of E-2 (single-family residential) conditional zoning with a minimum lot size of one acre. The application is scheduled for public hearings before the Roswell Planning Commission and the Roswell Mayor and City Council on March 19, 1991 and April 8, 1991 respectively.

Processing of Fulton County case #Z91-003, affecting the above mentioned area, is not in Fulton County's jurisdiction.

Sincerely,

CITY OF ROSWELL



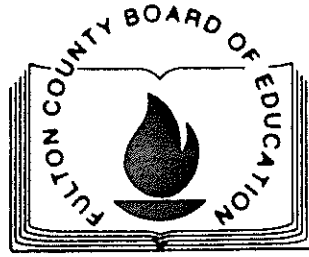
Susan Canon
Zoning Administrator

cc: Mayor Mabry
Elwyn Gaissert, City Administrator
Mike Sullivan, City Attorney

Fulton County Planning and Economic Development
ATTN: Richard Stogner, Director
141 Pryor Street, S.W.
Suite 5001
Atlanta, Georgia 30303

Fulton County Planning and Economic Development
ATTN: Nancy Leathers, Deputy Director
141 Pryor Street, S.W.
Suite 5001
Atlanta, Georgia 30303

Fulton County Zoning Department
ATTN: Mr. Wallace V. Linsey, Zoning Administrator
141 Pryor Street
Suite 8071
Atlanta, Georgia 30303



FULTON COUNTY BOARD OF EDUCATION

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*Executive Director
For Student Services*

February, 21, 1991

Mr. Harry West, Executive Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, GA 30327

Re: Major Development Area Plan Reviews
Lackey Road Tract

Dear Mr. West:

Since the Northwestern Elementary, Crabapple Middle and Roswell High which serve this area are currently operating within their capacity, there are no objections provided the proposed zoning is compatible with the present neighborhood and acceptable zoning practices.

If we can be of further service, feel free to contact me.

Sincerely,

Marvin L. Reddish, Coordinator
Student Placement



Department of Transportation
State of Georgia
No. 2 Capitol Square
Atlanta, Georgia 30334-1002

HAL RIVES
COMMISSIONER

G. CHARLES LEWIS
STATE HIGHWAY ENGINEER

FLOYD E. HARDY
DEPUTY COMMISSIONER

ARTHUR A. VAUGHN
TREASURER

February 27, 1991

Mr. Harry West, Executive Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327

Dear Harry:

Subject: Major Development Area Plan Review
Lackey Road Tract - Fulton County

We have reviewed the subject proposal and have the following comments.

The proposed residential community development will generate 6,900 vehicle trips per day and 680 vehicle trips in the peak hour entering and exiting this development. This proposal is located in an area that is becoming densely residential development and without adequate capacity on the roads to handle the additional trips. The main access to the development will be from State Route 140/Arnold Mill Road. S.R. 140 is planned to be widened from two to four lanes in 1994. We feel this widening alone will not meet the needed capacity to support this project and recommend the developer and/or local government define an adequate road improvement plan to support the development.

Sincerely,

Kirby D. Hammi, P.E.
State Transportation Planning Engineer

KDH:DWM:at



ATLANTA REGIONAL COMMISSION - MAJOR DEVELOPMENT AREA PLAN REVIEW

RECEIVED
FEB 5 2 22 PM '91

General Information

Commission Date: 2/6/91

Submitting Jurisdiction: Fulton County

Date by Which Jurisdiction Staff Needs Comments: _____

Juris. Staff Contact: _____
& Phone _____

KEY LOCAL DECISION DATES:

Project Sponsor: D.B.H. Enterprises, Inc.

By Planning Comm. _____

Project Sponsor Contact: James A. Hill
& Phone (404) 425-5880

By Policy Body _____

Name of Proposal: Lackey Road Tract

Proposal address or location: Lackey Road West of Arnold Mill Road
(Ga. Hwy. 140)

District(s): 2nd

Land Lot(s): 930, 932, 940, 941, 942, 943, 1003, 1004, 1005, 1013, 1014, 1075, 1076

Local government action requested (rezoning, height variance, building permit, subdivision plat, etc. - be specific): Rezoning

Describe development proposal and phasing: Residential Community around a public golf course - phase one, golf course and 100 units - completion in 5-7 years

Estimated Value at Build Out 100 Million Plus Dollars

Describe scale of proposed development in the following table.

| | Office | Retail | Residential | Hotel | Industrial | Other | Total |
|---------|--------|--------|-------------|-------|------------|-------|-------|
| Acreage | | | 267.1 | | | 161.5 | 428.6 |
| Scale | sq' | sq' | 678 units | rms | sq' | | |

Public Service Demands: Water Supply Demand .275 MGD. Sewage Flow .275 MGD.

What facility will treat sewage from the development? Little River

Total 24 hour
volume of vehicles
entering and exiting

a.m. peak hour
entering exiting

p.m. peak hour
entering exiting

6786

139

375

447

265

List any infrastructure improvements to be made by the developer on-site

Utilities and subdivision streets

Are there developer sponsored measures to mitigate any other impacts of the proposed development?: No.

Will the proposed development displace existing uses? No

If so, describe uses to be displaced (square footage of building, units, etc.):

Site plan: Please attach a site plan showing location of proposed buildings, traffic ingress and egress points, phasing, location of parking facilities and drainage control.

Impact studies: Please attach any available development impact studies.

#Z91-003