

Atlanta Regional Commission
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Harry West
Executive Director

March 26, 1991

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

RE: Major Development Area Plan Review Comments
Highway 9 Tract Development

Dear Michael:

The ARC staff has completed the major development area plan review of the proposed Highway 9 Tract Development. Comments on this proposal are enclosed.

We hope that you will find these comments useful in the County's planning process. Should you have any questions concerning our review, please do not hesitate to call.

Thank you for affording us the opportunity to comment.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over the typed name.

Harry West
Executive Director

HW:bgm

Enclosure

cc: Mr. Joe Tanner, Georgia Department of Natural Resources
Mr. Hal Rives, Georgia Department of Transportation
Ms. Nancy Leathers, Fulton County Planning
Mr. Wallace Linsey, Fulton County Zoning
Mr. Joe Cartwright, Murai Associates

MAJOR DEVELOPMENT AREA PLAN REVIEW
#R102191: Georgia Highway 9 Tract
Transportation Planning Division Staff Comments

PROJECT DESCRIPTION

The Georgia Highway 9 Tract Development is a proposed mixed-use development in northern Fulton County. Implementation of the project will involve the construction of 161,500 square-feet of retail space, 635,200 square-feet of industrial space, a 168-acre golf course, and 893 residential units (single-family and multi-family). If built as proposed, this development will contain approximately 2,000 people and will generate approximately 2,700 jobs. These estimates represent over 40% of the increase in number of people and over 80% of the increase in number of jobs forecasted by ARC for the general area from 1990 to 2010.

The project site is located north of SR 9, west of the Forsyth County line, and generally south of Francis Road. Highway access to the project site is provided by SR 9 and Francis Road. Regional access is provided by the SR 400 interchange at Windward Parkway.

PLANNED TRANSPORTATION PROJECTS

While there are no planned transportation projects in the immediate site vicinity, there are two Regional Transportation Plan projects in the general area which will provide better access to the proposed development. One of the projects is a Transportation Improvement Program FY1992-FY1999 project. One Long-Range (2000-2010) project is planned in the site vicinity.

TIP

R 32: Construct a new interchange at SR 400 and McGinnis Ferry Road. Preliminary engineering has begun.

Long-Range

R 51: Widen SR 400 from 4 to 6 lanes from SR 120 (State Bridge Road) to the Forsyth County Line.

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 ARC's adopted 2010 transportation network. 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 SR 9 TRACT DEVELOPMENT

1990			
ROAD	NUMBER OF LANES	APPROXIMATE DAILY VOLUME	V/C RATIO
SR 9			
Webb Road to Bethany Road	2	7,620	0.61
Windward Parkway			
Union Road to Forsyth County	4	6,510	0.17
SR 400			
North of Windward Parkway	4	29,160	0.45
South of Windward Parkway	4	35,670	0.55
2010			
ROAD	NUMBER OF LANES	APPROXIMATE DAILY VOLUME	V/C RATIO
SR 9			
Webb Road to Bethany Road	2	8,300	0.66
Windward Parkway			
Westside Drive to Morris Road	4	14,200	0.38
SR 400			
North of Windward Parkway	6	68,600	0.71
South of Windward Parkway	6	72,200	0.74
McGinnis/Bethany Road			
East of SR 400	2	9,400	0.92

Table 1 shows that all major facilities in the proposed project area currently operate at acceptable levels of service. Volumes are expected to increase substantially on SR 400 and Windward Parkway between now and 2010. The planned improvement of SR 400 and the addition of the McGinnis Ferry Road Interchange on SR 400 appear to be able to mitigate traffic generated by the proposed development. However, the construction of the new interchange, while increasing access to the project site and this portion of Fulton County, will decrease the level of service on McGinnis Ferry Road. McGinnis Ferry Road and SR 9, both 2 lane facilities, will be the principal arterials providing access to the proposed development. As a result, both facilities are likely to experience congestion.

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), Code 220 (Multi-Family Residential), Code 820 (Shopping Center), Code 110 (General Light Industrial), and Code 430 (Golf Course). The trip generation estimates, which appear in Table 2, were adjusted to allow for a 1 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

SR 9 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	
MULTI-FAMILY RESIDENTIAL	297	1,810	30	120	120		55
SINGLE-FAMILY RESIDENTIAL	596	5,470	110	300	360		215
RETAIL	161,500	10,150	160	70	440		455
INDUSTRIAL	655,200	2,960	380	50	50		380
GOLF COURSE	168 AC	800	35	10	10		60
TOTAL		21,190	715	550	980		1,165

* The number of Multi-Family units includes the "attached" residential land-uses notated on the developer's schematic of the proposal.

Table 2 shows that the project will generate over 21,000 daily vehicle trips, over 1,200 A.M. peak-hour trips, and over 2,100 P.M. additional peak-hour trips. The number of P.M. trips, 2,200, exceeds the hourly capacity of 1 lane of a freeway (1,750).

SURVEY OF MAJOR DEVELOPMENT AREA PLAN REVIEWS IN SITE AREA

1. Lackey Road Tract: A proposal to construct 678 Residential units and a public golf course off of Lackey Road in north Fulton County near Cherokee County. ARC staff estimated that the project would generate 6,950 additional daily vehicle trips, 495 additional A.M. peak-hour trips, and 705 additional P.M. peak-

hour trips. This project was recently reviewed by ARC staff. No action has been taken on the proposal.

The SR 9 Tract Development, combined with the above major development, will generate approximately 28,000 additional daily vehicle trips, 1,700 additional A.M. peak-hour trips, and 2,800 additional P.M. peak-hour trips.

TRANSPORTATION CONCLUSIONS

Traffic volumes on all area facilities are expected to increase over the next 20 years. As stated earlier, the estimated household and employment generation of this project represents over 40% and over 80%, respectively, of the ARC forecasted increases. Future developments could result in further growth in population and households as well as employment. As a result, traffic volumes will increase further. It is important for Fulton County 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. Fulton County, GDOT, and ARC should work together to expedite those TIP and RTP projects previously mentioned. In addition, Fulton County, GDOT, the developer, and ARC should work together to identify and implement any additional projects needed to ensure the integrity and efficient interaction of the Atlanta Region's transportation facilities.

Fulton County 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 employees 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 Georgia Highway 9 Tract could generate a demand for 0.43 million gallons per day (MGD) of water and a sewage flow of 0.37 MGD.

The proposed development is in a portion of the Little River Drainage Basin that is not served by sewer. However, in order to sell the land (this is the old site 13 landfill site), Fulton County agreed to allow the developer to pump over the ridge into the Big Creek System. According to Fulton County Public Works, the County is also planning on conducting a feasibility study to investigate sewer service options for the unserved portion of North Fulton, which will include an investigation of land treatment. As part of the agreement between the County and the developer, when service is provided to that basin, the project must switch to its own basin and close the Big Creek connection.

The Big Creek Waste Water Treatment Plant has a final permitted capacity of 11.0 MGD and had a 1990 average flow of 9.91 MGD. The Big Creek service area is currently under a moratorium on new hook-ups due to current capacity problems. The plant is currently undergoing an expansion to increase its capacity to 22 MGD. The proposed completion date for the expansion is March, 1992.

Previously reviewed major developments in the Big Creek Waste Water Treatment Plant service area would add 12.78 MGD flow. Adding the Hwy 9 development would increase the additional flow to 13.15 MGD. If all the proposed major developments are developed to full build-out, their flows, combined with current flows, would exceed even the expanded Big Creek capacity by 1.06 MGD ($13.15 + 9.91 = 23.06$, vs. 22 MGD capacity). It is urgent, therefore, that the County continually monitor existing and future capacity and commitments while exploring alternative treatments.

Increases in Population and Employment

Again according to regional averages, as stated earlier, the proposed Highway 9 development could accommodate a population of 2,034 and 2,711 jobs.

School Demand

The proposed 694 single family units and 199 multi-family units in the Highway 9 proposal could add 223 elementary and 198 secondary students to the school population in the area. Schools which currently serve the area are the following:

School	Enrollment	Capacity
Alpharetta Elementary School	862	912
Haynes Bridge Middle School	989	1520
Milton High School	1847	2225

Generation of Property Tax Revenue

Applying the 1990 millage rate for unincorporated Fulton County to the developer's estimated \$100 million value at build out yields \$1,752,000 annual property tax revenue.

Other ARC Comments

While two tributaries of Chicken Creek, a tributary to the Little River, cross the Highway 9 Tract, only 500-year floodplains are shown on FEMA maps for the property. ARC has no standards for 500-year floodplain development.

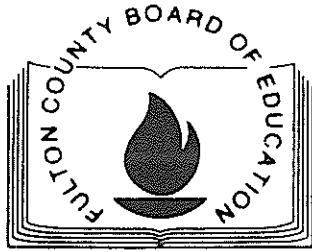
During construction on any part of the site, the required erosion and sedimentation controls should be properly installed and maintained to prevent soil loss, on-site erosion and downstream sedimentation.

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.

The Highway 9 Tract is not in any public water supply watershed. All flows in tributaries to the Little River are allocated for wastewater discharge dilution. Therefore, withdrawals for golf course irrigation should not be permitted.

Comments from Other Agencies

A very important part of the review process is the notification of affected agencies. Comments were received from the Fulton County Board of Education and the Georgia Department of Transportation and are included in their entirety as a part of this review. Should further comments be received, they will be forwarded.



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Coordinator of
Student Placement

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
Georgia Highway 9 Tract

Dear Mr. West:

Since the Alpharetta Elementary, Haynes Bridge Middle and Milton 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

March 14, 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
Georgia Highway 9 Tract - Fulton County

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

The proposed residential and industrial development will generate 13,500 vehicle trips per day and 1,460 vehicle trips in the peak hour on the adjacent street.

This proposal alone, will cause the street network to break down, creating long traffic delays. We recommend deferral until the developer can define measures to mitigate any impacts the proposed development will have on traffic.

Sincerely,

A handwritten signature in black ink, reading "Kirby D. Hamil".

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

KDH:DWM:at

