



April 13, 2015

DRI Online ID#: 2486

## REGIONAL REVIEW

### STAFF FINAL REPORT AND FINDINGS

**TO:** Hon. Tim Lassetter, Chairman Coweta County Board of Commissioners  
Mr. Robert Tolleson, Director of Planning and Zoning, Coweta County

**FROM:** Lanier E. Boatwright, Executive Director  
**RE:** Development of Regional Impact Review (DRI)

The Three Rivers Regional Commission (TRRC) has completed its review of the following Development of Regional Impact (DRI). TRRC reviewed the DRI with regards to conflict with regional plans, goals, policies and the impact it might have on the activities, plans, goals, and policies of each other local jurisdiction, state, federal, and other agencies. This finding does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:**

**Submitting Local Government:**

**Initial Action Triggering the DRI:**

Fox Hall Farms - Phases 4 and 5  
Coweta County Government  
Permitting and New Wastewater Treatment  
Facility (Managed On-site Decentralized  
Wastewater System)  
Rowland Road, LLC  
Moore Bass Consulting  
DRI (Housing and Wastewater Treatment  
Facility)

**Developer:**

**Developer Engineers:**

**Review Type:**

January 14, 2015  
March 16, 2015  
March 20, 2015 to April 6, 2015  
March 26, 2015  
2025  
April 6, 2015  
April 15, 2015

**Date GRTA Letter of Understanding (LOU):**

**Date GRTA Certificate of Completeness (COC):**

**Dates Public Comment Period:**

**Date GRTA Technical Analysis:**

**Project Build-out Year:**

**Date GRTA Staff Report and Recommendations:**

**Date GRTA Final Decision Due:**

**DESCRIPTION:** The proposed development will consist of 499 Single Family Detached Housing Units located to the West of Al Roberts Road and 39 Single Family Detached Housing Units located to the East of Al Roberts Road, for a total of 538 lots or units.

The site will comprise of three (3) access points; two will be located on Al Roberts Road and the other on Gordon Road. The project is named "Fox Hall Farm".

**STAFF COMMENTS:**

**Regional Context:** This DRI is for Phases 4 and 5. However, staff considered the entire Fox Hall project (past and present) to include Phases 1, 2, and 3 as part of this entire DRI review for potential impact to the region. For clarification a breakdown of the project phases are as follows:

- Phase 1: 35 lots (constructed and recorded)
- Phase 2: 39 lots (constructed and recorded)
- Phase 3: 47 lots (constructed and currently in the final platting stage)
- Phase 4: 130 lots (DRI#: 2486 1 acre)
- Phase 5: 287 lots (DRI #: 2486 .5 acres)

The conceptual site plan prepared by Moore Bass Consulting, dated 2/20/15, (sheet 1.0), shows that Phases 4 and 5 will consist of a total of 417 lots. The minimal lot sizes are: (1.0 acre for Phase 4 and 0.5 acre for Phase 5). The minimum house size is 1,725 square feet. Lots constructed and recorded in previous phases 1 thru 3 totals 121 lots. Based on the comments received from Coweta County Transportation & Engineering, the proposed development will add 417 lots to the existing phases (Phases 1 and 2); these phases contained a total of 74 lots. Phase 3, which contain 47 lots according to Coweta County has not been constructed; however, it has not been approved and accepted by the County at the time of the staff's finalization of this report and findings. The following are the breakdown in acreages for the proposed development:

Total parcel area:	981.77 acres
Parcel to be zoned RCSD-A:	270.52 acres
Less Floodplain:	26.42 acres
Less wetlands or Floodplain:	0.87 acres
 Parcel to be zoned RCSD-B:	 711.25 acres
Less Floodplain:	237.21 acres
Less wetlands or Floodplain:	5.60 acres
 Net total development area:	 468.44 acres

The following documents: the Three Rivers Regional Plan 2013-2033 (Regional Assessment), the Regionally Important Resources Plan, dated October 2011, and Comprehensive Economic Development Strategy (CEDS), are intended to provide the Region with necessary tools to manage and guide the future growth and development through the year 2033. The proposed development "Fox Hall Farm" does appear to be in line with the region's plan.

This DRI was triggered by two material elements or factors:

1. Housing – 538 Single Family Residential Units exceeding the thresholds section 110-12-3-.05(2), (5), Metropolitan Tier (Thresholds Table). Housing greater than 400 new lots or units.

2. Wastewater Treatment Facility – Section 110-12-3-.05 (2), (14). Metropolitan Tier (Thresholds Table). Wastewater Treatment Facility – new major conventional treatment facility or expansion of existing facility by more than 50%; or community septic treatment facilities exceeding 150,000 gallons per day or serving a development project that meets or exceed an applicable threshold as identified the DRI rules.

A permitting application was filed with Coweta County the host local government. Based on the DRI application, the proposed project is expected to be completed by the year 2032. Therefore, this review considers the full build-out of the total site in 2025, the two possible material factors that have triggered this project into DRI status, and the subsequent impact it will have on the Region.

#### **STAFF OBSERVATIONS:**

Based on TRRC's Regionally Important Resources (RIR) Plan, and its Regional Work Program updated 2014-2019, TRRC continues to promote the following: Developments of Regional Impact that support logical and sustainable community facilities and services that are best suited for the region, the Developments of Regional Impact that protect natural and cultural resources, support programs that offer diverse housing opportunities to residents in the region, and continues to review regional projects which could have an adverse effect on sites listed within the Regionally Important Resources Plan (RIR). In reviewing these regional documents, Staff has not identified any adverse impacts the proposed development would have on the region and it appears to be in line with the region's plan.

Based on the applicant/developer Conceptual Plan labeled "Fox Hall Farm Phases 4 & 5; A Single Family Residential Community" DRI #: 2486, prepared by Moore Bass consulting, dated February 20, 2015, the proposed development plan is identified in five phases. The referenced site plan and the applicant's written narrative, submitted via letter dated March 12, 2015, indicate the existence of Phases 1-3, in which, Phase 1 and 2 have been constructed and recorded. Phase 3 has been constructed and is currently in the final platting stage. Phase 4 will be made up of 130 - one acre lots with access on Al Roberts Road through the two existing Fox Hall driveway connections. Phase 5 will be made up of 287 half-acre lots and will access Gordon Road through a proposed driveway connection. Upon completion of all the construction phases, the applicant has noted that all four phases on the south side of Al Roberts Road will have full access to all three entrances into the development.

#### **STAFF ANALYSIS:**

For the purpose of this review and report, a DRI is defined as a large, master-planned development that exceeds a threshold size and land use type determined by the Georgia Department of Community Affairs. The Regional Commission determines if the project warrants a DRI review. GRTA reviews all DRIs as determined by TRRC in Coweta County. TRRC and GRTA will collaborate during this review period to maximize the time and information provided to involve partner agencies, adjacent local governments, and the applicant's consultant team.

#### **Economic Development Impact:**

The Three Rivers Economic Development District has a strong network of historic neighborhood squares and main streets which provide amenities, jobs and luxuries that residents desire to have for a good quality of life. Employment centers are located in all ten counties throughout the Three Rivers Economic Development District. Staff believes that residents of the proposed Fox Hall residential community will both be an added asset and benefit to the District upon build-out in 2025.

**Wastewater/Water/Storm water/Infrastructures Impacts:**

**Sewer:** The developer is proposing a Managed On-site Decentralized Sewer System which will be managed by Newnan Utilities as per an Agreement between both parties. Newnan Utilities will design, own, and operate the proposed system.

Based on the applicant's engineers (Moore Bass Consulting) letter dated April 2, 2015, the developer will pay all costs associated with the construction and permitting of the Decentralized Sewer System. Newnan Utilities will design, build and operate the system, and they will own, in perpetuity, the Decentralized Sewer System and there would be no "Agreement" between Newnan Utilities, the developer, or the Fox Hall Farms Homeowners Association, as previously referenced in the prior application paperwork and narratives. Considering the System will be owned and operated by Newnan Utilities, the applicant has indicated that no "Agreement" will be in place; therefore, no breach contingency will be necessary (see letter dated April 2, 2015).

The projected MGD sewerage flow for the decentralized wastewater system is 0.2123 MGD. This number is derived by multiplying 150 gallons per day per bedroom by 5 bedrooms per house by 287 houses. **Source: Newnan Utilities.** (150 gallons per day x 5 bedrooms x 287 houses = 0.2123 MGD). The applicant's engineers (Moore Bass Consulting) letter dated April 2, 2015 states that the calculations are based on the 287 houses because the Decentralized Sewer System will only serve the proposed 287 one-half acre lots. The remaining 251 lots, according to the applicant engineers, (both existing and proposed), will be on one-acre lots on individual septic system and will not contribute to the sewer flow to the proposed Decentralized Sewer System (see letter dated April 2, 2015).

Staff review does not include analysis of USDA Soil Survey and relevant technical aspects since this is left to the host local government. Generally, a soil survey would have to be verified by a Georgia Licensed Soil Scientist report. For the purpose of this review, staff took a due process review of the entire project and looked at the worst case scenario. Given these facts, Staff recommends that Coweta County considers placing a condition on the developer whereby, the developer cannot connect more than the 287 houses as proposed in this DRI to the Decentralized Sewer System.

**Water:** According to the applicant, the projected MGD water demand for the proposed development is 0.0884 MGD. This number was derived by taking the average house demand of 5,000 gallon per month. **Source: Coweta County Water & Sewer Authority.** (538 homes x 5,000 GPM (gallon per month) x 12 month = 32.28 MGY), (32.28 MGY/365 Days = 0.0884 MGD).

Based on the applicant engineer's narrative, an extension of a few hundred feet of existing 8-inch water main in the Fox Hall Phase 1 will be required to serve this development. Once on site, the engineers estimated that there will be ±8 miles of roadway constructed that will include water mains.

The applicant engineers presume that the system mains will be 8-inches in diameter, with the potential for 10 and 12-inch segments if lower water pressure should occur. Staff wishes to express concern with that presumption, as it is paramount that water pressure throughout the development meets or perhaps exceed the demand for fire suppression activities, the use of fire apparatus, and demands on the local government and nearby municipal fire services. Staff recommends that Coweta County ensures that there is adequate and sufficient water pressure demands throughout the development upon build-out.

**Storm water:** Storm water runoff would be increased by the development. The applicant indicated that the post-development impervious percentage will be less than 7% of the total project site.

According to the applicant, Storm water management will be provided by natural features to the greatest extent possible. The development will adhere to the following: conceptual storm water management plan, the utilization of storm water management facilities, where appropriate, and better site design practices in accordance with the Georgia Storm Water Management Manual will be utilized to minimize structural components.

**Transportation and Infrastructure:**

Table 1 – Level-of-service Criteria for Unsignalized Intersections	
Level-of-service	Average Delay (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: 2000 Highway Capacity Manual

Table 2 – Level-of-service Criteria for Signalized Intersections	
Level-of-service	Average Control Delay (sec)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: 2000 Highway Capacity Manual

Table 3 – Existing Intersection Operations						
Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			LOS (Delay)	v/c ratio	LOS (Delay)	v/c ratio
1	<b><u>Gordon Rd @ SR 54</u></b>	Stop Controlled on Eastbound Westbound				
	-Eastbound Approach		B (11.5)	-	B (12.0)	-
	-Westbound Approach		B (12.6)		B (12.2)	
	-Northbound Left		A (0.3)		A (0.2)	
2	<b><u>SR 54 @ Johnson Rd</u></b>	Stop Controlled on Northbound				
	-Westbound Left		A (2.0)	-	A (3.4)	-
	-Northbound Approach		B (10.3)		A (9.3)	
3	<b><u>Elders Mill Rd @ Rock House Rd</u></b>	Stop Controlled on Westbound	A (9.3)	-	A (9.4)	-

	-Southbound Left -Westbound Approach		A (4.2)		A (4.0)	
4	<b><u>Gordon Rd @ Johnson Rd</u></b> -Eastbound Left -Southbound Approach	Stop Controlled on Southbound	A (2.3) A (9.4)	-	A (2.5) A (9.7)	-
5	<b><u>Gordon Rd @ Elders Mill Rd</u></b> -Eastbound Left -Southbound Approach	Stop Controlled on Southbound	A (3.9) A (9.7)	-	A (1.8) A (9.5)	-
6	<b><u>Gordon Rd @ Couch Rd</u></b> -Eastbound Approach -Northbound Left	Stop Controlled on Eastbound	A (9.7) A (0.2)	-	A (9.5) A (0.4)	-
7	<b><u>Gordon Rd @ Al Roberts Rd</u></b> -Westbound Left -Northbound Approach	Stop Controlled on Northbound	A (0.3) A (9.7)	-	A (2.1) A (9.5)	-
8	<b><u>Gordon Rd @ Nixon Rd</u></b> -Westbound Left -Northbound Approach	Stop Controlled on Northbound	A (0.0) A (8.8)	-	A (1.6) A (8.9)	-
9	<b><u>Gordon Rd @ Luther Bailey Rd / Pvt. Drwy</u></b> -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	Stop Controlled on Northbound Southbound	A (3.4) A (0.0) A (0.0) A (9.1)	-	A (2.7) A (0.0) A (0.0) A (8.8)	-
10	<b><u>Al Roberts Rd @ Fox Hall Cr</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on Eastbound Westbound	A (9.2) A (9.1) A (7.3) A (0.0)	-	A (9.1) A (8.8) A (7.3) A (0.0)	-
11	<b><u>Al Roberts Rd @ Nixon Rd</u></b> -Westbound Approach -Southbound Left	Stop Controlled on Westbound	A (8.7) A (2.5)	-	A (8.8) A (1.1)	-
12	<b><u>Fox Hall Dr &amp; Al Roberts Rd</u></b> -Eastbound Approach -Northbound Through/Left	Stop Controlled on Eastbound	A (0.0) A (0.0)	-	A (0.0) A (0.0)	-

\* v/c ratio is not calculated for unsignalized intersections

The results of existing traffic operations analysis indicates that all the study intersections are operating at an acceptable level-of-service ("D" or better by local standards) in both the AM and PM peak hours.

Table 5 – Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 210 – Single Family Detached Housing	538	97	289	386	301	177	478	4,939
Total New External Trips		97	289	386	301	177	478	4,939

Table 6 – Planned and Programmed Improvements

ARC Number / GDOT Number / Local Number	Route	Type of Improvement	Scheduled Completion Year	Source
N/A	SR 54 at Johnson Rd	Intersection Modification	Long Range	Coweta County Master Plan

None of the listed improvements will have an impact to the study area at full build-out of the proposed development.

Table 7 – AASHTO Thresholds (Exhibit 9-75, pg 685), 40 MPH

Opposing Volumes	Advancing Volumes (by left turn %)			
	5%	10.0%	20.0%	30.0%
100	720	515	390	340
200	640	470	350	305
400	510	380	275	245
600	410	305	225	200
800	330	240	180	160

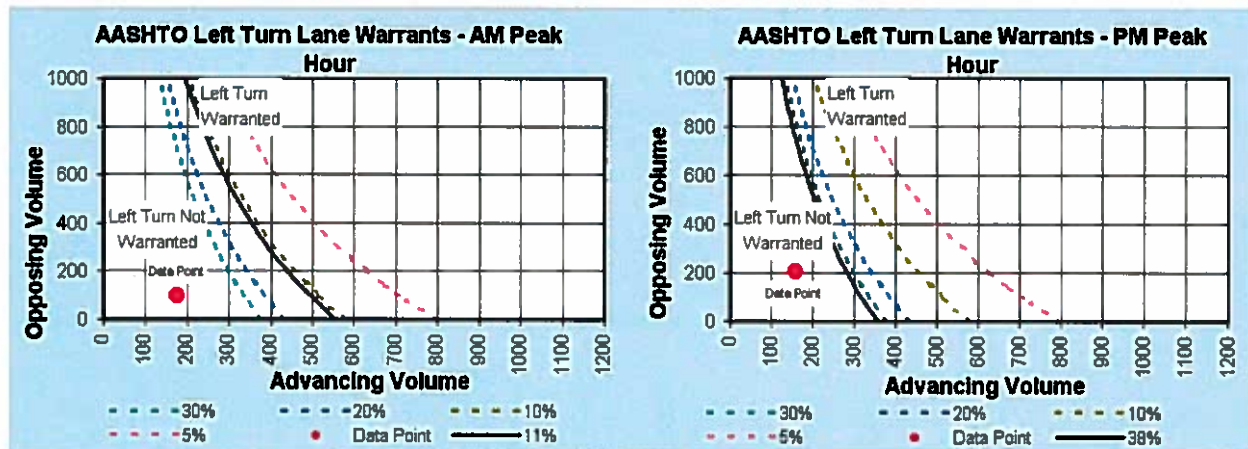


Figure 7a – AASHTO Left Turn Lane Guidelines: Site Driveway 3 on Gordon Rd.



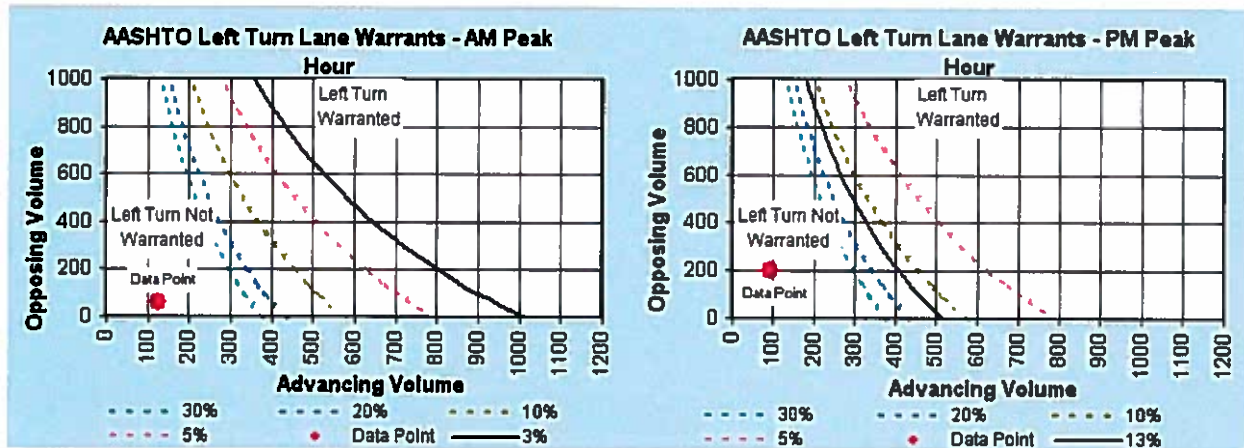


Figure 7b – AASHTO Left Turn Lane Guidelines: Site Driveway 2 on Al Roberts Rd.

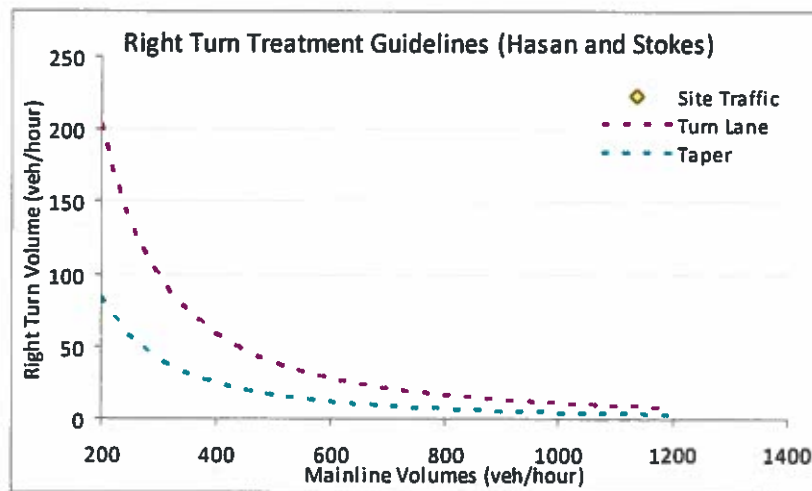


Table 8 – Future Intersection Operations

Intersection		No-Build: LOS (Delay)		Build: LOS (Delay)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<b><u>Gordon Rd @ SR 54</u></b>				
	-Eastbound Approach	B (11.6)	B (12.3)	B (12.6)	B (14.3)
	-Westbound Approach	B (13.0)	B (12.5)	C (18.0)	C (16.7)
	-Northbound Left	A (0.3)	A (0.2)	A (0.3)	A (0.2)
	-Southbound Left	A (0.0)	A (0.7)	A (0.5)	A (1.5)
2	<b><u>SR 54 @ Johnson Rd</u></b>				
	-Westbound Left	A (2.1)	A (3.5)	A (3.7)	A (4.5)
	-Northbound Approach	B (10.4)	A (9.3)	B (11.7)	B (11.5)
3	<b><u>Elders Mill Rd @ Rock House Rd</u></b>				
	-Southbound Left	A (9.4)	A (9.5)	A (10.0)	B (10.4)
	-Westbound Approach	A (4.2)	A (4.0)	A (3.2)	A (2.7)



4	<b><u>Gordon Rd @ Johnson Rd</u></b> -Eastbound Left -Southbound Approach	A (2.3) A (9.4)	A (2.5) A (9.8)	A (3.3) B (11.4)	A (2.6) B (12.0)
5	<b><u>Gordon Rd @ Elders Mill Rd</u></b> -Eastbound Left -Southbound Approach	A (3.9) A (9.8)	A (1.8) A (9.5)	A (5.0) B (12.1)	A (2.3) B (11.9)
6	<b><u>Gordon Rd @ Couch Rd</u></b> -Eastbound Approach -Northbound Left	A (9.8) A (0.2)	A (9.5) A (0.4)	B (11.1) A (0.1)	B (11.1) A (0.2)
7	<b><u>Gordon Rd @ Al Roberts Rd</u></b> -Westbound Left -Northbound Approach	A (0.3) A (9.8)	A (2.0) A (9.5)	A (2.7) C (17.0)	A (5.9) B (12.6)
8	<b><u>Gordon Rd @ Nixon Rd</u></b> -Westbound Left -Northbound Approach	A (0.0) A (8.9)	A (1.6) A (8.9)	A (0.2) A (9.0)	A (1.9) A (9.1)
9	<b><u>Gordon Rd @ Luther Bailey Rd / Pvt. Driveway</u></b> -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	A (3.4) A (0.0) A (0.0) A (9.1)	A (2.7) A (0.0) A (0.0) A (8.8)	A (3.0) A (0.0) A (0.0) A (9.3)	A (2.8) A (0.0) A (0.0) A (9.1)
10	<b><u>Al Roberts Rd @ Fox Hall Cr</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	A (9.2) A (9.1) A (7.3) A (0.0)	A (9.1) A (8.8) A (7.4) A (0.0)	B (11.6) A (9.3) A (7.4) A (7.4)	B (12.2) A (9.7) A (7.7) A (7.4)
11	<b><u>Al Roberts Rd @ Nixon Rd</u></b> -Westbound Approach -Southbound Left	A (8.8) A (2.5)	A (8.9) A (1.1)	A (9.0) A (1.9)	A (9.2) A (1.3)
12	<b><u>Al Roberts Rd @ Fox Hall Dr</u></b> -Eastbound Approach -Northbound Left	A (0.0) A (0.0)	A (0.0) A (0.0)	B (10.7) A (0.2)	B (10.6) A (0.9)
13	<b><u>Gordon Rd &amp; Site Driveway</u></b> -Westbound Through/Left -Northbound Approach	- -	- -	A (0.7) B (11.0)	A (3.0) B (10.9)

Table 9 – Future Intersection 95<sup>th</sup> Percentile Queues

Intersection	Available Storage	No-Build: feet		Build: feet	
		AM Peak	PM Peak	AM Peak	PM Peak
<b>1</b> <u>Gordon Rd @ SR 54</u>		8	11	13	24
Eastbound Through/Left/Right	-	32	14	88	40
Westbound Through/Left/Right	-	0	0	0	0
Northbound Through/Left/Right	-	0	1	0	2
Southbound Through/Left/Right	-				
<b>2</b> <u>SR 54 @ Johnson Rd</u>		1	5	3	9
Westbound Through/Left	-	16	6	32	19
Northbound Left/Right	-				
<b>3</b> <u>Elders Mill Rd @ Rock House Rd</u>		10	10	13	16
Westbound Left/Right	-	1	2	1	2
Southbound Through/Left	-				
<b>4</b> <u>Gordon Rd @ Johnson Rd</u>		2	2	5	4
Eastbound Through/Left	-	3	8	8	23
Southbound Left/Right	-				
<b>5</b> <u>Gordon Rd @ Elders Mill Rd</u>		2	2	6	4
Eastbound Through/Left	-	5	6	12	20
Southbound Left/Right	-				
<b>6</b> <u>Gordon Rd @ Couch Rd</u>		2	1	2	2
Eastbound Left/Right	-	0	0	0	0
Northbound Through/Left	-	0	0	0	0
Southbound Through/Right	-				
<b>7</b> <u>Gordon Rd @ Al Roberts Rd</u>		0	1	3	5
Westbound Through/Left	-	8	4	103	27
Northbound Left/Right	-				
<b>8</b> <u>Gordon Rd @ Nixon Rd</u>		0	1	0	1
Westbound Through/Left	-	1	2	3	3
Northbound Left/Right	-				
<b>9</b> <u>Gordon Rd @ Luther Bailey Rd / Pvt. Driveway</u>		2	1	2	2
Eastbound Through/Left/Right	-	0	0	0	0
Westbound Through/Left/Right	-	0	0	0	0
Northbound Through/Left/Right	-	3	3	4	5
Southbound Through/Left/Right	-				
<b>10</b> <u>Al Roberts Rd @ Fox Hall Cr</u>		1	1	17	18
Eastbound Through/Left/Right	-	1	1	10	8

	Westbound Through/Left/Right	-	0	0	1	5
	Northbound Left		0	0	0	1
	Southbound Left					
<b>11</b>	<b><u>Al Roberts Rd @ Nixon Rd</u></b>	-	1	2	1	4
	Westbound Left/Right	-	0	0	1	1
	Southbound Through/Left	-				
<b>12</b>	<b><u>Al Roberts Rd @ Fox Hall Dr</u></b>		0	0	9	6
	Eastbound Left/Right	-	0	0	0	1
	Northbound Through/Left	-				
<b>13</b>	<b><u>Gordon Rd &amp; Site Driveway</u></b>		-	-	1	4
	Westbound Through/Left	-	-	-	15	9
	Northbound Left/Right	-				

#### **System Recommendations and Improvements**

Improvements that are identified as system improvements address deficiencies that are found the study network for the “No-Build” conditions, without the addition of traffic from the proposed development. Because operations would not be impacted beyond an acceptable level-of-service (“D” or better by local standards), system improvements to reduce delays for the “No-Build” conditions have not been identified.

#### **Site Mitigation Improvements**

Improvements that are identified as mitigation improvements address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Because operations would not be impacted beyond the projected “No-Build” conditions, mitigation improvements have not been identified outside of the recommended configuration for the site access points.

#### **Conclusions and Recommendations**

Traffic impacts were evaluated for the added traffic from the proposed extension of the existing Fox Hall Farms residential development located to the south of the intersection of Gordon Road at Al Roberts Road in Coweta County, Georgia. The development will consist of:

- 499 Single Family Detached Housing Units
- 39 Single Family Detached Housing Units

The development proposes the use of the existing Fox Hall Crossing and Fox Hall Drive full-access driveways on Al Roberts Road as well as a proposed connection to Gordon Road to the west of the intersection of Gordon Rd at Johnson Road. Existing and future operations after completion of the project were analyzed at the intersections of:

1. Gordon Road at SR 54
2. SR 54 at Johnson Road
3. Elders Mill Road at Rock House Road
4. Gordon Road at Johnson Road
5. Gordon Road at Elders Mill Road
6. Gordon Road at Couch Road
7. Gordon Road at Al Roberts Road

8. Gordon Road at Nixon Road
9. Gordon Road at Luther Bailey Road
10. Al Roberts Road at Fox Hall Crossing
11. Al Roberts Road at Nixon Road

The analysis included the evaluation of future operations included “No-Build” and “Build” conditions, both of which account for added traffic from other nearby planned developments. The results of the analysis are listed below:

#### **SYSTEM RECOMMENDATIONS AND IMPROVEMENTS**

Improvements that are identified as system improvements address deficiencies that are found in the study network for the “No-Build” conditions, without the addition of traffic from the proposed development. Because operations would not be impacted beyond an acceptable level-of-service (“D” or better by local standards), system improvements to reduce delays for the “No-Build” conditions have not been identified.

#### **SITE ACCESS CONFIGURATION**

**THE FOLLOWING ACCESS CONFIGURATION WAS UTILIZED WHEN MODELING THE PROPOSED SITE DRIVEWAY INTERSECTIONS:**

- **Fox Hall Crossing at Al Roberts Road**
  - Fox Hall Crossing will continue to have one entering and one exiting lane.
  - The intersection will continue to be unsignalized with STOP signs on the eastbound and westbound approaches (Fox Hall Crossing).
  - Entering traffic will use the existing auxiliary left and right turn lanes on Al Roberts Road.
  - The eastbound and westbound approaches (Fox Hall Crossing) will continue to have a shared left / through / right turn lane for exiting traffic.
- **Fox Hall Drive at Al Roberts Road**
  - Fox Hall Drive will continue to have one entering and one exiting lane.
  - The intersection will continue to be unsignalized with STOP sign on the eastbound (Fox Hall Drive) approach.
  - Entering left turn movements will be made from the northbound (Al Roberts Road) through lane. No dedicated turn bays are planned.
  - Entering right turn movements will be made from the southbound (Al Roberts Road) right turn lane.
  - The eastbound (Fox Hall Drive) approach will continue to have a shared left / right turn lane for exiting traffic.
- **Site Driveway at Gordon Road**
  - The site driveway will be located west of Gordon Rd at Johnson Rd intersection.
  - The intersection will be unsignalized with a STOP sign on the northbound (Site Driveway) approach.
  - Entering left turn movements will be made from the westbound (Gordon Road) through lane. No dedicated left turn bay is planned.
  - Entering right turn movements will be made from the eastbound (Gordon Road) right turn lane. No deceleration lane is planned.

- The northbound (Site Driveway) approach will have a shared left / right turn lane for exiting traffic.

#### **SITE MITIGATION IMPROVEMENTS**

Improvements that are identified as mitigation improvements address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Because operations would not be impacted beyond the projected “No-Build” conditions, mitigation improvements have not been identified outside of the recommended configuration for the site access points. **Source: A&R Engineering Inc**

Staff received comments during the public comment period (March 20, 2015 to April 6, 2015), and the Georgia Department of Transportation Office of Planning’s review stated that the Fox Hall Farm Subdivision DRI does not appear to affect any GDOT projects currently programmed in the immediate area (dated March 23, 2015). GA EDP Planning and Regulatory Development Unit, Air Protection Branch had no official comments (dated March 24, 2015). Coweta County Transportation and Engineering has six (6) comments they are:

1. Realignment of Al Roberts Road at its approach to Gordon Road to relocate the intersection of Al Roberts and Gordon Roads; a distance of approximately 520 feet to the East of its current location and add right turn lanes on Gordon and Al Roberts Roads and left turn lane on Gordon Road at this relocated intersection.
2. Add a right turn lane to the proposed entrance onto Gordon Road, a right turn lane on Gordon Road and left turn lane on Gordon Road.
3. Dedicate the necessary right of way to construct the above required improvements.
4. Existing bike routes in the vicinity of Fox Hall Farms are located along Gordon Road, Johnson Road, Elders Mill Road, and Rock House Road. These routes are also proposed for future soft surface multi-use trails in the Coweta County Greenway Master Plan (2007).
5. Page 14: The ITE Trip Generation Manual 8<sup>th</sup> Edition states an average rate of 9,057 trips/dwelling unit for Single-Family Detached Housing, which would result in 5,149 trips (24 hour weekday) compared to A&R’s 4,939 trips (24 hour weekday). Please confirm the average rate for ITE Generation Manual 9<sup>th</sup> Edition.
6. Page 17: Table 6, Source column should note Coweta County Joint CTP Update, and not Master Plan.

Staff wishes to note, that during the public comments period, the applicant’s traffic engineer’s, A&R Engineering, Inc, responded via electronic mail dated March 30, 2015, to Coweta County Transportation & Engineering Department raised the question in (page 16, comment # 5 of TRRC’s preliminary report and page 7, comments #5 of GRTA’s TAT - Technical Analysis Transmittal). The response is as follows: The 4,939 vehicle/day number was based on the fitted curve equation from the ITE 9<sup>th</sup> Edition Trip Generation Manual. The fitted curve was used according to ITE recommendations as it has a 0.95 coefficient of determination. The average rate for the data set is also lower in the 9<sup>th</sup> Edition (9.52). **Source: A&R Engineering, Inc (email dated March 30, 2015).**

Moore Bass Consulting, the applicant’s engineers by letter date April 2, 2015, addressed two questions raised in TRRC’s Staff preliminary report dated March 20, 2015, and they are:

1. The developer will pay all costs associated with the construction and permitting of the Decentralized Sewer System; Newnan Utilities will design, permit, build and operate the system. Newnan Utilities will own, in perpetuity, the Decentralized Sewer System and there will be no "Agreement" Newnan Utilities, the developer, or the Fox Hall Homeowners Association. Therefore, with no "Agreement" in place, no breach contingency will be necessary.
2. The calculations are based upon 287 houses because the Decentralized Sewer System will only serve the proposed 287 one-half acre lots. The remaining 251 lots both existing and proposed will be one-acre lots on individual septic systems and will not contribute flows to the proposed Decentralized Sewer System.

The Georgia Regional Transportation Authority (GRTA) staff report and recommendations dated April 6, 2015, recommended approval with conditions. The following are the conditions:

**Proposed General Conditions to the GRTA Notice of Decision**

- Preserve the necessary right-of-way along the property frontage along Gordon Road for a future multi-use trail per the Coweta County Greenway Master Plan (2007).
- Provide a direct internal vehicular connection between Fox Hall Crossing and Phase 5.

**Proposed Roadway Improvements to the GRAT Notice of Decision**

- Site Driveway at Gordon Road
  - Provide a right turn lane on Gordon Road into site
  - Provide a left turn lane on Gordon Road into site
- Gordon Road at Al Roberts Road
  - Preserve the right-of-way for the following improvements
  - Re-align the intersection to a perpendicular approach
  - Provide an east bound right turn lane along Gordon Road
  - Provide a west bound left turn lane along Gordon Road
  - Provide a north bound right turn lane along Al Roberts Road

**Environmental Impact:**

Staff's review of the applicant's conceptual site plan (sheet 1.3), shows perennial streams "Little Sandy Creek" and "White Oak Creek". State waters is defined in Section 12-7-3(16) of the Georgia Erosion and Sedimentation Act (Act) as "Any and all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells and other bodies of surface or subsurface water, natural or artificial, lying within or forming a part of the boundaries of the State which are not entirely confined and retained completely upon the property of a single individual, partnership, or corporation." The conceptual site plan outlines these environmental features such as wetlands, floodplain, open space and identified the acreages for each. Also, the cited conceptual site plan does indicate the areas dedicated for the proposed Decentralized Sewer System.

The green infrastructure network is vital to the Region and is a union of the conservation areas within TRRC Future Development Map and the Regionally Important Resources Map. This union illustrates a network of both public and private areas of conservation and provides important linkages across the region.

The applicant is proposing not to detain the Overbank Flood and Extreme Flood Protection Volumes, due to the timing of peak runoff flows/volumes of the project site and the overall drainage basin. It is the engineer's opinion that detaining storm water may actually have an adverse effect on downstream flood-prone areas. Therefore, water quality design Channel Protection Volumes will be accommodated by the use of the Storm water Site Design Credits which allow the use of preserving natural features on site to aid in accommodating these volumes. Staff registered no objections other than the interest of protecting the region's natural resources and water supplies, and should the Site Design Credits not proven to work in controlling the required volumes; the Storm water management facilities must be used.

Staff research and analysis did not reveal that the project lies within the region's Watershed and Recharge Districts and/or River Corridor. However, the area is within a 100-year floodplain.

According to the applicant engineers no proposed improvements will impact or encroach within the 100-year floodplain. Coweta County has a very pro-active environmental and buffer ordinance that does compliment the region's plan and appears to protect the area's natural resources. It should be noted, that currently, there are existing bike routes and proposed future soft surface multi-use trails in the general vicinity of the proposed development according to the Coweta County Greenway Master Plan (2007).

The Three Rivers Region's water resources include rivers, water supply watersheds, significant groundwater recharge areas, wetlands, and stream corridors. These specific resources have been identified by the Georgia Department of Natural Resources (DNR) as State Vital Areas and are portrayed on the RIR Map. These same resources are addressed in the DNR's Environmental Planning Criteria. The Environmental Planning Criteria is the portion of the state's Minimum Planning Standards that deals specifically with the protection of these water resources.

Water sources in the region are important for the necessary day-to-day living activities of the inhabitants of the region.

These sources are vulnerable to human intrusion and drought. Therefore, it is important that since, the developer is proposing a Managed Onsite Decentralized Sewer System, that guidelines are in place to protect these significant resources. Particularly, any water supply watershed in the area where rainfall runoff drains into a river, stream, or reservoir use downstream as a source of public drinking water supply. Water supply watersheds are one of the most vital natural resources necessary to maintain an acceptable quality of life for the residents of the Three Rivers Region. Currently, Coweta County have local ordinances and an aggressive Comprehensive Plan in place that does protect such natural resources and development with Best Management Practices.

**Other governmental services impact:**

Staff notes that other governmental services such as law enforcement, emergency, recreational facilities, library, roads, courts and general administration will experience increased demand from the residential development.

**School System:**

Coweta County School System will be impacted by this development. Staff assumes that there will be children of school ages from the life-cycle of the development; and as a result, the development may pose the possibility to yield a negative impact and/or demands for educational system expansions.



Staff conducted a cursory review and research using ESRI data which reference and incorporated its data from the following sources: U.S. Census 2010. The data revealed the following: 2000 Census Coweta County population was 89,215 and 2010 Census Coweta County population was 127,317; this represents a rate of 3.62% growth.

Pursuant to Section 5.1 of the Coweta County's 2006 – 2026 Comprehensive Plan prepared by Jordan Jones & Goulding, from 1990 Coweta County's population has grown by over 50,000 almost doubling the County's population.

The primary reason for the rapid population growth according to the document was due to in-migration; the number of new families moving to the county from other places. The document also states that, in 2004, migration accounted for over 70% of the county's growth. Staff does not foresee that growth continuing at that rapid pace. In-migration is very hard to predict, as it is driven by several factors, changes in the job and housing market as well as the County's own policies. The County's planning document estimated the population to range from 166,054 to 261,617 in 2026.

The document also cited 245 households per month over a 20-year period. From 2000 through 2007, Coweta County and the City of Newnan developed 12,630 residential lots. During that time, PK-12 enrollment increased by 5,024 students, yielding a straight calculation of  $5024/12630 = .39778$  eventual students per lot. Source: RKR Planning Services, Inc., Coweta County School System.

If staff should use those ratio with reference to the propose 538 lots development, and according to Coweta County School System the ratio times the total 538 lots, the development may eventually net 214 students at build-out (if Fox Hall Farm is to be a subdivision with children and not a senior development and assuming the price range attracts families with children).

For calculation purposes, the formula would be 25 students per classroom, which would yield 8.56 classrooms over all grade levels for these students. Therefore, preliminary estimates are that the proposed residential development would yield the following demand for Coweta County School System:

- Nine additional teachers
- Nine additional classrooms
- Four additional school buses (214 students by an average of 55 students per bus load)
- Undetermined additional school bus drivers (depending on the capacity of available routes in the area)
- Undetermined additional administrative and/or support personnel

#### **RECOMMENDATION**

The material presented in this report are purely advisory and under no circumstances should it be considered as binding or infringing upon Coweta County's right to determine for itself the appropriateness of the Fox Hall Farm Residential Subdivision within its boundaries. Based on the issues and concerns, if approved, Staff recommends that it be subjected to the following conditions:

1. Staff recommends that Coweta County ensure that there is adequate and sufficient water pressure demands throughout the development upon build-out in 2025.

2. Staff recommends that Coweta County consider placing a condition on the developer whereby, the developer cannot connect more than the ±287 houses as proposed in this DRI to the Decentralized Sanitary Sewer System.
3. All plats, deed and covenants recorded for the subject property shall include these conditions by reference.
4. **Proposed General Conditions to the GRTA Notice of Decision**
  - Preserve the necessary right-of-way along the property frontage along Gordon Road for a future multi-use trail per the Coweta County Greenway Master Plan (2007).
  - Provide a direct internal vehicular connection between Fox Hall Crossing and Phase 5.
5. **Proposed Roadway Improvements to the GRAT Notice of Decision**
  - Site Driveway at Gordon Road
    - Provide a right turn lane on Gordon Road into site
    - Provide a left turn lane on Gordon Road into site
  - Gordon Road at Al Roberts Road
    - Preserve the right-of-way for the following improvements
    - Re-align the intersection to a perpendicular approach
    - Provide an east bound right turn lane along Gordon Road
    - Provide a west bound left turn lane along Gordon Road
  - Provide a north bound right turn lane along Al Roberts Road

Staff did not address whether the Fox Hall Farm DRI is or is not in the best interest of the Coweta County. NOTE: Local Government Action. Staff wishes to note, that at the completion of this DRI review, Coweta County may proceed with whatever final official action(s) it deems appropriate regarding this proposed project; Coweta County is encouraged to take the material presented in TRRC's report into consideration when rendering its decision.

<b>The following Local Governments and Agencies received Notice of this Review for comments:</b>
--------------------------------------------------------------------------------------------------

Carroll County  
 Georgia Regional Transportation Authority (GRTA)  
 Georgia Department of Natural Resources (DNR)  
 Georgia Department of Transportation (GDOT)  
 Georgia Department of Community Affairs (DCA)  
 City of Turin  
 City of Newnan  
 Meriwether County  
 Spalding County  
 Heard County  
 Atlanta Regional Commission (ARC)  
 Fayette County  
 City of Palmetto  
 Coweta County Water and Sewer Authority  
 TRRC Unified Transportation System  
 Georgia Department of Public Health (DPH), District 4  
 Newnan-Coweta Chamber of Commerce

Coweta County  
 City of Senoia  
 City of Moreland  
 City of Grantville  
 City of Sharpsburg  
 City of Haralson  
 Coweta County School System  
 Troup County  
 Fulton County  
 TRRC Area Agency on Aging  
 TRRC GIS  
 Peachtree City  
 Newnan Utilities  
 Coweta County Board of Health

Coweta County Development Authority  
Coweta County Board of Health  
Appalachian Regional Commission (State Program Office)  
DNR Historic Preservation Division  
City of Luthersville

If you have any questions regarding this findings and report, please contact James A. Abraham, Sr., at (678) 692-0510 or [jabraham@threeriversrc.com](mailto:jabraham@threeriversrc.com). This final report and findings are also published on the TRRC website <http://www.threeriversrc.org/planning-dri.php>

cc: Jonathon West, DCA  
Laura F. Beall, GRTA  
Dan Woods, GDOT District 3  
Scott Tolar, Newnan Utilities  
Sandra Parker, Coweta County Planning  
Tod Handley, Coweta County Transportation & Engineering  
Donna Black, Scarborough & Rolader Development, LLC  
Geoff Warr, A&E Engineering, Inc.  
Steve Moore, Moore Bass Consultants

ATTACHMENTS:

# Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#) [Tier Map](#) [FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

**DRI #2486**

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

### Local Government Information

Submitting Local Government: Coweta

Individual completing form: Sandra R. Parker

Telephone: 770-254-2635

E-mail: sparker@coweta.ga.us

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

### Proposed Project Information

Name of Proposed Project: Fox Hall Farms Residential Development Extension

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): South of Gordon @ Al Roberts Road Intersection, Coweta County, GA

Brief Description of Project: The proposed development will consist of 499 Single Family Detached Housing units located to the west of Al Roberts Rd and 39 Single Family Detached Housing units located to the east of Al Roberts Rd. The site will have 3 access points, two of which will be located on Al Roberts Rd and one that will be located on Gordon Rd.

#### Development Type:

- |                                                            |                                                             |                                                       |
|------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input type="radio"/> Mixed Use                             | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input checked="" type="radio"/> Housing                   | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |                                                       |

If other development type, describe:	
Project Size (# of units, floor area, etc.):	538 Single Family Detached Housing Units
Developer:	Rowland Road, LLC
Mailing Address:	270 Jeff Davis Drive
Address 2:	
	City:Fayetteville State: GA Zip:30214
Telephone:	770-461-0478
Email:	donna@brent.us
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	77.5%
Estimated Project Completion Dates:	This project/phase: 2032 Overall project: 2032
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# Developments of Regional Impact

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**DRI #2486**

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

### Local Government Information

Submitting Local Government:	Coweta
Individual completing form:	Sandra R. Parker
Telephone:	770-254-2635
Email:	sparker@coweta.ga.us

### Project Information

Name of Proposed Project:	Fox Hall Farms Residential Development Extension
DRI ID Number:	2486
Developer/Applicant:	Rowland Road, LLC
Telephone:	770-461-0478
Email(s):	donna@brent.us

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
-----------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
---------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------

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

### Economic Development

Estimated Value at Build-Out:	\$161,400,000
Estimated annual local tax revenues (i.e., property tax,	\$108,954

sales tax) likely to be generated by the proposed development:

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

☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

### Water Supply

Name of water supply provider for this site:

Coweta County Water and Sewerage Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.0884 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?  
Approximately 8 miles of 8 inch main.

### Wastewater Disposal

Name of wastewater treatment provider for this site:

Newnan Utilities

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.2123 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☐ Yes ☒ No

If no, describe any plans to expand existing wastewater treatment capacity: The applicant will develop an onsite decentralized waste water treatment system built to EPD permit stds and Newnan Utilities specs. Ownership will be turned over to Newnan Utilities for operation and maintenance of the decentralized system in accordance with the County's Service Delivery Strategy for publicly owned decentralized wastewater treatment systems. The system that is developed will serve only the phase of the Fox Hall subdivision developed under the Rural Conservation Subdivision Development Type B (Phase 5).

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

AM Peak = 386 VTD; PM Peak = 478 VTD; 24 HR two-way = 4,939 VTD



Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Add lanes for turning movement.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

1,170 T

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

7% or less

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater management facilities will be utilized where necessary, but Better Site Design Practices, per the Georgia Stormwater Management Manual will be utilized to minimize structural components to the greatest extent possible.

### Environmental Quality

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

1. Water supply watersheds?

☐ (not selected) ☐ Yes ☒ No

2. Significant groundwater recharge areas?

☐ (not selected) ☐ Yes ☒ No

3. Wetlands?

☐ (not selected) ☒ Yes ☐ No

4. Protected mountains?

☐ (not selected) ☐ Yes ☐ No

5. Protected river corridors?

☐ (not selected) ☐ Yes ☒ No

6. Floodplains?

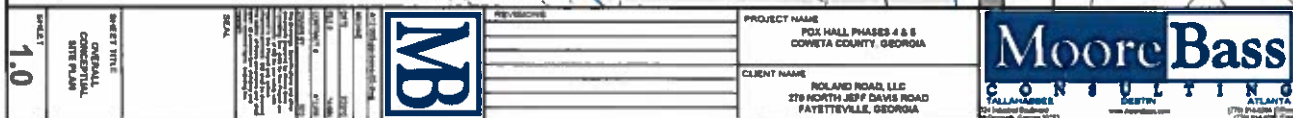
	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: A jurisdictional waters/wetland delineation was performed on this site and the proposed layout limits disturbance to these features to the greatest extent possible. A flood study was performed on this site as well and with the exception of the main entrance crossing, no proposed improvement will impact or even encroach within the 100-year floodplain.</p>	
<hr/>	
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**FOX HALL PHASES 4 & 5**  
A SINGLE FAMILY RESIDENTIAL COMMUNITY  
LOCATED IN LAND LOTS 103, 104, 105, 106, 134, 135 & 136  
1ST DISTRICT OF COMETA COUNTY

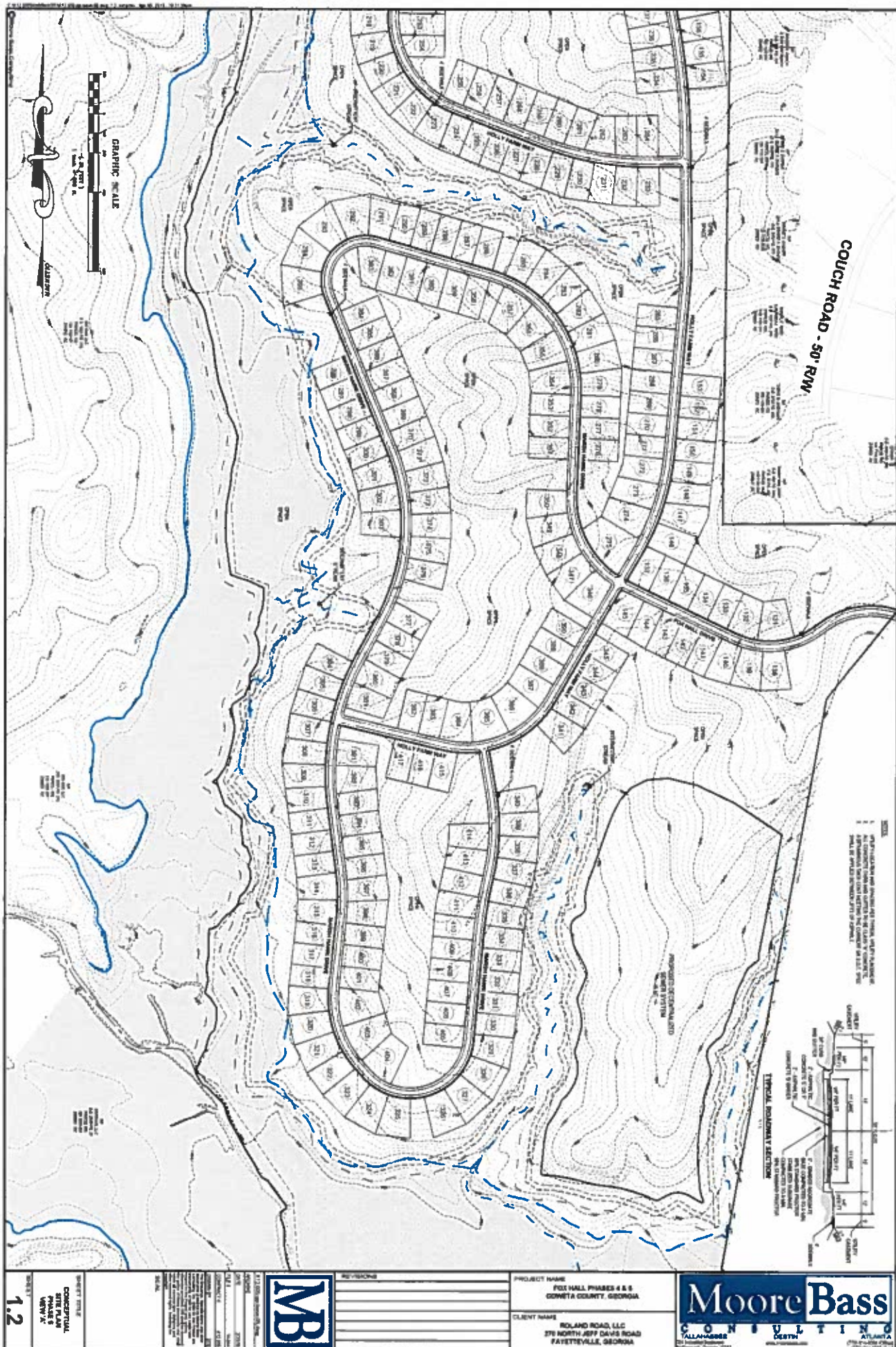
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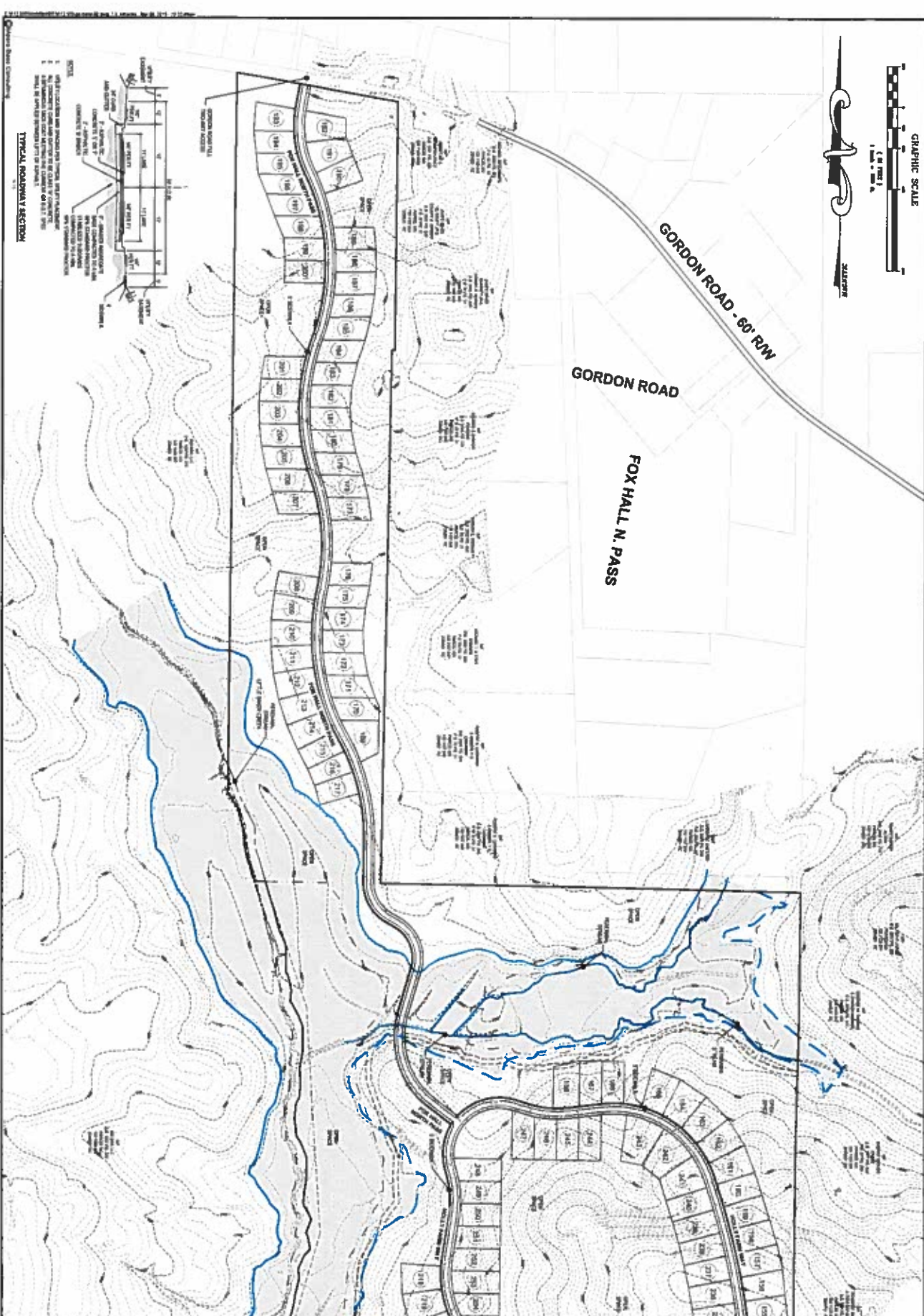
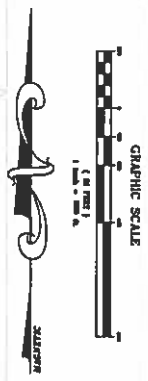












TYPICAL ROADWAY SECTION

<b>MOORE BASS</b> CONSULTING 275 NORTH JEFF DAVIS ROAD FAYETTEVILLE, GEORGIA 30215 (770) 443-1100 www.moorebass.com	PROJECT NAME FOX HALL PHASES A & B DOWNTOWN COUNTY, GEORGIA	CLIENT NAME ROLAND ROAD, LLC 275 NORTH JEFF DAVIS ROAD FAYETTEVILLE, GEORGIA
	SHEET NO. 1.3 OF 1.3	



## DEVELOPMENT OF REGIONAL IMPACT (DRI) REGIONAL REVIEW & REQUEST FOR COMMENTS

Three Rivers Regional Commission  
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

### GENERAL INFORMATION

**Name of Proposal:** Fox Hall Farm Subdivision  
**Submitting Local Government:** Coweta County  
**RC Contact:** James A. Abraham, Sr.  
**Telephone:** 678-692-0510  
**Email:** jabraham@threeriversrc.com

**DRI Online ID #:** 2486  
**Deadline for Comments:** April 6, 2015  
**RC Info:** Lanier E. Boatwright  
Executive Director  
Three Rivers RC  
P. O. Box 818  
Griffin, Georgia 30224

### INSTRUCTIONS

The project described below has been submitted to the Three Rivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

TRRC has begun its initial review of the DRI and staff preliminary findings are attached. Staff request that you or a member of your staff review the documents and report and provide any comments to TRRC by 5:00 p.m. on April 6, 2015. For the purpose of this review, "Affected Government Parties" are defined as: 1) any local government within geographic proximity that may be impacted by the DRI project located outside of its jurisdictional limits; 2) any local, state, or federal agencies that could potentially have concern about the project's impact on regional systems and resources; 3) Georgia Regional Transportation Authority (GRTA), if the proposed project is located within GRTA's jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about the project's impact on regional systems and resources.

TRRC request that you review the information about the project included with this form and give us your comments on the attached sheet provided. Please contact the staff member identified above for any questions or comments regarding this DRI. The completed form must be returned to the TRRC on or before the specified return deadline provided.

### PROJECT DESCRIPTION

The proposed development will consist of ±499 Single Family Detached Housing Units located to the West of Al Roberts Road and ±39 Single Family Detached Housing Units located to the East of Al Roberts Road for a total of ±538 lots or units. The site will have 3 access points; two will be located on Al Roberts Road. The name of the project is "Fox Hall Farm Subdivision".

### PRELIMINARY FINDINGS AND COMMENTS OF THE TRRC AND GRTA (If applicable)

The project is located in Coweta County, which is considered metropolitan. It is also located in the Georgia Regional Transportation Authority (GRTA) jurisdiction. As a result, pursuant to state law (OCGA §50-32-14), GRTA is required to review all Developments of Regional Impact (DRIs) within its 13-county metro Atlanta jurisdiction. GRTA's purpose is to evaluate the proposed development's effect on the surrounding transportation infrastructure and to identify options to mitigate current and future impacts to mobility using best-practice standards for transportation and land use. (See Staff preliminary report attached).





## DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTIFICATION REQUEST FOR COMMENTS

Three Rivers Regional Commission  
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

**INSTRUCTIONS:** The project described below has been submitted to the Three Rivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

TRRC has begun its initial review of the DRI and staff preliminary findings are attached. Staff request that you or a member of your staff review the documents and report and provide any comments to TRRC by 5:00 p.m. on April 6, 2015. For the purpose of this review, "Affected Government Parties" are defined as: 1) any local government within geographic proximity that may be impacted by the DRI project located outside of its jurisdictional limits; 2) any local, state, or federal agencies that could potentially have concern about the project's impact on regional systems and resources; 3) Georgia Regional Transportation Authority (GRTA), if the proposed project is located within GRTA's jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about the project's impact on regional systems and resources.

TRRC request that you review the information about the project included with this form and give us your comments on the attached sheet provided. Please contact the staff member identified below for any questions or comments regarding this DRI. The completed form must be returned to the TRRC on or before the specified return deadline provided.

**Preliminary Findings of the TRRC: Fox Hall Farm Subdivision (See Staff Preliminary Report attached).**

**Name of Project:** Fox Hall Farm Subdivision

**DRI Online ID #:** 2486

**Comments from affected party (attach additional sheets as needed):**

### AFFECTED PARTY INFORMATION

**Individual Completing Form:** \_\_\_\_\_

**Name of Local Government:** \_\_\_\_\_

**Department Location:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_ ( ) \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

#### *Please Return This Form To:*

James A. Abraham, Sr., Planner  
Three Rivers Regional Commission  
P. O. Box 818  
Griffin, GA 30224  
Telephone: 678-692-0510  
Fax: 678-692-0513  
jabraham@threeriversrc.com

**Return Date: April 6, 2015**



## DEVELOPMENT OF REGIONAL IMPACT (DRI) REGIONAL REVIEW & REQUEST FOR COMMENTS

Three Rivers Regional Commission

P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

### The following Local Governments and Agencies are receiving Notice of this Review:

Carroll County	Coweta County
Georgia Regional Transportation Authority (GRTA)	City of Senoia
Georgia Department of Natural Resources (DNR)	City of Moreland
Georgia Department of Transportation (GDOT)	City of Grantville
Georgia Department of Community Affairs (DCA)	City of Sharpsburg
City of Turin	City of Haralson
City of Newnan	Coweta County School System
Meriwether County	Troup County
Spalding County	Fulton County
Heard County	TRRC Aging Division
Atlanta Regional Commission (ARC)	TRRC Data/GIS
Fayette County	Peachtree City
City of Palmetto	Newnan Utilities
Coweta County Water and Sewer Authority	Coweta County Board of Health
TRRC Unified Transportation System	
Georgia Department of Public Health (DPH), District 4	
Newnan-Coweta Chamber of Commerce	
Coweta County Development Authority	
Coweta County Board of Health	
Appalachian Regional Commission	
DNR Historic Preservation Division	
City of Luthersville	

### Contact Information

If you have any questions regarding this review, please contact James A. Abraham, Sr. at (678) 692-0510 or [jabraham@threeriversrc.com](mailto:jabraham@threeriversrc.com). This preliminary report is published on the TRRC website <http://www.threeriversrc.org/planning-dri.php>

MAR 23 2015

**DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTIFICATION  
REQUEST FOR COMMENTS**

Three Rivers Regional Commission  
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

**INSTRUCTIONS:** The project described below has been submitted to the Three Rivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

TRRC has begun its initial review of the DRI and staff preliminary findings are attached. Staff request that you or a member of your staff review the documents and report and provide any comments to TRRC by 5:00 p.m. on April 6, 2015. For the purpose of this review, "Affected Government Parties" are defined as: 1) any local government within geographic proximity that may be impacted by the DRI project located outside of its jurisdictional limits; 2) any local, state, or federal agencies that could potentially have concern about the project's impact on regional systems and resources; 3) Georgia Regional Transportation Authority (GRTA), if the proposed project is located within GRTA's jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about the project's impact on regional systems and resources.

TRRC request that you review the information about the project included with this form and give us your comments on the attached sheet provided. Please contact the staff member identified above for any questions or comments regarding this DRI. The completed form must be returned to the TRRC on or before the specified return deadline provided.

**Preliminary Findings of the TRRC: Fox Hall Farm Subdivision (See Staff Preliminary Report attached).**

**Name of Project:** Fox Hall Farm Subdivision

**DRI Online ID #:** 2486

**Comments from affected party (attach additional sheets as needed):**

Per the Georgia Department of Transportation Office of Planning's review, the Fox Hall Farm Subdivision DRI does not appear to affect any GDOT projects currently programmed in the immediate area.

**AFFECTED PARTY INFORMATION**

**Individual Completing Form:** Julia Billings  
**Name of Local Government:** GDOT Office of Planning  
**Department Location:** 600 West Peachtree St NW, Atlanta GA 30308  
**Telephone:** ( 404 ) 631-1774  
**Signature:** *Julia Billings*  
**Date:** 3/23/15

**Please Return This Form To:**

James A. Abraham, Sr., Planner  
Three Rivers Regional Commission  
P. O. Box 818  
Griffin, GA 30224  
Telephone: 678-692-0510  
Fax: 678-692-0513  
jabraham@threeriversrc.com

**Return Date: April 6, 2015**

MAR 23 2015

**COWETA COUNTY**  
TRANSPORTATION & ENGINEERING

# INTEROFFICE MEMO

---

**To:** Sandra Parker, comprehensive Planner  
**From:** ~~TH~~ Thomas (Tod) Handley, P.E., Director  
**Re:** Fox Hall Phases 4 & f, DRI # 2486  
**Date:** March 23, 2015

This department has reviewed the DRI site plan and traffic study for the proposed residential development of Fox Hall Phases 4 & 5. The proposed development would add 417 lots to the existing phases 1 & 2 which contain 74 lots and the proposed phase 3, which has been constructed but not approved and accepted, containing 47 lots, for a total build out of 538 lots.

Based upon our review of the proposed development of this subdivision, the following improvements will be required prior to build out of the development:

1. Realignment of Al Roberts Road at its approach to Gordon Road to relocate the intersection of Al Roberts and Gordon roads a distance of approximately 520 feet to the east of its current location and add right turn lanes on Gordon and Al Roberts Roads and a left turn lane on Gordon Road at this relocated intersection.
2. Add a right turn lane to the proposed entrance onto Gordon Road, a right turn lane on Gordon road and a left turn lane on Gordon Road.
3. Dedicate the necessary right of way to construct the above required improvements.
4. Existing bike routes in the vicinity of Fox Hall Farms are located along Gordon Road, Johnson Road, Elders Mill Road, and Rock House Road. These routes are also proposed for future soft surface multi-use trails in the Coweta County Greenway Master Plan (2007).
5. Page 14: The ITE Trip Generation Manual 8th edition states an average rate of 9.57 trips/dwelling unit for Single-Family Detached Housing, which would result in 5,149 trips (24 hour weekday) compared to A&R's 4,939 trips (24 hour weekday). Please confirm the average rate for ITE Trip Generation Manual 9th edition.
6. Page 17: Table 6, Source column should note Coweta County Joint CTP Update, not Master Plan.

If you have any questions, please let me know.

TH/lh

cc: File

## James Abraham

---

**From:** Grodzinsky, Gil [Gil.Grodzinsky@dnr.state.ga.us]  
**Sent:** Tuesday, March 24, 2015 2:17 PM  
**To:** James Abraham  
**Subject:** DRI Review and Request for Comments: No official comment

RECEIVED

MAR 24 2015

Hi James:

Hope you are having a great day. I read over your DRI request and I have no comments on this project (this not being a transportation project in itself, looking at environmental impacts/potential mitigation (like NEPA) and more under the purview of GRTA) but appreciate the notification! I do have one thought for you to consider unless you have already it covered. When you mention any potential alteration of intersections or any of the roads, have you looked at the regional TIP (transportation improvement plan) to see if road improvements are planned already for your area that already would mitigate impacts? Anything related to roads not in the TIP that would involve federal money that your region would be interested in, I imagine, can be brought up in a project list with GRTA or ARC (Atlanta Regional Commission), whether tied to this project or just in general.

That's it! Hope these little thoughts were helpful, but no official comments on this. Thanks!

Gil

Gil Grodzinsky  
Transportation Modeler (MOVES)  
Planning & Regulatory Development Unit  
Air Protection Branch  
GA EPD  
404-363-7123  
[gil.grodzinsky@dnr.state.ga.us](mailto:gil.grodzinsky@dnr.state.ga.us)



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Land Use Planning • Engineering Design • Environmental Permitting • Landscape Architecture • Surveying

April 2, 2015

James A. Abraham, Sr.  
Planner  
Three Rivers Regional Commission  
120 North Hill Street  
P.O. Box 818  
Griffin, GA 30224

RE: Regional Review & Request for Comments  
Fox Hall Subdivision – Development of Regional Impact  
DRI ID #: 2486 / MB Project No.: A12.005

Dear Mr. Abraham:

Please accept this letter as a response to the Region Review & Request for Comments received via email on March 20, 2015. There are some questions in the Staff Preliminary Analysis section that are answered by this letter. Staff's comments and/or questions are listed for reference and are followed by their corresponding response.

**Question:** When the development is built out and the developer leaves; who will be responsible for the Agreement? Should there be a breach in the Agreement; is there a contingency plan?

**Answer:** The developer will pay all costs associated with the construction and permitting of the Decentralized Sewer System. Newnan Utilities will design, permit, build and operate the. Newnan Utilities will own, in perpetuity, the Decentralized Sewer System and there will be no "Agreement" between Newnan Utilities, the developer, or the Fox Hall homeowners association. Therefore, with no "Agreement" in place, no breach contingency will be necessary

**Question:** Why are the calculations only based on 287 house and not the 538 as being proposed in this DRI?

**Answer:** The calculations are based upon 287 house because the Decentralized Sewer System will only serve the proposed 287 one-half acre lots. The remaining 251 lots, both existing and proposed, will be one-acre lots on individual septic systems and will not contribute sewer flows to the proposed Decentralized Sewer System.

Please let me know if you have any further comments or questions regarding these issues.

Fox Hall  
DRI Regional Review & Request  
Page 2

Sincerely,  
Moore Bass Consulting, Inc.



Sean D. Shanks, P.E.

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APR - 2 2015



## James Abraham

---

**From:** James Abraham  
**Sent:** Monday, March 23, 2015 11:28 AM  
**To:** 'Jonathan Tuley'  
**Subject:** RE: Regional Review & Request for Comments, DRI #: 2486 Fox Hall Farms Residential Development, Unincorporated Coweta County

Thank you Jonathan!

Per your request, the following are the breakdown in acreages:

Total parcel area: 981.77 acres  
Parcel to be zoned RCSD-A: 270.52 acres  
Less Floodplain: 26.42 acres  
Less wetlands or Floodplain: 0.87 acres

Parcel to be zoned RCSD-B: 711.25 acres  
Less Floodplain: 237.21 acres  
Less wetlands or Floodplain: 5.60 acres

Net total development area: 468.44 acres

I hope that this information helps and thank you for bringing to my attention the error in the DC's link.

**James A. Abraham, Sr.**

*Planner*

Three Rivers Regional Commission

120 North Hill Street

P.O. Box 818

Griffin, GA 30224

Telephone: 678-692-0510

Fax: 678-692-0513

Email: [jabraham@threeriversrc.com](mailto:jabraham@threeriversrc.com)



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**From:** Jonathan Tuley [mailto:JTuley@atlantaregional.com]  
**Sent:** Monday, March 23, 2015 10:48 AM  
**To:** James Abraham  
**Subject:** RE: Regional Review & Request for Comments, DRI #: 2486 Fox Hall Farms Residential Development, Unincorporated Coweta County

James,

Can you provide the acreage for this proposed development? Also, the link below is for a DRI in Bartow County and the number in the text of the link should be 2486.

Thanks!

Jon Tuley, AICP  
Principal Planner  
Atlanta Regional Commission  
regional impact + local relevance  
40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

---

**From:** James Abraham [mailto:jabraham@threeiversrc.com]  
**Sent:** Friday, March 20, 2015 11:02 AM  
**To:** 'Barker, Steve'; 'steve.barker@cowetaschools.org'; Jonathan Tuley; 'Jon West'; Laura Beall; 'DRI@grta.org'; 'dwoods@dot.ga.gov'; 'john.eaves@fultoncountyga.gov'; 'mayor@citypalmetto.com'; 'whshell@citypalmetto.com'; 'bdennard@grta.org'; 'Parker, Sandra'; 'mlbrackett@dnr.state.ga.us'; 'COddo@fayettecountyga.gov'; 'michael.charlson@fultoncountyga.gov'; 'msmith@carrollcountyga.com'; 'bskipper@carrollcountyga.com'; 'adoyal@bellsouth.net'; 'whatleypl@hotmail.com'; 'tlassetter@coweta.ga.us'; 'rtolleson@coweta.ga.us'; 'jboren@cowetawater.com'; 'kbrady@cityofnewnan.org'; 'Roller126@yahoo.com'; 'cityofHaralson@gmail.com'; 'dickford@gmail.com'; 'morelandtown@att.net'; 'lowens@senoia.com'; 'rferry@senoia.com'; 'cphillips@cityofnewnan.org'; 'blovett@newnanutilities.org'; 'tdunnavant@cityofnewnan.org'; 'sburgtownhall@aol.com'; 'townofturin@charter.net'; 'lboone@heardcountyga.com'; 'wendellstaley@yahoo.com'; 'smorris@heardcountyga.com'; 'b.neely@meriwethercountyga.gov'; 'w.long@meriwethercountyga.gov'; 'rjohnson@spaldingcounty.com'; 'wwilson@spaldingcounty.com'; 'cjacobs@spaldingcounty.com'; 'pcrews@troupc.org'; 'ttentler@troupc.org'; 'nseegar@troupc.org'; 'ckrautler@atlantaregional.com'; 'Michelle.Macauley@fultoncountyga.gov'; 'Candace@newnancowetachamber.org'; 'anna.woodruff@dca.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'Randy.Beck@fultoncountyga.gov'; 'jrorie@peachtree-city.org'; 'pfrisina@fayettecountyga.gov'; 'stolar@newnanutilities.org'; 'Marci Simpkins'; 'r.garrett@meriwethercountyga.gov'; 'david.crass@dnr.state.ga.us'; 'afbryan@dnr.state.ga.us'; 'dlfields@dnr.state.ga.us'; 'Jeff.cown@dnr.state.ga.us'; 'Keith.bentley@dnr.state.ga.us'; 'James.capp@dnr.state.ga.us'; 'Judson.turner@dnr.state.ga.us'; 'luthersvilleclk@bellsouth.net'  
**Cc:** Sam Mukoro; Jeannie Brantley; Lanier Boatwright; Paul Jarrell; Kimberly Dutton; Robert Hiett; Jan Edens; Joy Shirley; 'doug.moore@cowetaschools.org'; 'mfouts@coweta.ga.us'; 'gwright@coweta.ga.us'; 'rbarnes@newnanutilities.org'; 'thowell@dot.ga.gov'; 'RGoodwin@GRTA.org'; 'jfischer@GRTA.org'; 'mpresley@dot.ga.gov'; 'mfowler@dot.ga.gov'; 'cvandyke@dot.ga.gov'; 'awhite@coweta.ga.us'; 'dowilkerson@dot.ga.gov'; 'tedwards@coweta.ga.us'; 'bsewell@coweta.ga.us'; 'rrolader@yahoo.com'; 'vince.bass@cowetaschools.net'; 'sshanks@moorebass.com'; 'donna@brent.us'; 'smooresmoore@coweta.ga.us'; 'thandle@coweta.ga.us'; 'jamason@coweta.ga.us'; 'blake.barnett027@gmail.com'; 'Geoff Warr'  
**Subject:** Regional Review & Request for Comments, DRI #: 2486 Fox Hall Farms Residential Development, Unincorporated Coweta County

To all interested parties:

## James Abraham

---

**From:** James Abraham  
**Sent:** Monday, March 09, 2015 3:18 PM  
**To:** 'Jon West'  
**Cc:** Jeannie Brantley; Laura Beall; Jonathan Tuley  
**Subject:** RE: DRI Status Update for Chattahoochee Flint RDC, Application ID 2486

Jon,

How are you? I trust that you are doing well. Thank you for the heads-up on the DRI's, but staff has been in communication with the local jurisdiction (Coweta County) and we even had a joint pre-conference/GRTA methodology meeting with GRTA, the local government, applicant and all stakeholders on this proposed DRI.

Though, this development does seem to bear similar names to the DRI's cited in your email, I do not believe that they are related or are of the same. For example, both DRI's were in the ARC jurisdictions (i.e.: City of Palmetto and Douglas County). They do not abuts the proposed DRI 2486, but I concur that the local government/applicant should reference the information as to what the extension of the project is related too.

Based on that I have written to Sandra Parker, with Coweta County on the matter and awaits an official response and/or clarification.

Thank you.

**James A. Abraham, Sr.**  
*Planner*  
Three Rivers Regional Commission  
120 North Hill Street  
P.O. Box 818  
Griffin, GA 30224  
Telephone: 678-692-0510  
Fax: 678-692-0513  
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**From:** Jon West [<mailto:Jon.West@dca.ga.gov>]  
**Sent:** Monday, March 09, 2015 12:58 PM  
**To:** James Abraham  
**Cc:** Jeannie Brantley; Laura Beall; Jonathan Tuley  
**Subject:** RE: DRI Status Update for Chattahoochee Flint RDC, Application ID 2486

Mr. Abraham,

Please communicate with Sandra at Coweta County regarding the specific dynamics of this project. I'm almost certain that the initial information form has an error. This project is almost certainly a continuation/expansion of DRIs # 1841 and 1839 (two DRIs that were essentially parts of the same project that, for some reason, was split into two) that were submitted almost concurrently back in 2008. As such, reference to the other Foxhall DRIs should be made on the information form in response to the appropriate question.

Let me know if there are any additional questions. Jon Tuley at the ARC and Laura Beall at GRTA may be able to provide to information and perspective about the dynamics of the Foxhall project as you move forward.

--J



Learn more about our commitment to [fair housing](#)

**Jon A. West, AICP**  
Local & Intergovernmental Planning  
Georgia Department of Community Affairs  
60 Executive Park South, NE  
Atlanta, Georgia 30329

Direct 404-327-6872  
Fax 770-302-9703  
[Jon.West@dca.ga.gov](mailto:Jon.West@dca.ga.gov)

**From:** PEMD OPQG Administration  
**Sent:** Monday, March 09, 2015 10:05 AM  
**To:** Benecia Dennard; GRTA DRI Email; James Abraham; Jeannie R. Brantley; Jon West; Laura Beall; Rowland Road, LLC; Sandra R. Parker  
**Subject:** DRI Status Update for Chattahoochee Flint RDC, Application ID 2486

DRI Application #2486, Fox Hall Farms Residential Development Extension, Chattahoochee Flint RDC, has been updated.

The application status can be reviewed online at <http://www.dca.ga.gov/DRI/AppSummary.aspx?driid=2486>.

An Initial Information Form has been submitted.

## **James Abraham**

---

**From:** Barker, Steve [steve.barker@cowetaschools.net]  
**Sent:** Tuesday, January 20, 2015 4:54 PM  
**To:** James Abraham  
**Cc:** Bass, Vince  
**Subject:** RE: Request for information (CCSS) - pending DRI in Coweta County

Mr. Abraham,

We have utilized the services of RKR Planning Services, Inc. for assistance with planning for growth. They have provided guidance with projections. Regarding your questions about impact of a development, the following is a rough projection we would consider in our planning. Keep in mind however that many variables determine enrollment impact. Key factors include the build out timeline for the development and the price range/customer pool.

From 2000 through 2007, Coweta County and the City of Newnan developed 12,630 lots. During that time our PK-12 enrollment increased 5,024 students. Therefore we would propose a straight calculation  $5024/12630 = .39778$  eventual students per lot.

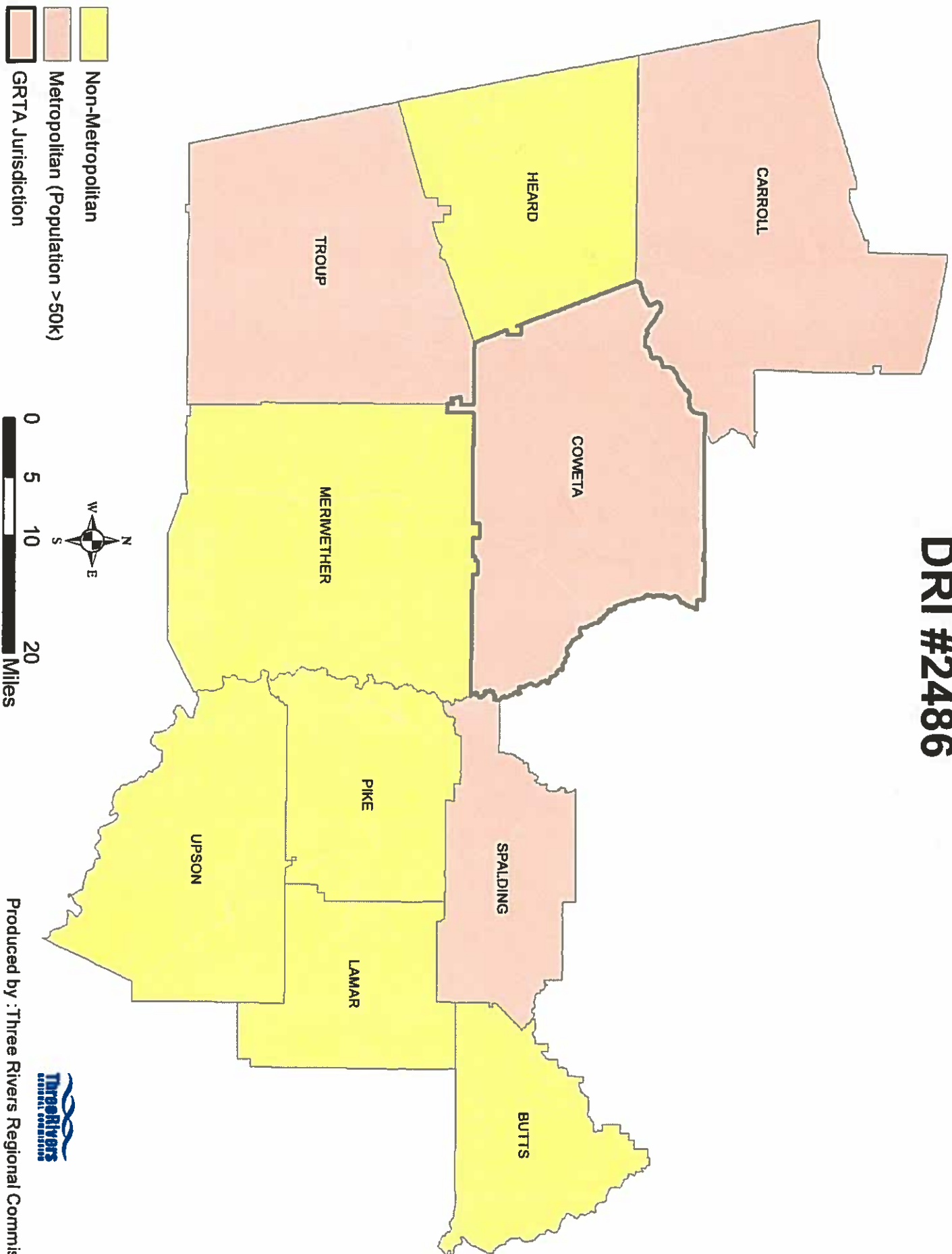
Using that ratio times the total 538 lots in this development, the development may eventually net 214 students (if this is a subdivision with kids-not a senior development and if the price range attracts families with children). Using 25 students per classroom for calculation purposes, you would need 8.56 classrooms over all grade levels for these students. Therefore, 9 teachers and 9 classrooms.

Using the same logic for buses, 214 students by an average of 55 students per bus load may require 4-5 buses and drivers depending on the capacity of current bus routes in the area.

Steve

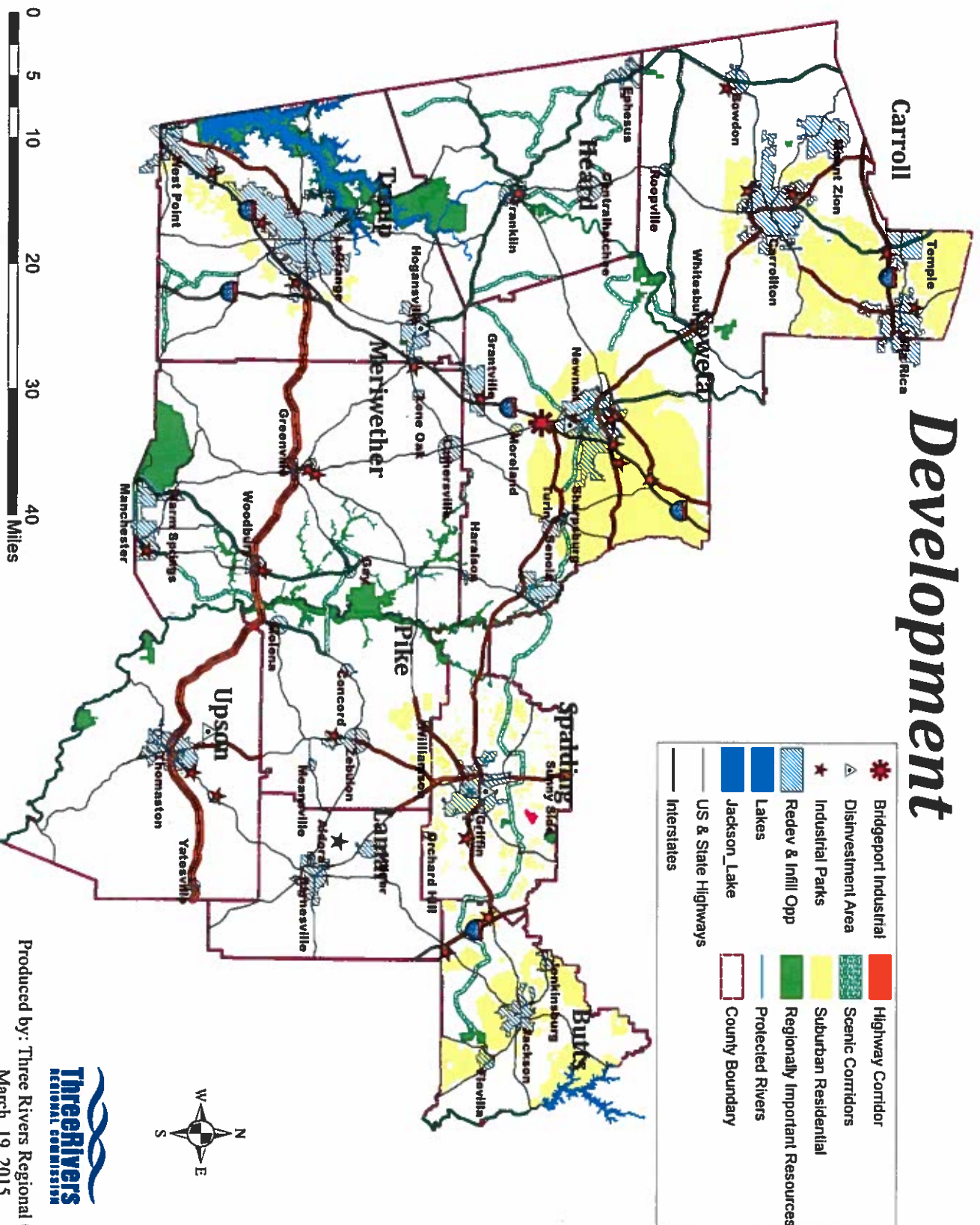
Steve B. Barker, Ed.D.  
Superintendent  
Coweta County School System  
770-254-2801

# DRI #2486



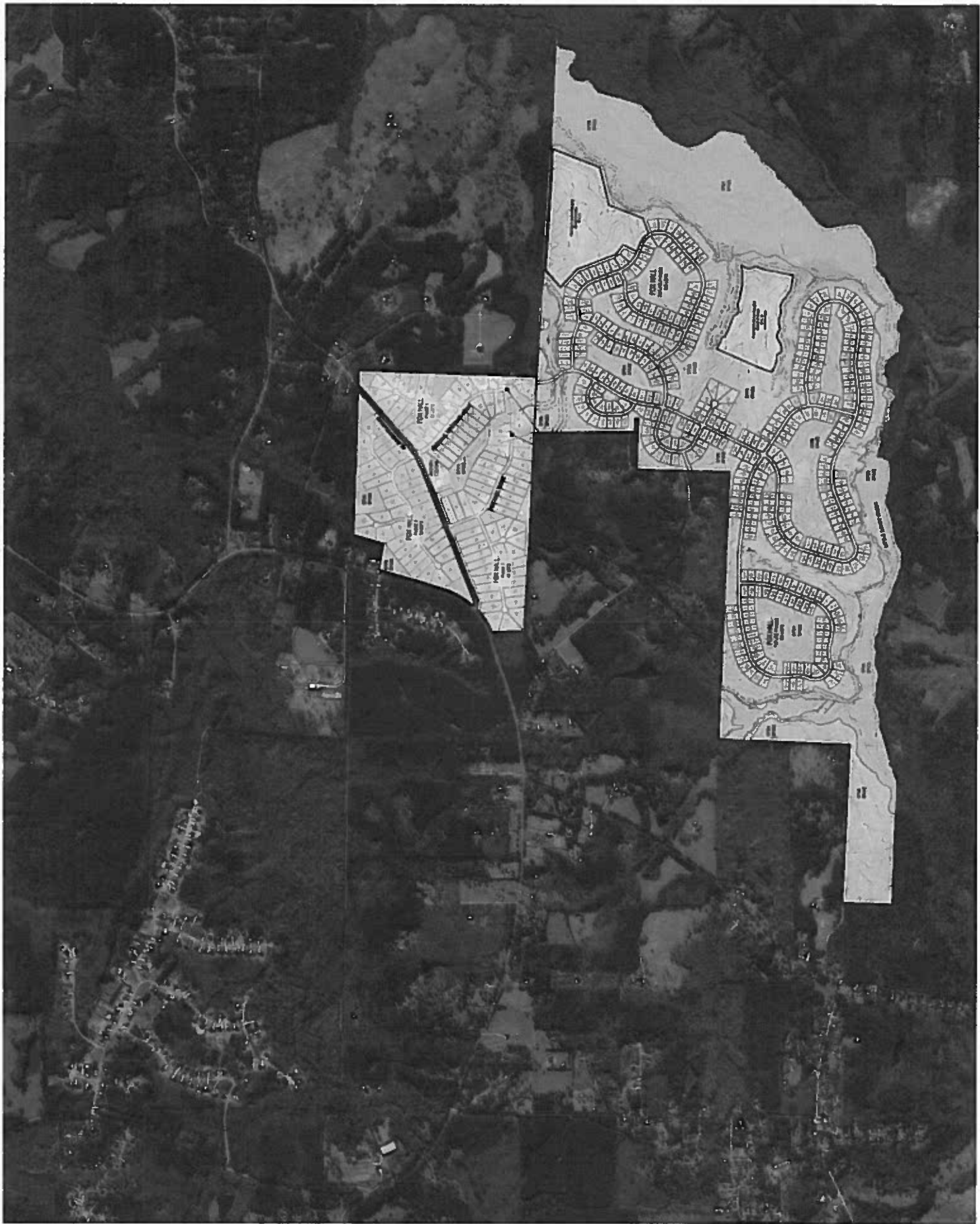


# DRI #2486: Fox Hall Farms Residential Development



Produced by: Three Rivers Regional Commission  
March, 19, 2015





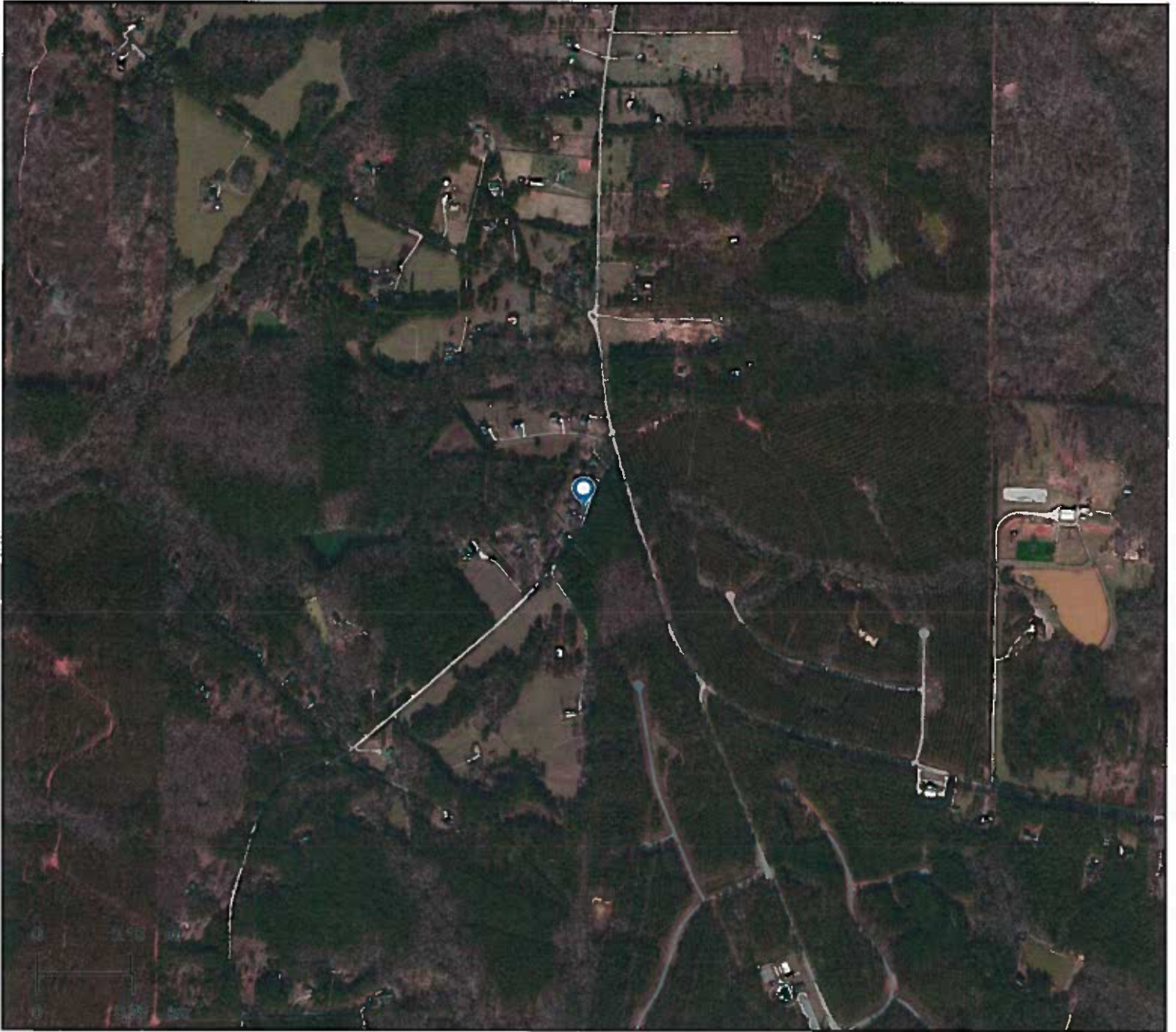




## Site Map on Satellite Imagery - 1.6 Miles Wide

DRI#: 2486 - Reviewed by: James Abraham  
47 Couch Rd, Senoia, Georgia, 30276  
Ring: 5, 10, 15 Miles

Latitude: 33.25313  
Longitude: -84.63489



Source: ArcGIS Online World Imagery Basemap



March 19, 2015

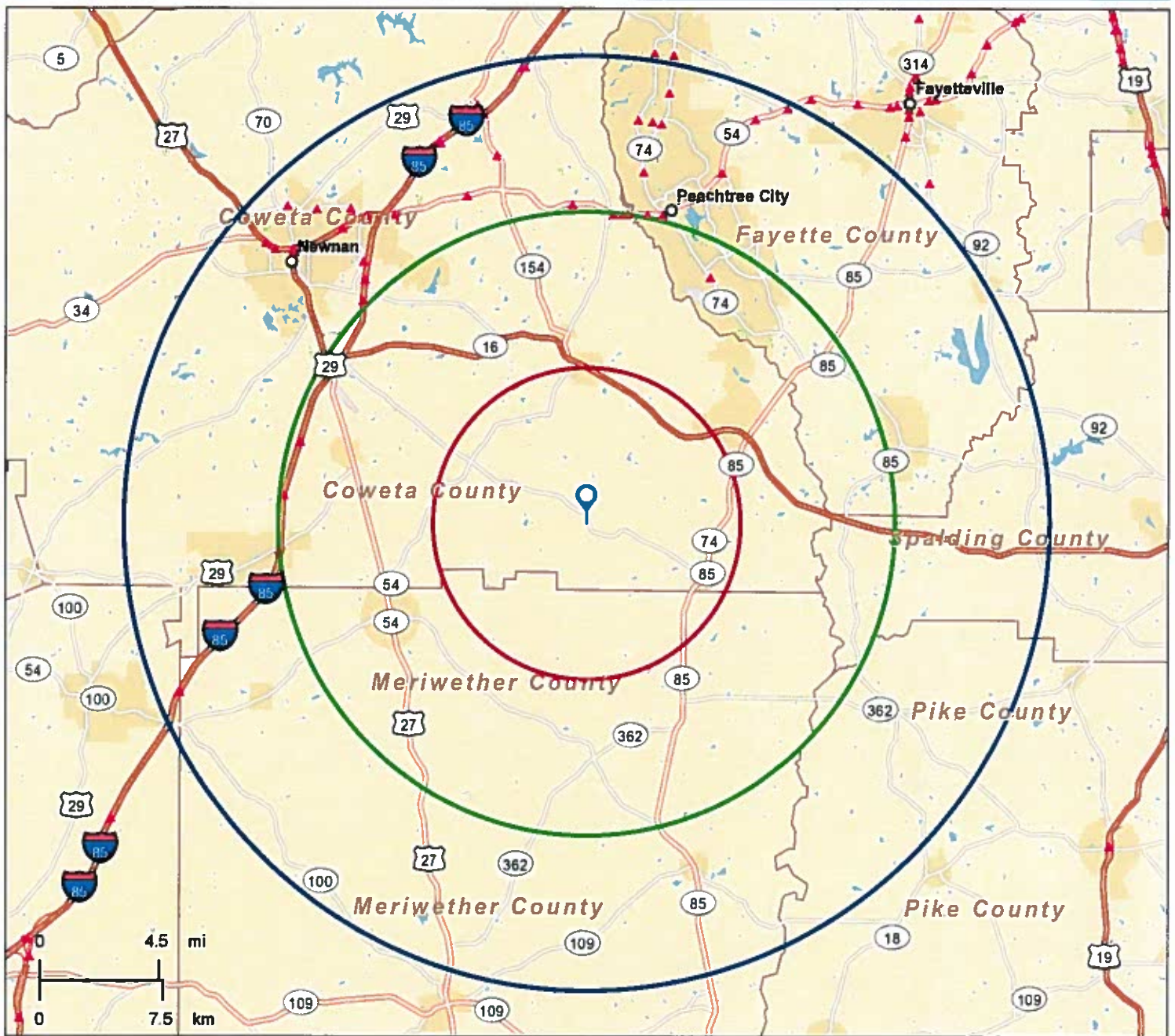




## Traffic Count Map

DRI#: 2486 - Reviewed by: James Abraham  
47 Couch Rd, Senoia, Georgia, 30276  
Ring: 5, 10, 15 Miles

Latitude: 33.25313  
Longitude: -84.63489



**Average Daily Traffic Volume**  
▲ Up to 6,000 vehicles per day  
▲ 6,001 - 15,000  
▲ 15,001 - 30,000  
▲ 30,001 - 50,000  
▲ 50,001 - 100,000  
▲ More than 100,000 per day



Source: ©2012 Market Planning Solutions, Inc.

March 19, 2015



## Traffic Count Profile

DRI#: 2486 - Reviewed by: James Abraham  
47 Couch Rd, Senoia, Georgia, 30276  
Rings: 5, 10, 15 mile radii

Prepared by Esri  
Latitude: 33.25313  
Longitude: -84.63489

Distance:	Street:	Closest Cross-street:	Year of Count:	Count:
0.07	Gordon Rd	Couch Rd (0.07 miles N)	2010	1,240
0.13	Couch Rd	Gordon Rd (0.22 miles NE)	2007	175
0.80	Elders Mill Rd	Gordon Rd (0.53 miles S)	2009	539
0.95	Gordon Rd	Whispering Pine Trl (0.31 miles NW)	2009	1,118
1.36	Johnson Rd	Spear Cir (0.05 miles N)	2011	866
1.53	Gordon Rd	Luther Bailey Rd (0.17 miles NW)	2010	620
1.63	Rockhouse Rd	Elders Mill Rd (0.10 miles W)	2011	915
2.06	Elders Mill Rd	Elders Mill Estates Dr (0.36 miles N)	2009	846
2.26	Gordon Rd	Tenney Rd (0.11 miles E)	2011	1,090
2.32	Rocky Mt Rd	Bear Creek Rd (0.58 miles SW)	2003	45
2.71	Eastside School Rd	Skyview Rd (0.20 miles S)	2011	771
3.08	Chappell Crook Rd	Al Roberts Rd (0.53 miles N)	2003	6
3.17	Rockhouse Rd	Rock House Ridge (0.06 miles SW)	2011	1,465
3.18	Glazier Rd	Eastside School Rd (0.07 miles NE)	2011	507
3.19	Eastside School Rd	Glazier Rd (0.05 miles SW)	2011	520
3.21	Old 85 Hwy	Luther Bailey Rd (0.11 miles NW)	2011	2,623
3.21	Glazier Rd	Al Roberts Rd (0.06 miles S)	2011	291
3.23	Peeks Crossing Dr	Lawshe Rd (0.00 miles S)	2003	254
3.24	Eastside School Rd	Old 85 Hwy (0.11 miles N)	2011	1,449
3.27	Old 85 Hwy	Magnolia Place Way (0.05 miles N)	2011	2,205
3.35	Old 85 Hwy	Eastside School Rd (0.10 miles NW)	2011	1,853
3.40	Johnson Rd	Linch Rd (0.18 miles S)	2011	1,233
3.46	Old 85 Hwy	Wagon Wheel Trl (0.10 miles N)	2011	2,491
3.50	Rockhouse Rd	Old 85 Hwy (0.12 miles W)	2011	1,463
3.74	Al Roberts Rd	State Rte 85 (0.36 miles E)	2010	601
3.96	Old Hwy 85	State Rte 16 E (0.15 miles N)	2011	2,229
3.98	Morgan Rd	Old 85 Hwy (0.13 miles W)	2011	473
4.06	State Rte 85	Line Creek Rd (0.12 miles NE)	2010	4,280
4.07	Main St	Counts St (0.05 miles NW)	2011	529
4.12	State Rte 54	Shack Hunter Rd (0.21 miles E)	2010	2,340

**Data Note:** The Traffic Profile displays up to 30 of the closest available traffic counts within the largest radius around your site. The years of the counts in the database range from 2013 to 1963. Just over 68% of the counts were taken between 2001 and 2013 and 86% of the counts were taken in 1997 or later. Traffic counts are identified by the street on which they were recorded, along with the distance and direction to the closest cross-street. Distances displayed as 0.00 miles (due to rounding), are closest to the site. A traffic count is defined as the two-way Average Daily Traffic (ADT) that passes that location.

**Source:** ©2013 MPSI Systems Inc. d.b.a. DataMetrix®

March 19, 2015



## Housing Profile

DRI#: 2486 - Reviewed by: James Abraham  
47 Couch Rd, Senola, Georgia, 30276  
Ring: 5 mile radius

Latitude: 33.25313  
Longitude: -84.63489

### Population

2010 Total Population	8,634
2014 Total Population	9,084
2019 Total Population	9,792
2014-2019 Annual Rate	1.51%

### Households

2014 Median Household Income	\$56,221
2019 Median Household Income	\$63,579
2014-2019 Annual Rate	2.49%

Housing Units by Occupancy Status and Tenure	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	3,550	100.0%	3,737	100.0%	4,047	100.0%
Occupied	3,053	86.0%	3,226	86.3%	3,484	86.1%
Owner	2,652	74.7%	2,741	73.3%	2,952	72.9%
Renter	401	11.3%	485	13.0%	532	13.1%
Vacant	497	14.0%	511	13.7%	563	13.9%

Owner Occupied Housing Units by Value	2014		2019	
	Number	Percent	Number	Percent
Total	2,740	100.0%	2,950	100.0%
<\$50,000	55	2.0%	27	0.9%
\$50,000-\$99,999	271	9.9%	122	4.1%
\$100,000-\$149,999	855	31.2%	447	15.2%
\$150,000-\$199,999	516	18.8%	603	20.4%
\$200,000-\$249,999	400	14.6%	660	22.4%
\$250,000-\$299,999	298	10.9%	514	17.4%
\$300,000-\$399,999	227	8.3%	373	12.6%
\$400,000-\$499,999	65	2.4%	100	3.4%
\$500,000-\$749,999	37	1.4%	82	2.8%
\$750,000-\$999,999	6	0.2%	15	0.5%
\$1,000,000+	10	0.4%	7	0.2%
Median Value	\$168,314		\$220,909	
Average Value	\$197,226		\$240,593	

**Data Note:** Persons of Hispanic Origin may be of any race.  
**Source:** U.S. Census Bureau, Census 2010 Summary File 1.

March 19, 2015

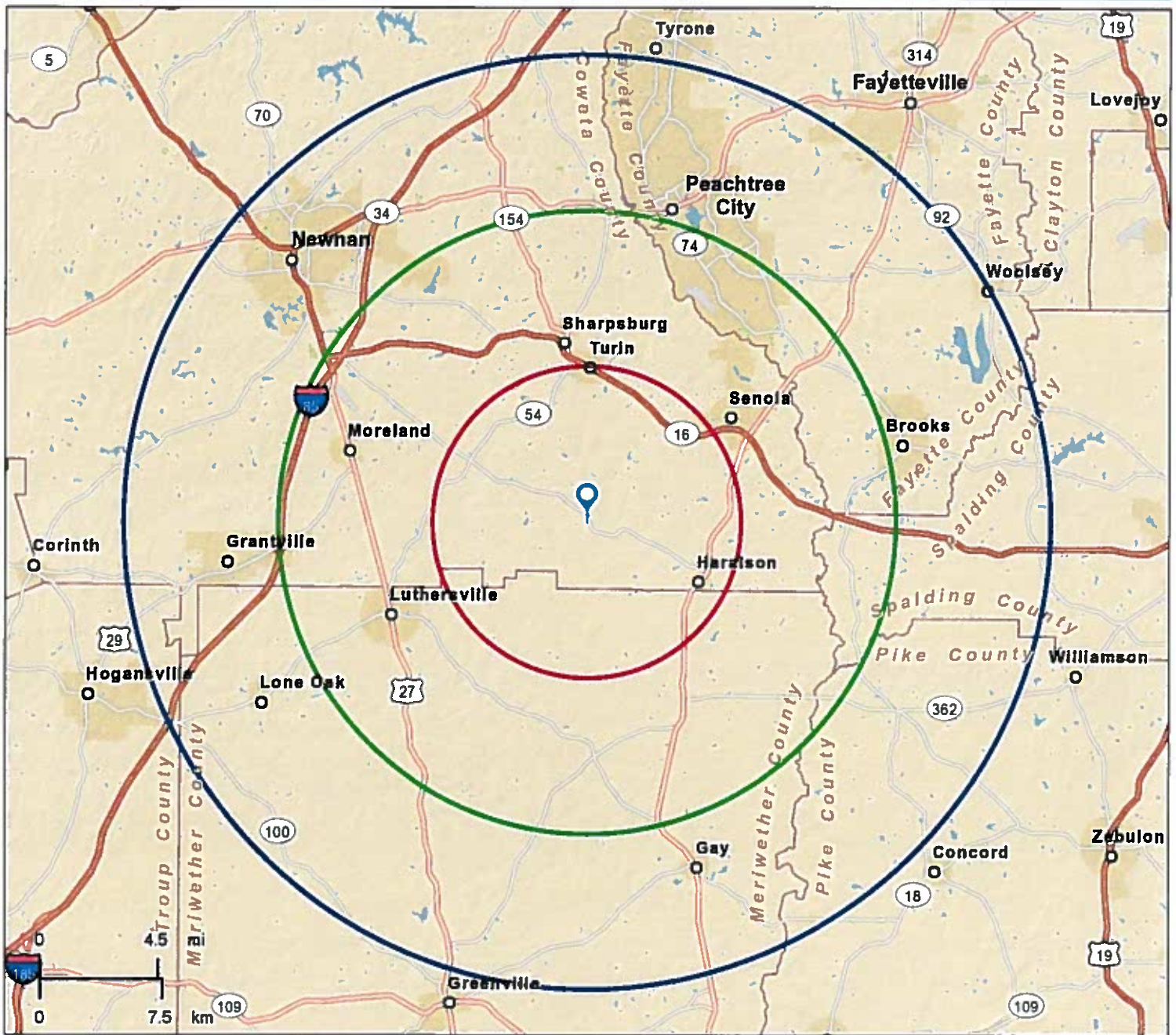




## Site Details Map

DRI#: 2486 - Reviewed by: James Abraham  
47 Couch Rd, Senoia, Georgia, 30276  
Ring: 5, 10, 15 Miles

Latitude: 33.25313  
Longitude: -84.63489



### This site is located in:

City: ---  
County: Coweta County  
State: Georgia  
ZIP Code: 30276  
Census Tract: 13077170502  
Census Block Group: 130771705022  
CBSA: Atlanta-Sandy Springs-Marietta, GA Metropolitan Statistical Area (12060)

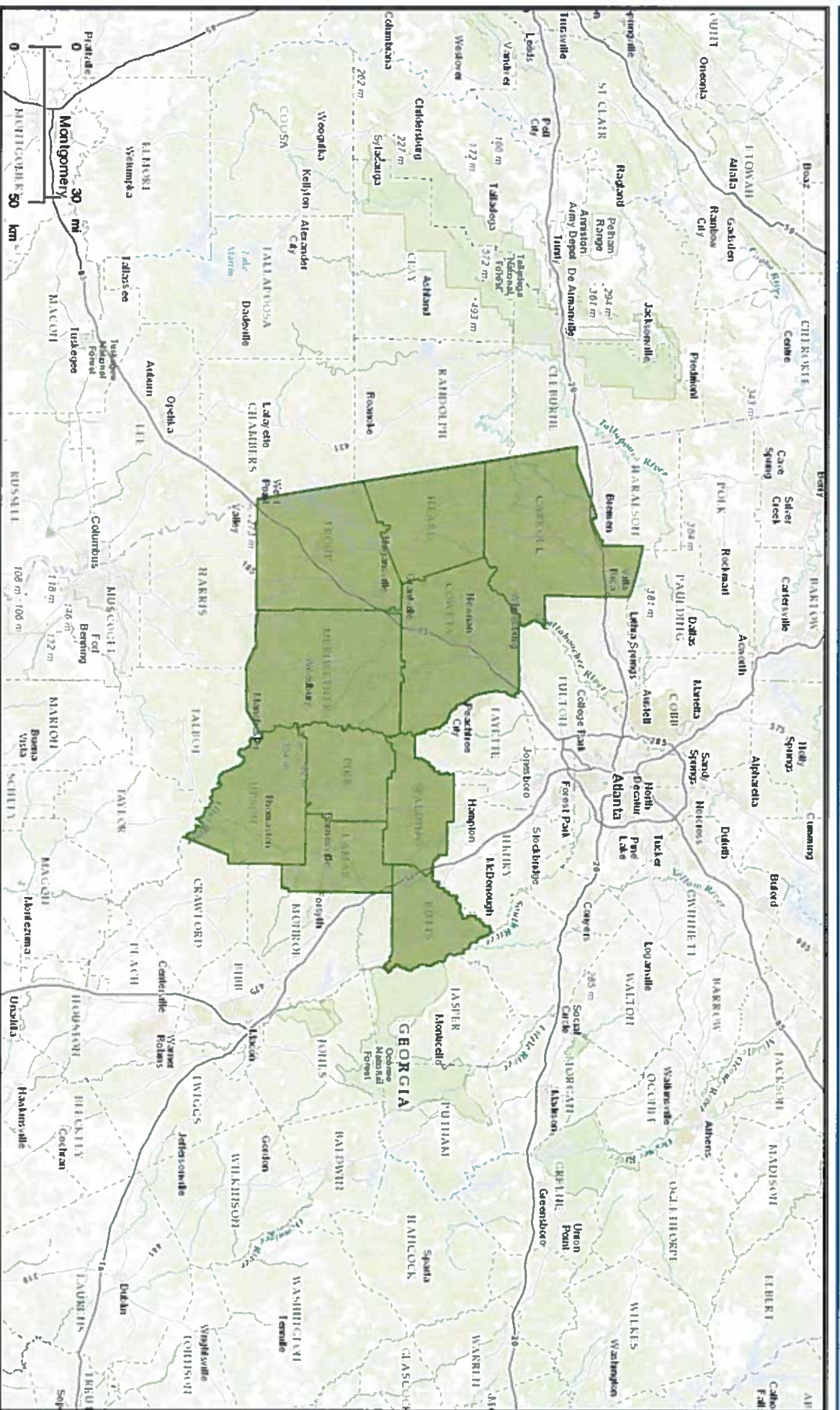
March 19, 2015





Regional Review - DRI #: 2486. Fox Hall Residential Development, Coweta

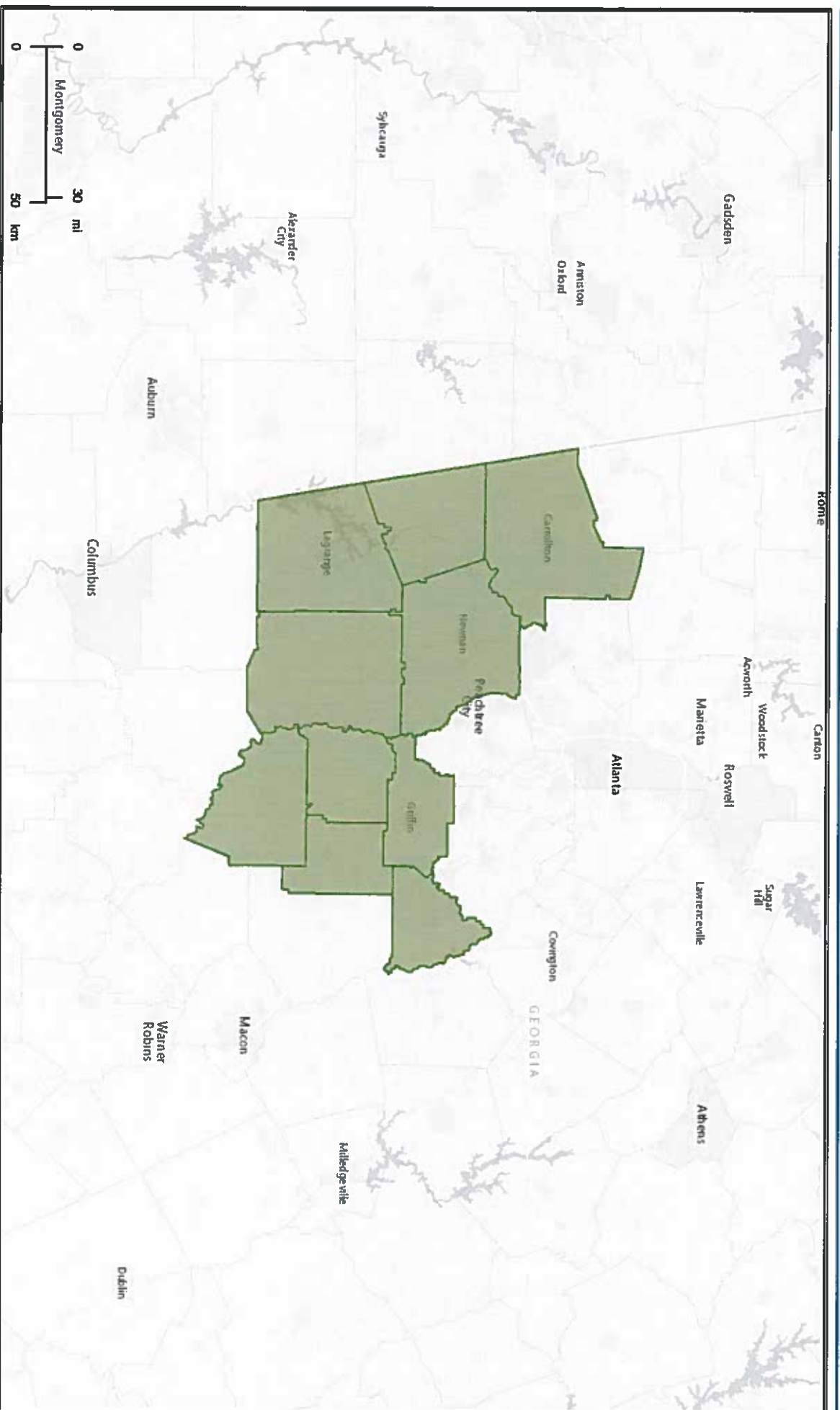
Reviewed by: James A. Abraham, Sr.





Regional Review - DRI #: 2486. Fox Hall Residential Development, Coweta

Reviewed by: James A. Abraham, Sr.

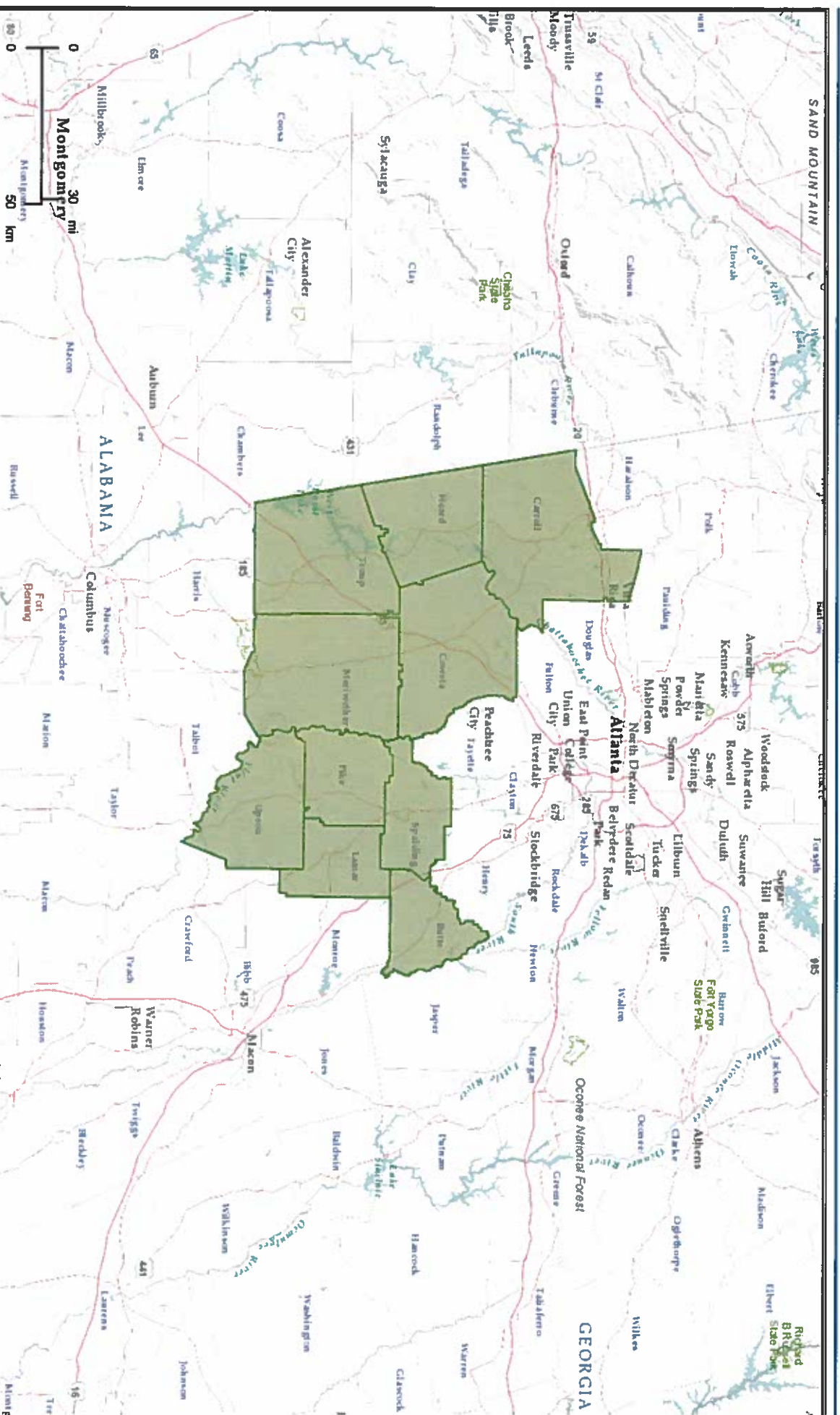






Regional Review - DRI #: 2486, Fox Hall Farms Residential Development, Coweta

Reviewed by: James A. Abraham, Sr.

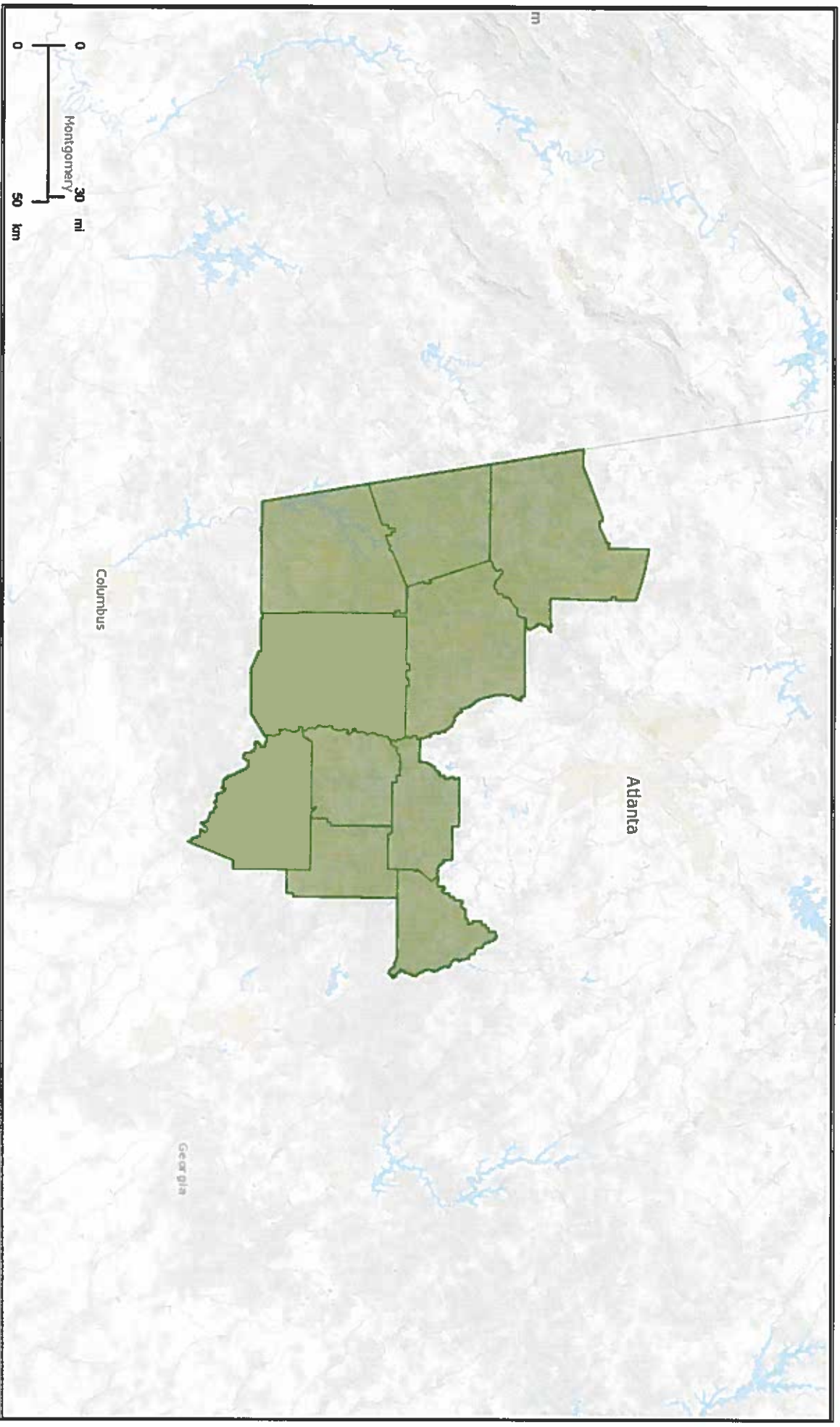






Regional Review - DRI #: 2486. Fox Hall Farms Residential Development, Coweta

Reviewed by: James A. Abraham, Sr.





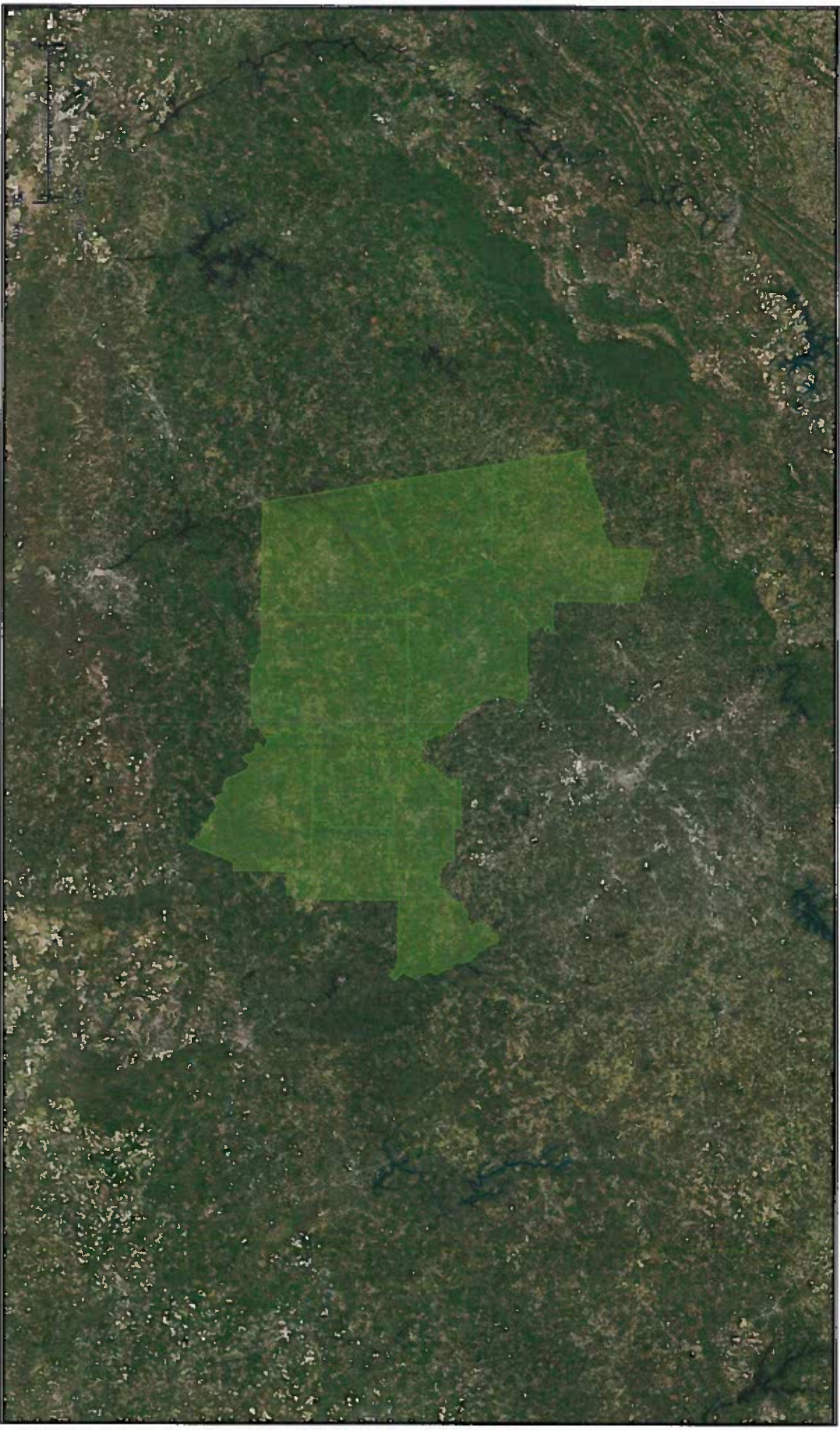






## Regional Review - DRI #: 2486. Fox Hall Farms Residential Development

Reviewed by: James A. Abraham, Sr.



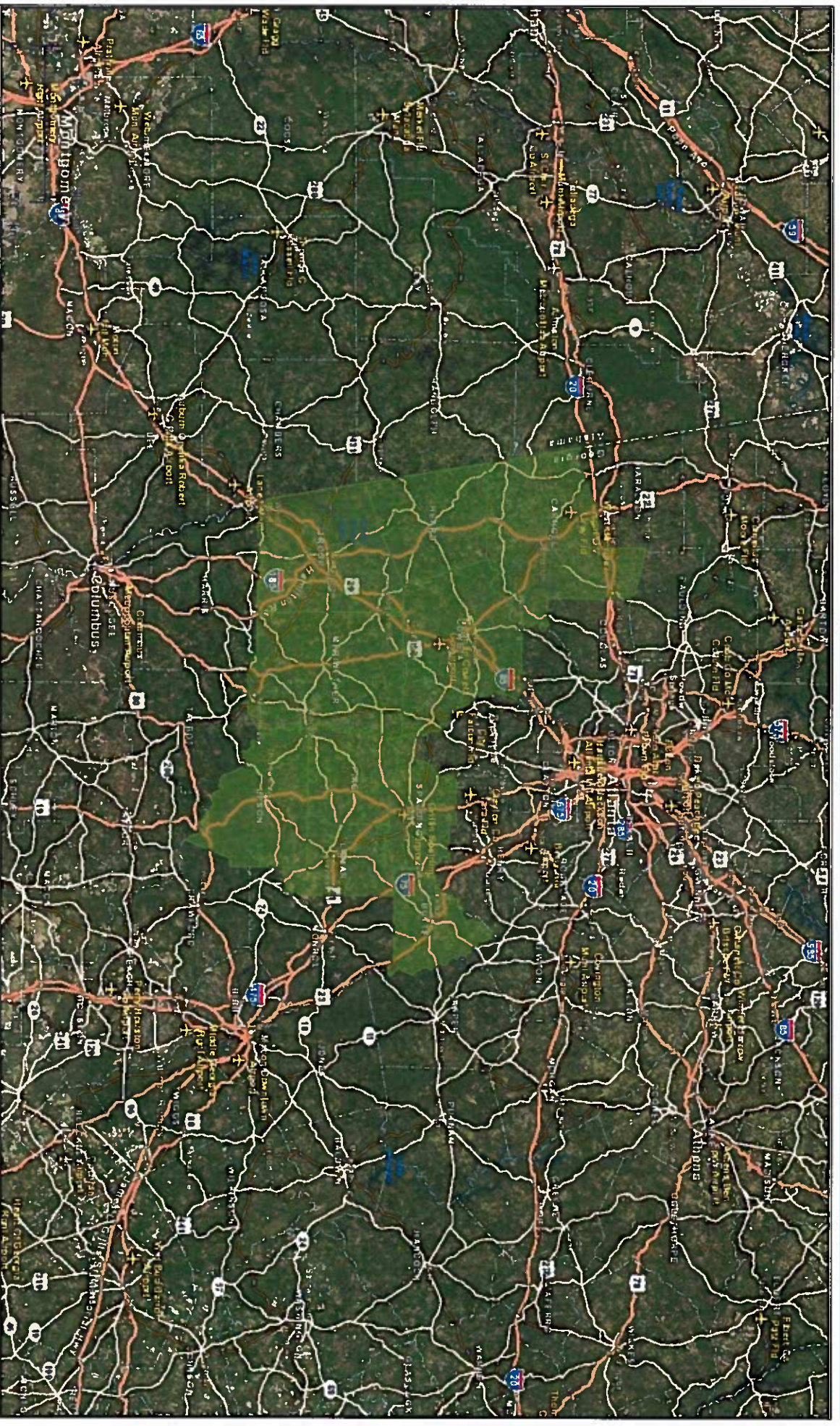




esri

## Regional Review - DRI #: 2486, Fox Hall Farms Residential Development

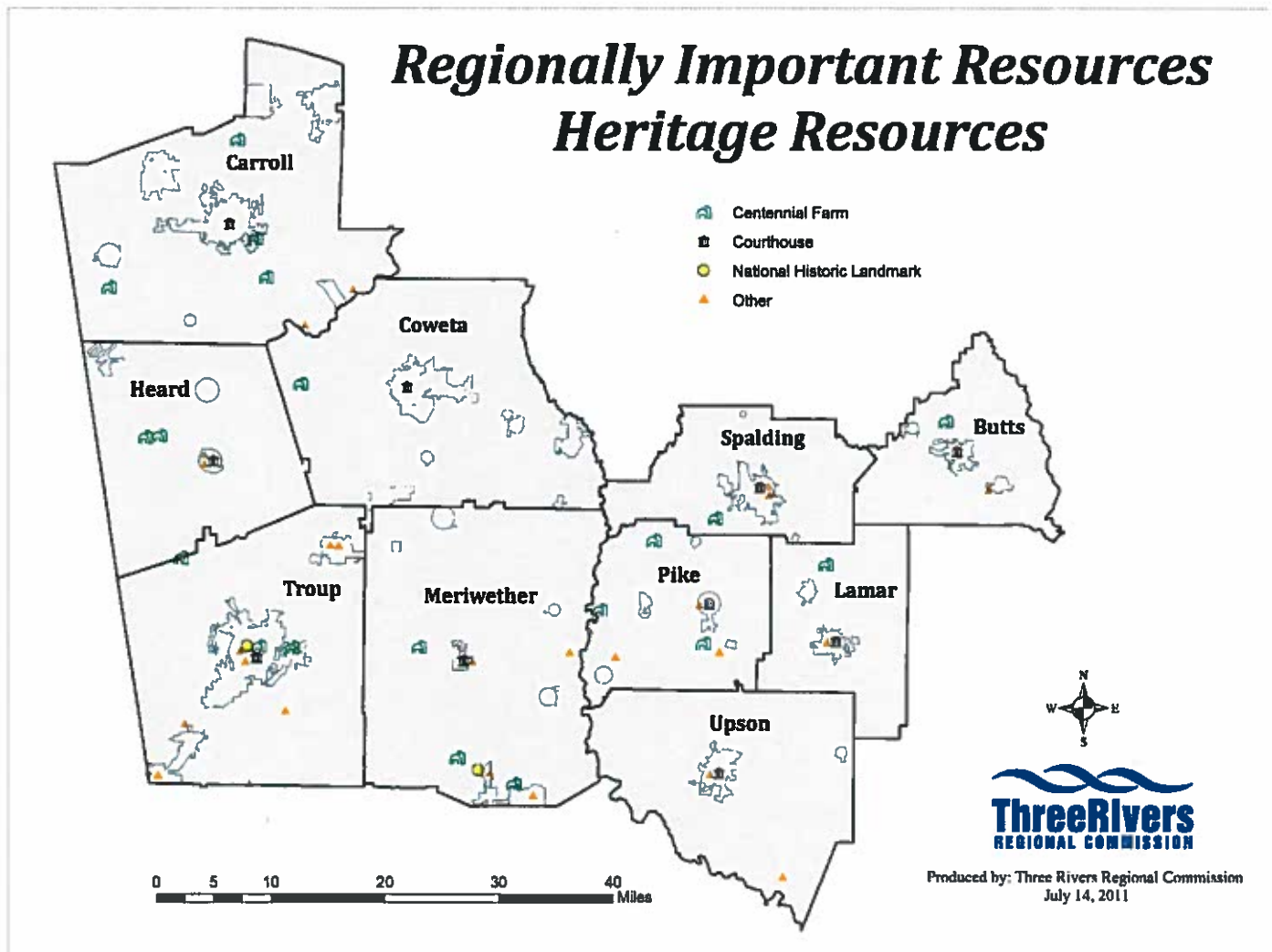
Reviewed by: James A. Abraham, Sr.





# Heritage Resources Overview

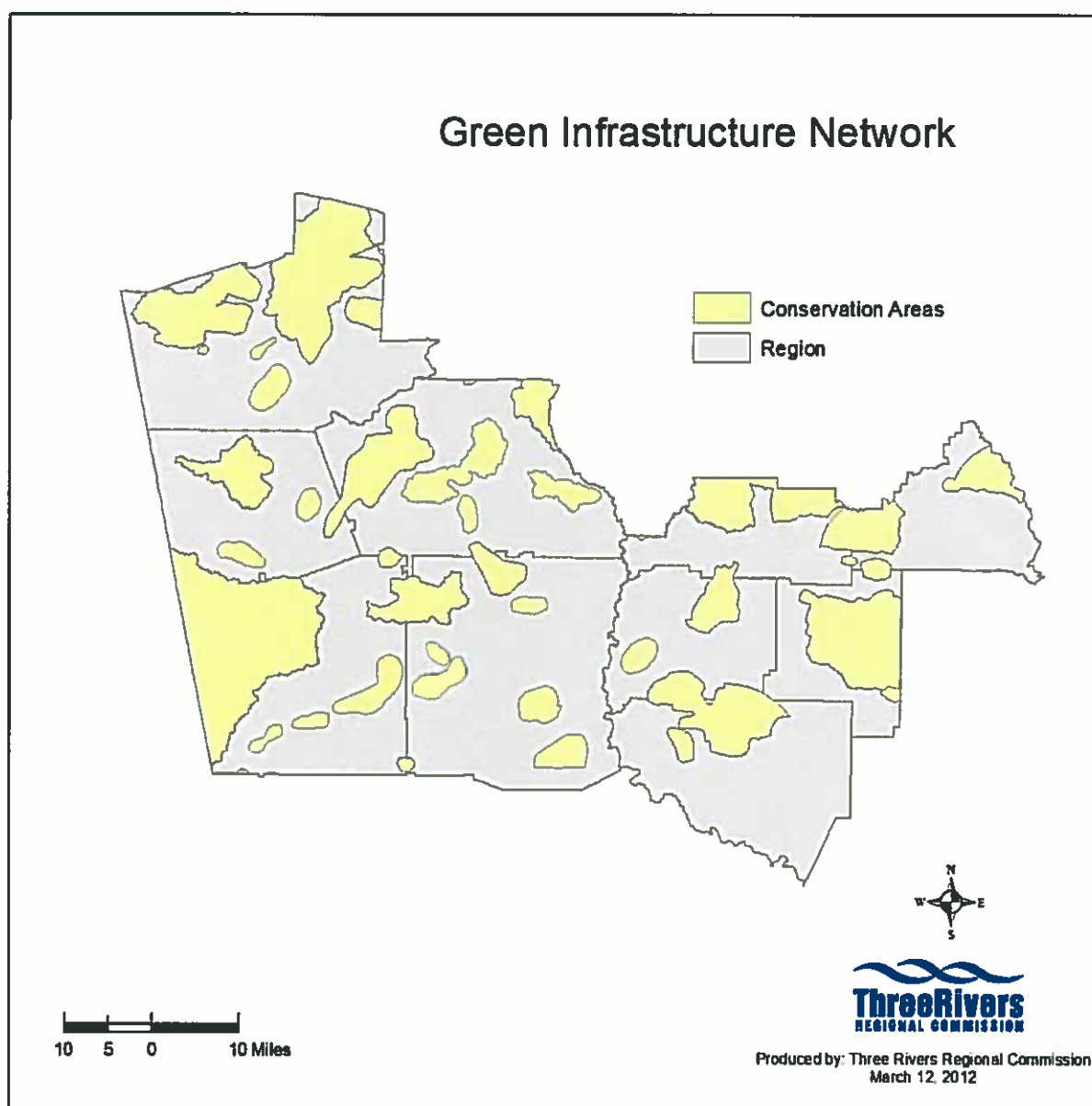
The Heritage Resources Map below displays significant cultural and heritage resources with the Three Rivers Region.





# Green Infrastructure Map

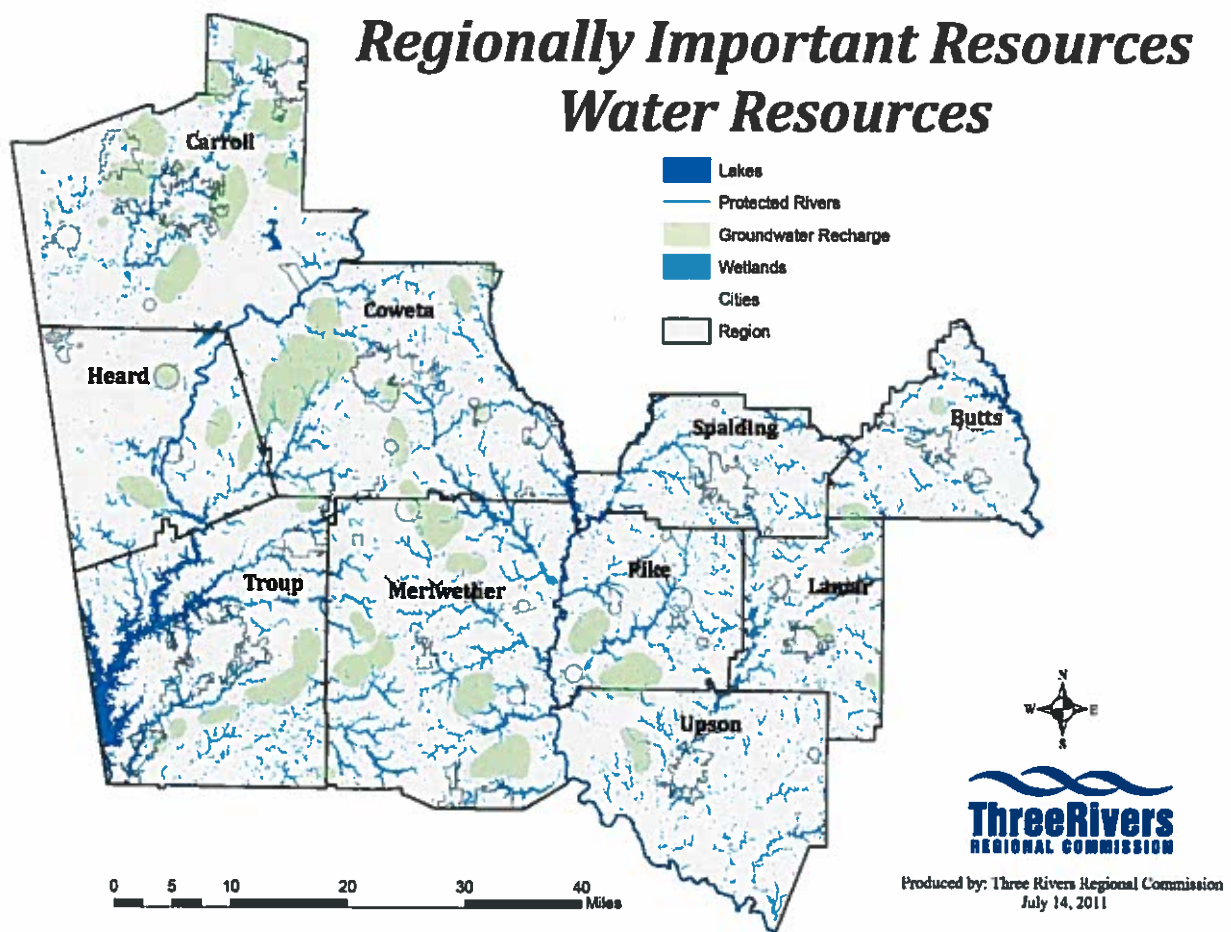
The Green Infrastructure Map is a union of the conservation areas within our Future Development Map, and the Regionally Important Resources Map. This union illustrates a network of both public and private areas of conservation and provides important linkages across the region.



# Water Resources Overview

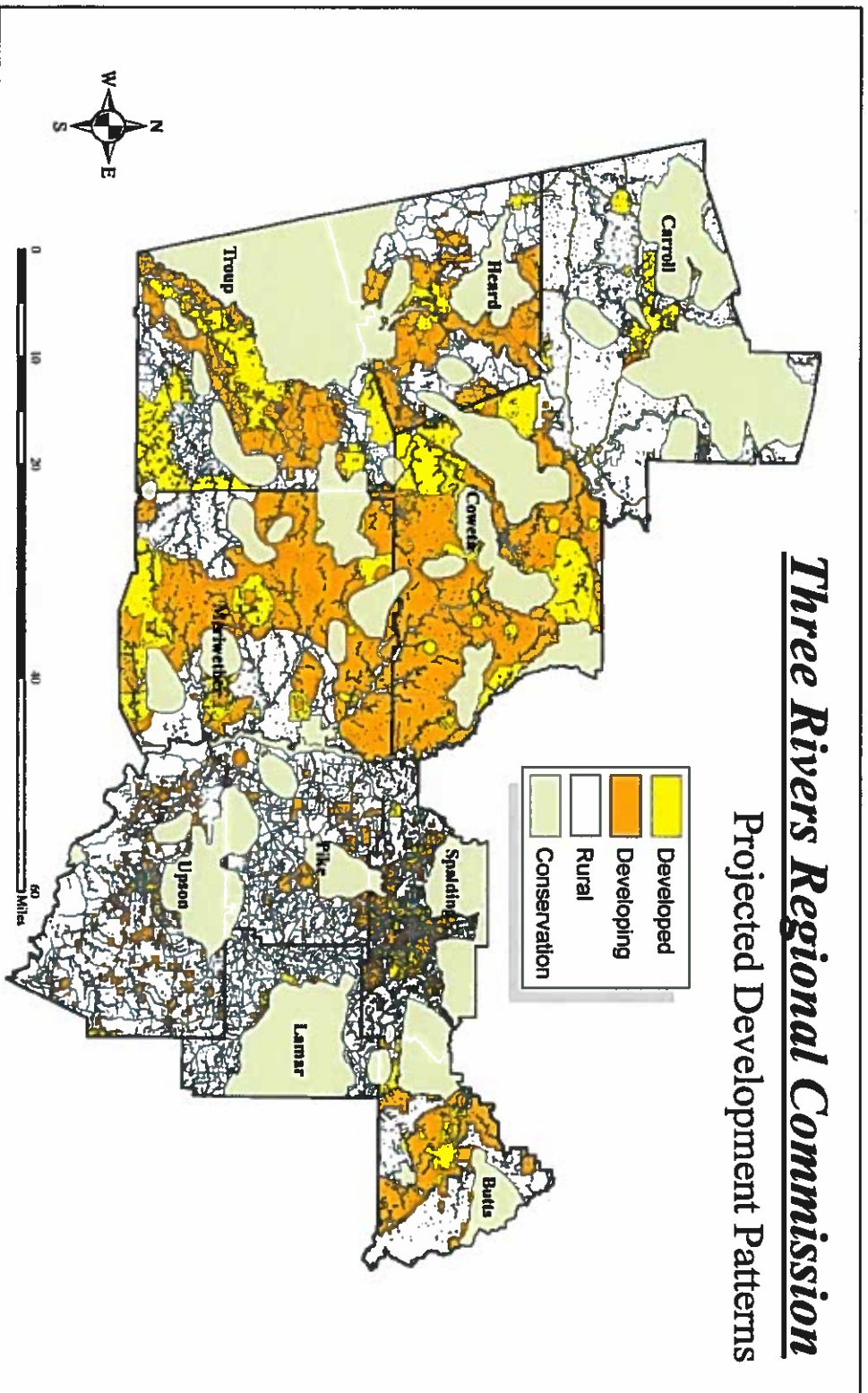
The Three Rivers Region's water resources include rivers, water supply watersheds, significant groundwater recharge areas, wetlands, and stream corridors. These specific resources have been identified by the Georgia Department of Natural Resources (DNR) as State Vital Areas and are portrayed on the RIR Map. These same resources are addressed in DNR's Environmental Planning Criteria. The Environmental Planning Criteria is the portion of the state's Minimum Planning Standards that deals specifically with the protection of these above named water resources.

Water sources in the region are important for the necessary day-to-day living activities of the inhabitants of the region. Water sources are important for drinking, cooking, bathing, sewage treatment, industry, electrical plants, recreation, and irrigation of crops. These sources are vulnerable to human intrusion and drought. Therefore, it is important to have guidelines in place to protect these significant resources. The map below displays the location of water resources throughout the region.



## Supporting Analysis of Data and Information

Map 3



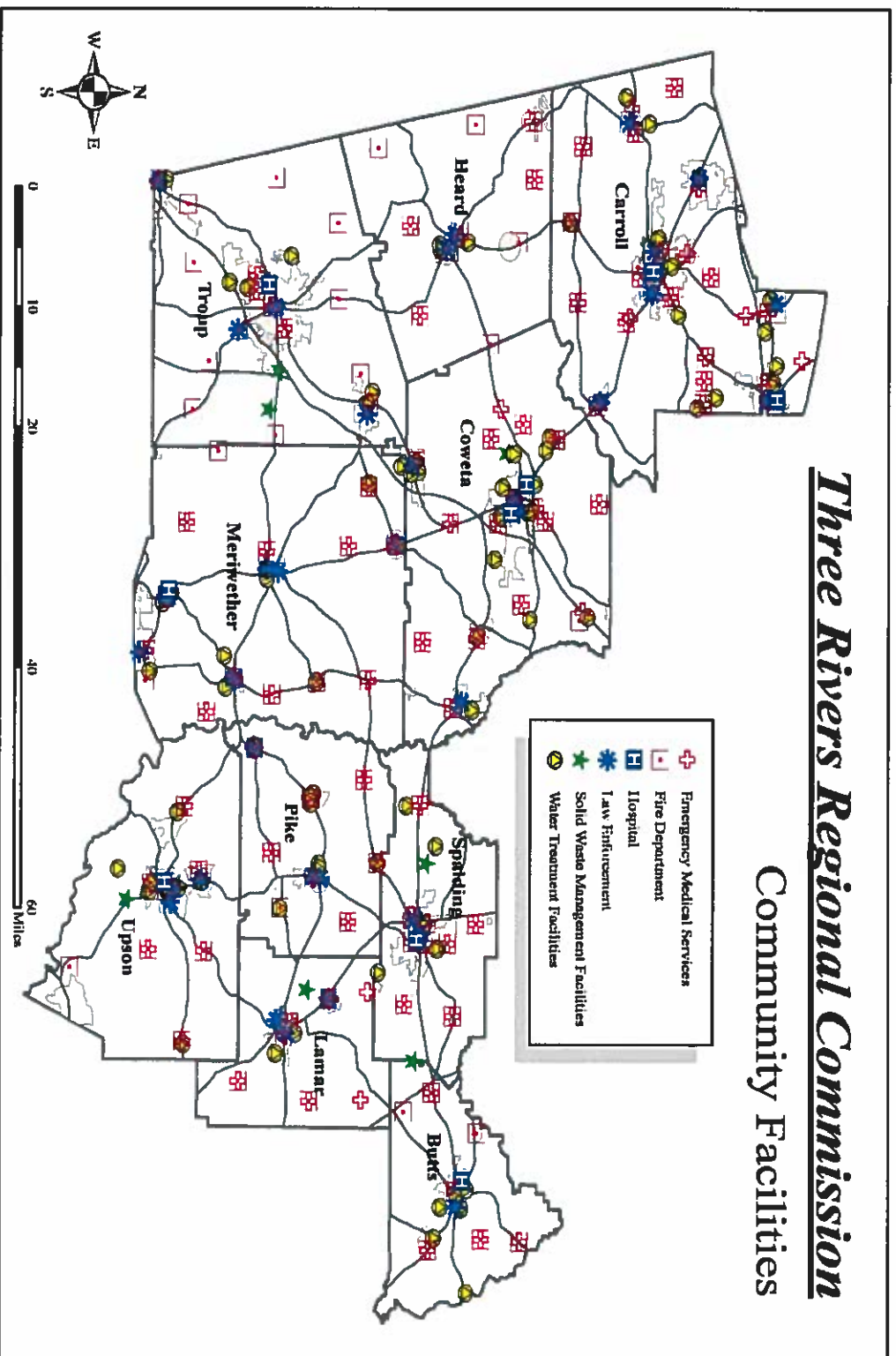


# Three Rivers Regional Commission Transportation System



## Supporting Analysis of Data and Information

Map 5





## Areas Requiring Special Attention

### IMPLICATIONS

In analyzing the PDP map of the Three Rivers region, it becomes clear that west central Georgia has retained its agricultural heritage due to the fact that over 50% of the region's land mass is designated as rural or conservation. Keeping in mind that the economy has stalled throughout the nation, the developing areas may not happen as quickly as once anticipated. Many of the region's comprehensive plans were developed prior to the worst of the construction collapse. This means that the PDP map might not reflect the current realities in the Developing portions. Still, with the encroachment of the urban areas of Atlanta, Macon, and Columbus, the Three Rivers region remains poised for significant growth to occur in the region over the next few decades.

### AREAS REQUIRING SPECIAL ATTENTION

Areas Requiring Special Attention are areas within the region which require special additional consideration when taking on new planning projects and initiatives in the region.

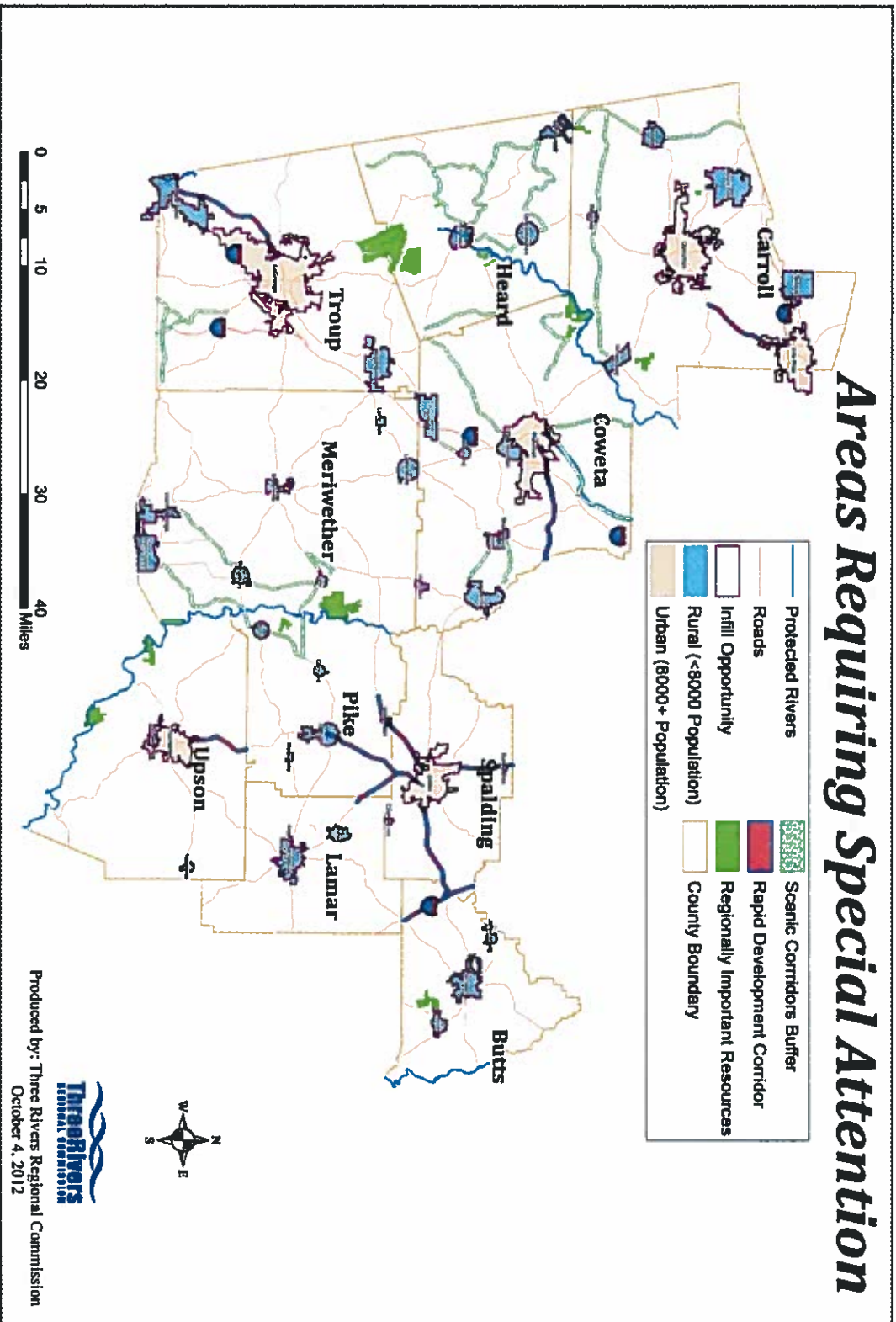
The Comprehensive Plans of the communities and the Projected Development Patterns map were consulted to identify the following five (5) Areas Requiring Special Attention:

- 1) **Regionally Important Resources:** Environmentally sensitive areas that includes the conservation of natural and culture resources.
- 2) **Urban areas:** Built-out areas in which an urban service provision exists. These areas include local cities with a population of 8,000 and over.
- 3) **Rural areas:** Small towns with minimal development. These areas are not expected to become urbanized or require urban services. The rural areas have a population size that is less than 8,000 people.
- 4) **Scenic Corridors:** Areas designed to protect the scenic values of transportation corridors and promote conservation of land and tourism.
- 5) **Rapid Development Corridors:** Areas where change of land use is most likely to occur, particularly along highway corridors.
- 6) **Infill Opportunities:** Redevelopment and disinvestment areas that include scattered vacant properties and large abandon structures.

Areas Requiring Special Attention in the Three Rivers Region fit into one or more of DCA's six (6) categories of recommended review. Table 1 provides and overview of those related categories in relation to the five (5) Area Requiring Special Attention within the Three Rivers Region.

# Three Rivers Regional Commission

## Areas of Special Attention Map



## Analysis of Regional Development Patterns

### OVERVIEW

This section analyzes the region's land use patterns, historical development characteristics, and variables which may affect future development patterns in the region. This analysis involved looking at the Projected Development Patterns Map (Appendix A), and the Regionally Important Resources Map, which was the basis for the Projected Development Patterns Map.

This analysis will help planners and local officials understand land use needs, and develop goals and objectives in the planning process.

The Projected Development Patterns Map uses four(4) classifications of development types:

- 1) Conservation: protection of natural resources and environmentally sensitive areas;
- 2) Rural: not expected to become urbanized or require urban services;
- 3) Developing: likely will become urbanized and require provisions; and
- 4) Developed: built-up areas in which urban service provision already exists.

To help understand the future growth and development trends, it is helpful to understand the geography of the region. The Three Rivers Region is located in the mid-western portion of the state of Georgia. The region is bordered by the metropolitan Atlanta region to the north, the state of Alabama to the west, the Macon area to the southeast, and the Columbus area to the southwest. The region encompasses three major rivers: the Chattahoochee, the Flint, and the Ocmulgee Rivers.

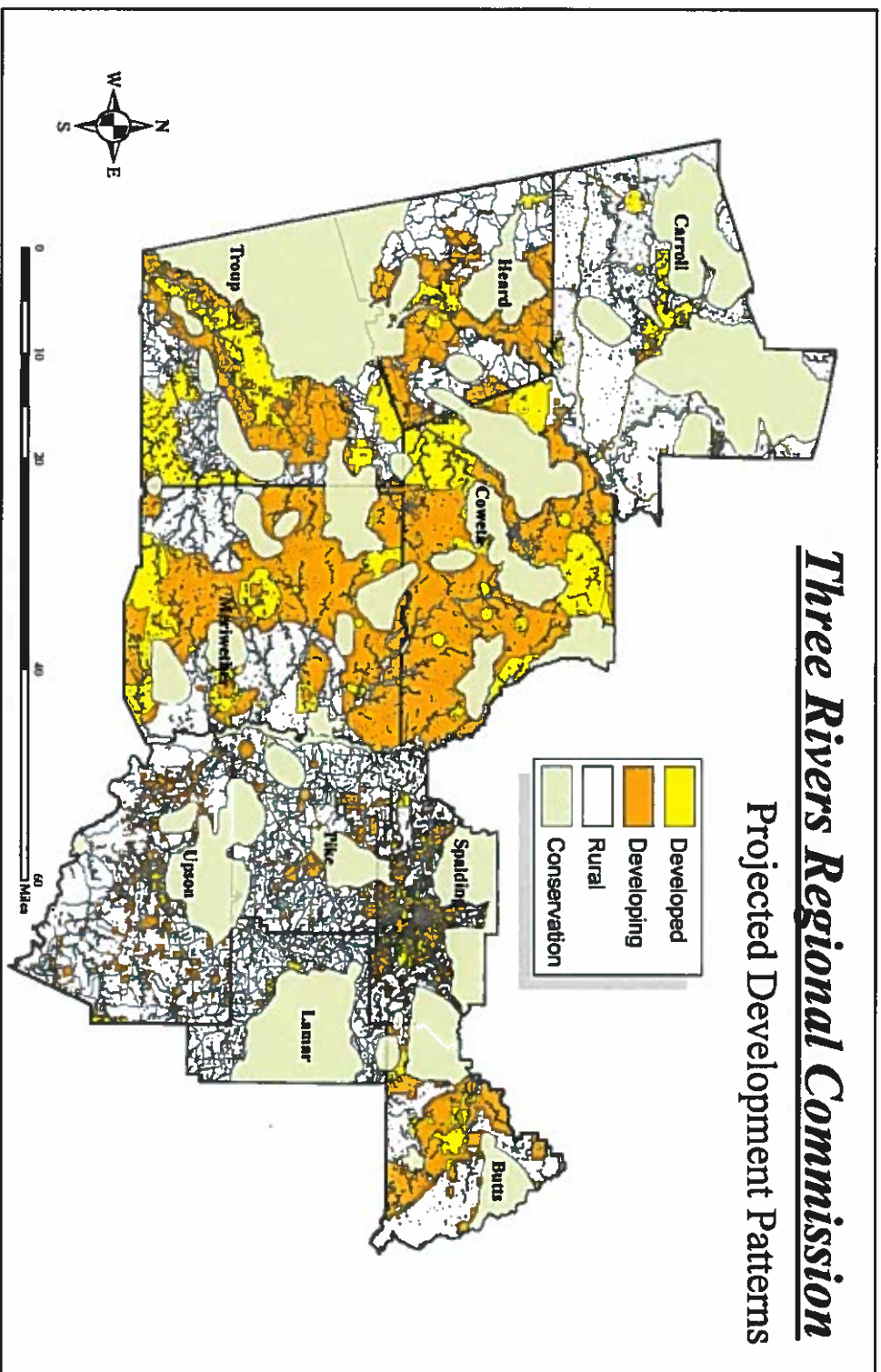
The Three Rivers Region had an estimated total population of 489,781 in 2010. The four largest cities in the region are Newnan, Lagrange, Griffin, and Carrollton. However, the majority of the region remains mostly rural in population.

The transportation network in the Three Rivers Region consists of four major interstates, numerous state highways, and several regional airports.

There are numerous institutions of higher learning in the region, ranging from technical colleges to major universities.

## Analysis of Regional Development Patterns

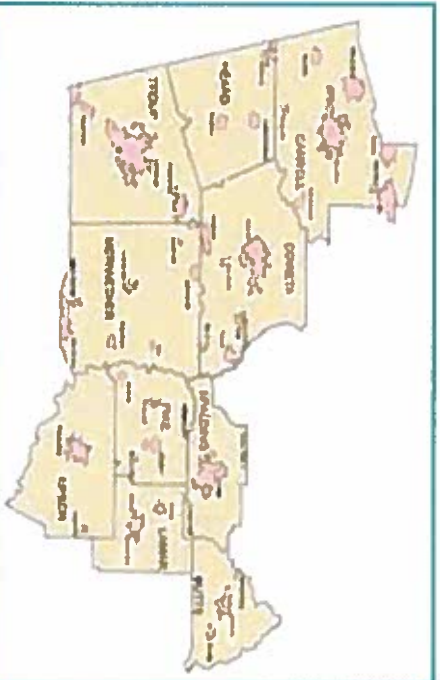
Map 2





# Three Rivers Regional Commission

## Potential Issues and Opportunities



Counties and Municipalities with the Region

### Land Use

#### ⇒ Issues

- Environmentally sensitive areas not being considered in developments;
- Some current land regulations are outdated;
- There is a lack of development regulation concerning clear cutting trees;
- A need exists to preserve rural character when it pertains to land use planning and development;
- There is a lack of signage and signage enforcement in some communities;

#### ⇒ Opportunities

- Enforcement regulations are needed in blighted areas;
  - There is a need to expand sewer in some areas of the region;
  - There is a need to improve entry corridors; and
  - Lack of expertise of planning and zoning issues in some of the smaller local governments.
- Development policies and regulations that support attractive residential subdivisions and aesthetically pleasing commercial and industrial uses;
  - An opportunity exists to train local governments in planning and zoning, as well as decision making;
  - An opportunity exists to educate developers in greenspace and education of conservation of environmentally sensitive areas; and
  - Implementation and update of innovative land use techniques that support sustainability.

# Introduction

## REGIONAL PLAN

The Three Rivers Regional Plan is intended to provide the Three Rivers Region with a tool to manage and guide the future growth and development of the region through 2033. The plan was prepared in accordance with the most recent minimum standards adopted by the Georgia Department of Community Affairs and procedures established by the Georgia Planning Act of 1989.

The regional plan will provide a framework for the region that will:

- Involve all segments of the region in developing a vision for the future of the region;
- Generate pride and enthusiasm about the future of the region;
- Engage the interest of regional policy makers and stakeholders in implementing the plan; and
- Provide a guide to everyday decision-making for use by governmental officials and other regional leaders..

The regional plan also serves a technical guide to assist the Three Rivers Regional Commission in advancing Georgia's State Planning Goals which consist of the following:

1. A growing and balanced economy;
2. Protection of environmental, natural and cultural resources;
3. Provision of infrastructure and services to support

- efficient growth and development patterns.
4. Access to adequate and affordable housing for all residents;
5. Coordination of land use planning and transportation planning to support sustainable economic development; and
6. Coordination of local planning efforts with local service providers and authorities, neighboring communities and state and regional plans.

The regional plan is the long-range plan for the Three Rivers Region. The planning process is divided into three components: the Regional Assessment, which identifies and analyzes conditions using existing data; the Stakeholder Involvement Program, which is a strategy for involving the public in the development of the Regional Agenda; and the Regional Agenda, which is the implementation program and vision for the region.

## THREE RIVERS REGIONAL COMMISSION

The Three Rivers Region is composed of ten counties and 43 municipalities in mid-western Georgia. Map 1 identifies the location of each county and municipality within the Three Rivers Region. The agency was formed in 2009 as a result of the merger between McIntosh Trail Regional Development Center and Chattahoochee Flint Regional Development Center. The agency provides planning, economic development, grant writing, and aging services to the region. The region is a mixture of suburban counties as well as mostly rural counties.

## Counties and Municipalities within Region

# Three Rivers Regional Commission





## LETTER OF UNDERSTANDING

---

January 14, 2015

Donna Black  
Scarborough & Rolader Development  
270 North Jeff Davis Road  
Fayetteville, GA 30214

*Rec'd  
1/14/15  
HA*

**RE: Fox Hall Expansion DRI (# to be determined)**

Dear Ms. Black:

The purpose of this letter is to document the discussions during the Methodology Meeting held at Coweta County's office on January 8, 2015 regarding **Fox Hall Expansion DRI**. Some of the following items were discussed in this meeting and should assist you and your consultant team in preparing the DRI Review Package.

### PROJECT OVERVIEW

- The project is located in Coweta County south of the intersection of Gordon Road at Al Roberts Road, east of I-85 and southeast of SR 54.
- The DRI trigger for this development is a rezoning to Rural Conservation Subdivision Option B (RCSD-B).
- The development is proposed as an expansion of the existing Fox Hall residential development, which consists of 121 lots platted, under construction or occupied. The proposed Fox Hall Expansion DRI will consist of a total of 538 units of single-family detached housing with 417 proposed as new units.
- Access to the DRI will be served by the existing Fox Hall Crossing West and Fox Hall Drive full access driveways on Al Roberts Road as well as a proposed connection to Couch Road.
- The projected build out for this DRI is 2025 and analyzed in one phase.
- The DRI trip generation shall be based on the expected full DRI build out and based upon *ITE Trip Generation Manual*, 9<sup>th</sup> Edition. The gross daily trips are estimated at 4,939.
- The applicant is applying for approval under GRTA's non-expedited review process.

### METHODOLOGY

- All intersections identified as within the study network shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions [may not be applicable for the site driveways], and (3) future "build" conditions. This DRI shall be reviewed in one phase to be completed by 2025.



- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA. As appropriate, pedestrian counts and heavy vehicle counts shall be collected with vehicle counts and considered within the capacity analysis. Turning movement counts shall be collected while local schools are in session and ordinarily not between the week of Thanksgiving and the second week of January or any week of a major holiday.
- A 0.5% background traffic growth rate shall be used for all roadways.
- No trip reductions may be taken for credits. However, the existing trips, counted from the site driveways due to the occupied housing units and construction traffic, may be subtracted in the "Build" scenario before adding the project trips; otherwise these trips would be double counted along with the total project trips.
- The level of service standard for all analyses shall be LOS D.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account.
- The applicant shall research TIP, STIP, RTP, and GDOT's construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. This information shall be included within the traffic analysis. The planned and programmed project list shall also reference the March 2014 adopted Coweta County Joint Comprehensive Transportation Plan (CTP).

#### STUDY NETWORK

1. SR 54 @ Gordon Road
2. SR 54 @ Johnson Road
3. Elders Mill Road at Rock House Road
4. Gordon Road @ Johnson Road
5. Gordon Road @ Elders Mill Road
6. Gordon Road @ Couch Road
7. Gordon Road @ Al Roberts Road
8. Gordon Road @ Nixon Road
9. Gordon Road @ Luther Bailey Road
10. Al Roberts Road @ Nixon Road (North)
11. All site driveways

#### ADDITIONAL INFORMATION

Every roadway segment and intersection listed above will be analyzed for "required improvements." If the existing LOS for the segment or intersection is below the applicable level of service for a particular time period (e.g., A.M. peak period, P.M. peak period, etc.), then the measured LOS service for that segment and time periods is the standard by which the "base" and "future" traffic conditions will be designed. For example, if the County's LOS standard is LOS D, but an intersection or segment currently operates at LOS E for a certain peak period, then the LOS standard for that intersection or segment for "base" and "future" conditions becomes LOS E (only for that intersection and only for that peak period). The "base" is the phase year traffic without the development traffic (also called future "no-build" conditions) and the "future" is the phase year with the development traffic (also called future "build" conditions). As required in the technical guidelines, specific "required improvements" will be

identified to bring the "base" LOS and "future" LOS for every roadway segment and intersection up to the applicable LOS standard. If the existing LOS for the segment or intersection is LOS F, then the future "no-build" and future "build" LOS standard will be LOS E. The improvements required to achieve the desired LOS standard will be provided in a table and graphic within the study. The traffic study should indicate the existing roadway laneage at each studied intersection as well as the laneage required (to meet the LOS standard) for future "no-build" and future "build" conditions. The improvements may include both programmed improvements and improvements identified in the study.

The planned and programmed improvement should indicate the project sponsor, the anticipated funding by source (federal, state, city/county, developer, CID, etc.), the year open-to-traffic, and estimate of the total project cost. All other required improvements identified in the study should, to the extent known, identify the cost, sponsor, funding, and timing. If any of these elements are not known, please state as "unknown."

The future "no-build" and the future "build" analyses should NOT automatically include/assume the additional lanes/capacity associated with planned and programmed improvement projects unless those roadway projects are currently under construction. Instead, the traffic consultant should recommend the additional laneage required to satisfy the level of service standard.

#### DRI REVIEW PACKAGE CHECKLIST

Please use the DRI Review Package Checklist to help you prepare your GRTA DRI Review Package for expedited review of your application. The Checklist reflects the understandings set forth in this letter, and is incorporated into this letter by reference.

The site plan shall be prepared in accordance with Section 4-104 of the DRI Review Package Technical Guidelines and it shall be dated, and shall be at a scale of 1"= 200' or larger (showing more detail). The site plan shall be consistent with GRTA's Site Plan Information Guidelines, which represents the minimum required information on site plans.

The applicant shall indicate on the site plans all adjacent land uses, current zoning, and future land use as indicated on the future land use map. Additionally, all existing and proposed sidewalks, existing and proposed pedestrian trails, and existing and proposed roadway laneage should be indicated on the site plan.

#### DRI REVIEW PACKAGE SUBMITTAL

At the time you are ready to submit your DRI Review Package to GRTA, please note the following:

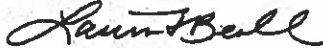
- Provide one (1) paper copy of all materials:
  - Transportation analysis
  - Site Plan
- Provide one (1) CD-ROM with electronic versions of all submittal documents:
  - Provide a PDF of each document
  - Provide the native format for each document
    - .dwg is the preferred CAD format (AutoCAD)
    - .doc is the preferred word processing format (Word)
    - .xls is the preferred spreadsheet format (Excel)
    - .sy6 or .sy7 is the preferred capacity analysis format (Synchro)

As part of the completeness certification process, please have your consultant forward two copies of the completed GRTA DRI Review Package (traffic analysis, site plan, CD) to the GDOT District Office, one copy of each to the Regional Commission and local government(s) Planning & Development and/or Transportation group (contact information provided below). GRTA shall be copied on each of the transmittal letters.

<b>GDOT DISTRICT 3</b>	<b>COWETA COUNTY</b>	<b>THREE RIVERS REGIONAL COMMISSION</b>
Dan Woods District Traffic Engineer 115 Transportation Blvd. Thomaston, GA 30286	Sandra Parker Coweta Co Planning Dept 22 East Broad Street Newnan, Georgia 30263	James Abraham P. O. Box 818 120 North Hill Street Griffin, GA 30224

We encourage your consultant team to verify the items covered in this letter prior to compiling the submittal materials. If you have any questions, please feel free to contact me directly at 404-463-3068 (lbeall@grta.org).

Sincerely,



Laura F. Beall, AICP  
Program Manager

cc:

Jon West, DCA  
James Abraham, Three Rivers RC  
Dan Woods, GDOT District 3  
Scott Tolar, Newnan Utilities

Tod Handley, Coweta County DOT  
Sandra Parker, Coweta County Planning  
Geoff Warr, A&R Engineering  
Steve Moore, Moore Bass Consultants



## CERTIFICATION OF COMPLETENESS

March 16, 2015

Donna Black  
Scarborough & Rolader Development, LLC  
270 North Jeff Davis Road  
Fayetteville, Georgia 30214

*Rec'd 2/16/15*

RE: DRI #2486 Fox Hall Farms Residential Development Extension  
Located in Coweta County - GRTA Non-Expedited Review

Dear Ms. Black:

This letter is to inform you that GRTA received your DRI Review Package on Wednesday, March 11, 2015. The DCA Initial Information Form was submitted on Monday, March 9, 2015. GRTA staff has reviewed the materials and determined that, pursuant to Section 2-205 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, your submittal is:

- ☒ **Complete.** No further submissions are required at this time. GRTA will begin conducting its formal review of your application. GRTA reserves the right to request further information as identified during the review process. The milestones for the GRTA DRI non-expedited review process will meet the following schedule:

### GRTA DRI Review Milestones

Certification of Completeness:	March 16, 2015
Technical Analysis Transmittal:	March 26, 2015
Staff Report & Recommendations:	April 5, 2015 (3 <sup>rd</sup> )
Notice of Decision:	April 15, 2015

A meeting may be scheduled for the week of April 6<sup>th</sup> if needed to discuss any proposed conditions presented in the GRTA Staff Report & Recommendations. Please feel free to contact me at 404-463-3068 ([lbeall@grta.org](mailto:lbeall@grta.org)) if you have questions.

Sincerely,

Laura F. Beall, AICP  
Program Manager

cc:

Jonathon West, DCA  
James Abraham, TRRC  
Dan Woods, GDOT District 3  
Scott Tolar, Newnan Utilities

Sandra Parker, Coweta County Planning  
Tod Handley, Coweta County Transportation  
Geoff Warr, A&R Engineering, Inc.  
Steve Moore, Moore Bass Consultants





## TECHNICAL ANALYSIS TRANSMITTAL

March 26, 2015

James Abraham  
Three Rivers Regional Commission  
P. O. Box 818  
120 North Hill Street  
Griffin, GA 30224

*Rec'd  
3/26/15  
JA*

RE: Technical Analysis of Fox Hall Farms (DRI #2486)

GRTA staff has reviewed the Fox Hall Farms (DRI #2486) DRI Review Package, and pursuant to Section 2-301.C. of the Procedures and Principles for GRTA Development of Regional Impact Review ("P&P"), hereby reports the results of its technical analysis:

### PROJECT SUMMARY

Name and Number of DRI:	Fox Hall Farms (DRI #2486)
Jurisdiction:	Coweta County
Local Development Approval Sought:	Land Disturbance Permit/ Decentralized Sewer System
Location:	Traversing Al Roberts Road on both sides near Gordon Road
Uses and Intensities of Use:	538 single family detached housing units (499 units on west side/39 units on east side of Al Roberts Road)
Project Phase Year(s):	2025
Net Trip Generation (AM /PM/ ADT):	386 / 478/ 4,939

The contents of this document are based on a review of the applicant's DRI review package received by GRTA on February 6, 2015. The review package includes: (1) the site development plan (Site Plan) dated February 20, 2015 prepared by Moore Bass Consulting and (2) the transportation analysis dated March 9, 2015 prepared by A & R Engineering, Inc., both received by GRTA on March 11, 2015.

## Section I. General Criteria Analyses

### Accessibility

#### § 3-101.A., P&P

Accessibility. The proposed DRI is designed to provide safe, quality, and convenient access and provides the flexibility of non-vehicular transportation options from the proposed development to existing or planned pedestrian, bicycle, or transit facilities such that there is a likelihood of significant use by residents, employees and visitors to the proposed DRI.

##### A. Non-motorized

**By which non-motorized method(s) is access provided to the project site? Is the access provided adequate to meet the needs of residents, employees, and guests of the site? How is internal accessibility accommodated within the site's boundary?**

The site plan shows sidewalks along both sides of all internal roads.

**What changes could be made to improve accessibility within the development?**

Ensuring the internal road connectivity within the site is maintained through the development process and sidewalks are constructed.

##### B. Transit

**Are transit facilities available to the site? If so, what are the facility types, locations, route numbers, and frequencies of operation?**

No.

**If transit is available, planned, or programmed for the area, does the development conform to transit supportive densities?**

No.

### Connectivity

#### § 3-101.B., P&P

Connectivity. The proposed DRI is likely to promote improved regional mobility in terms of new vehicular connections, on-site vehicular movements, and alternate routes that are likely to operate in a safe and efficient manner, increase the public roadway network, and avoid delays during peak periods.

**In an effort to create a safe and efficient, interconnected street system, how are the potential external connections utilized and are new connections proposed?**

Three site access points are proposed; however, connection to Couch Road was removed and does not utilize an existing access point adjacent to the DRI property.

**Do the internal roadways provide for connectivity within and through the site?**

Yes, the internal roadways are connected. The county should ensure that this remains as phases are developed to maintain that connectivity across environmental elements.

### Access Management

#### § 3-101.C., P&P

Access Management. The proposed DRI is designed so that vehicular ingress and egress to any on-site parking facilities and all access points to adjacent public roads are likely to operate in a safe and efficient manner and are not reasonably anticipated to result in peak hour ingress and egress congestion on adjacent roads and at nearby intersections.

**Are the ingress/egress points of an appropriate amount and location (i.e. spacing, median breaks, traffic signals, roadway hierarchy, etc.)?**

Three access points are proposed. Two access points are existing in close proximity to one another and one a distance away.

**Do internal connections impact site ingress/egress points?**

Yes, in that one internal roadway connection provides an option and emergency egress.

## Regional Policies and Adopted Plans

### § 3-101.D., P&P

*Regional Policies and Adopted Plans.* The proposed DRI is likely to promote improved regional mobility because it is located in a center or corridor identified in the Regional Development Plan (RDP) designated by an RDC; or the DRI has included in the proposed site plan components which will assist in the implementation of a transportation project currently in the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP), or other adopted regional plan designated by an RDC.

**Is the development consistent with the Unified Growth Policy Map (UGPM) and the RDP Developments Type Matrix?**

N/A.

**Does traffic from the project primarily impact a roadway classified on the Regional Thoroughfare Network?**

N/A.

**Is the project consistent with other adopted regional plans, such as the Atlanta Regional Freight Mobility Plan, or Livable Centers Initiative study?**

N/A.

## Local Standards Supporting Regional Policies

### § 3-101.E., P&P

*Local Standards Supporting Regional Policies.* The proposed DRI is located within a local jurisdiction, or other jurisdictional agencies, with adopted codes that support regionally adopted policies, or the development codes and standards do not prohibit or impede the proposed DRI from meeting the GRTA DRI review criteria stated in Sections 3-101, 3-102, and 3-103.

**Do the local jurisdiction's design and development regulations allow the project to meet the intent of regional policies?**

N/A.

## Section II. Non-Expedited Criteria Analysis

### Vehicle Miles of Travel

#### § 3-103.A.1., P&P

*Vehicle Miles of Travel.* The proposed DRI is likely to promote improved regional mobility and regional air quality by reducing vehicles miles of travel, and is designed to encourage the use of alternative transportation modes, or is located within an area with, or is proposing, a mixture of complimentary land uses. Offsite trip generation from the proposed DRI is reduced by at least fifteen percent (15%), or, in the event that a proposed DRI is unable to satisfy the trip reduction standard established in this subsection because of conditions which are beyond the control of the developer or the affected local government, the proposed DRI implements all available trip reduction techniques which are reasonably practical.

	Build-out Total
Gross Trip Generation:	4,939
(-)Mixed-use reductions	N/A
(-)Pass-by trips	N/A
(-)Alternative modes	0
Net Trips:	4,939
Reduction Percentage	0%

**Does the development meet the 15% reduction goal, if not, then what are possible reasons why the goal was not attained?**

No, the site is a single use and located too far from other land uses to reasonably walk or bike.

## **Transportation and Traffic Analysis**

### **§ 3-103.A.2., P&P**

*Transportation and Traffic Analysis. The proposed DRI is reasonably anticipated to comply with planned or programmed improvements, maintain performance measures for preserving regional mobility, provide safe efficient operations, and minimizes congestion when the proposed development or phase of development is complete. The quality of the proposed and existing infrastructure in the transportation network operates in a safe manner and adequately serves new trips generated by the proposed DRI in the build-out year. The proposed DRI identifies impacts on existing or programmed infrastructure, and propose mitigation that is feasible and within the control of the applicant or appropriate agencies to implement.*

**Does the site generated traffic impact regional mobility, safety, or operations on adjacent roadways?**  
No.

**Are there factors that could hinder the implementation of necessary improvements?**  
Not that staff is aware of at this time.

## **Relationship to Existing Development and Infrastructure**

### **§ 3-103.A.3., P&P**

*Relationship to Existing Development and Infrastructure. The proposed DRI is not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development which would not otherwise occur until well-planned growth and development and adequate public facilities are available.*

**Known infrastructure deficiencies at time of project build-out:**  
GRTA staff is unaware of any non-transportation related infrastructure deficiencies.

**Industrial or heavy vehicle use specific related concerns:**  
No.

**Other Infrastructural Issues (e.g. schools, water / sewer, greenspace, police / fire service, railroads, airports)**  
None are known at this time.

## **Section III. Other Analysis**

### **1. Required Improvements Analysis**

**1a. What is (are) the Level of Service standard(s) for the roadways within the study network?**  
LOS D

**1b. What are the TIP, STIP, RTP, etc. projects included within the study network?**  
None. The only project in the area is an intersection modification for SR 54 at Johnson Road in long range of the Coweta County Joint Comprehensive Transportation Plan (CTP) Update.



1c. What is the “Existing” LOS for the intersections and segments within the study network? What roadway improvements are needed to serve “Existing” conditions?  
None.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			LOS (Delay)	v/c ratio	LOS (Delay)	v/c ratio
1	<b><u>Gordon Rd @ SR 54</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on Eastbound Westbound	B (11.5) B (12.6) A (0.3) A (0.0)	-	B (12.0) B (12.2) A (0.2) A (0.6)	-
2	<b><u>SR 54 @ Johnson Rd</u></b> -Westbound Left -Northbound Approach	Stop Controlled on Northbound	A (2.0) B (10.3)	-	A (3.4) A (9.3)	-
3	<b><u>Elders Mill Rd @ Rock House Rd</u></b> -Southbound Left -Westbound Approach	Stop Controlled on Westbound	A (9.3) A (4.2)	-	A (9.4) A (4.0)	-
4	<b><u>Gordon Rd @ Johnson Rd</u></b> -Eastbound Left -Southbound Approach	Stop Controlled on Southbound	A (2.3) A (9.4)	-	A (2.5) A (9.7)	-
5	<b><u>Gordon Rd @ Elders Mill Rd</u></b> -Eastbound Left -Southbound Approach	Stop Controlled on Southbound	A (3.9) A (9.7)	-	A (1.8) A (9.5)	-
6	<b><u>Gordon Rd @ Couch Rd</u></b> -Eastbound Approach -Northbound Left	Stop Controlled on Eastbound	A (9.7) A (0.2)	-	A (9.5) A (0.4)	-
7	<b><u>Gordon Rd @ Al Roberts Rd</u></b> -Westbound Left -Northbound Approach	Stop Controlled on Northbound	A (0.3) A (9.7)	-	A (2.1) A (9.5)	-
8	<b><u>Gordon Rd @ Nixon Rd</u></b> -Westbound Left -Northbound Approach	Stop Controlled on Northbound	A (0.0) A (8.8)	-	A (1.6) A (8.9)	-
9	<b><u>Gordon Rd @ Luther Bailey Rd / Pvt. Drwy</u></b> -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	Stop Controlled on Northbound Southbound	A (3.4) A (0.0) A (0.0) A (9.1)	-	A (2.7) A (0.0) A (0.0) A (8.8)	-
10	<b><u>Al Roberts Rd @ Fox Hall Cr</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on Eastbound Westbound	A (9.2) A (9.1) A (7.3) A (0.0)	-	A (9.1) A (8.8) A (7.3) A (0.0)	-
11	<b><u>Al Roberts Rd @ Nixon Rd</u></b> -Westbound Approach -Southbound Left	Stop Controlled on Westbound	A (8.7) A (2.5)	-	A (8.8) A (1.1)	-
12	<b><u>Fox Hall Dr &amp; Al Roberts Rd</u></b> -Eastbound Approach -Northbound Through/Left	Stop Controlled on Eastbound	A (0.0) A (0.0)	-	A (0.0) A (0.0)	-

1d. What is the future “No-Build” LOS for the intersections and segments within the study network? What roadway improvements are needed to serve future “No-Build” conditions?  
None. (See Table 8 from report below)

TABLE 8 – FUTURE INTERSECTION OPERATIONS

Intersection		No-Build: LOS (Delay)		Build: LOS (Delay)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<b><u>Gordon Rd @ SR 54</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	B (11.6) B (13.0) A (0.3) A (0.0)	B (12.3) B (12.5) A (0.2) A (0.7)	B (12.6) C (18.0) A (0.3) A (0.5)	B (14.3) C (16.7) A (0.2) A (1.5)
2	<b><u>SR 54 @ Johnson Rd</u></b> -Westbound Left -Northbound Approach	A (2.1) B (10.4)	A (3.5) A (9.3)	A (3.7) B (11.7)	A (4.5) B (11.5)
3	<b><u>Elders Mill Rd @ Rock House Rd</u></b> -Southbound Left -Westbound Approach	A (9.4) A (4.2)	A (9.5) A (4.0)	A (10.0) A (3.2)	B (10.4) A (2.7)
4	<b><u>Gordon Rd @ Johnson Rd</u></b> -Eastbound Left -Southbound Approach	A (2.3) A (9.4)	A (2.5) A (9.8)	A (3.3) B (11.4)	A (2.6) B (12.0)
5	<b><u>Gordon Rd @ Elders Mill Rd</u></b> -Eastbound Left -Southbound Approach	A (3.9) A (9.8)	A (1.8) A (9.5)	A (5.0) B (12.1)	A (2.3) B (11.9)
6	<b><u>Gordon Rd @ Couch Rd</u></b> -Eastbound Approach -Northbound Left	A (9.8) A (0.2)	A (9.5) A (0.4)	B (11.1) A (0.1)	B (11.1) A (0.2)
7	<b><u>Gordon Rd @ Al Roberts Rd</u></b> -Westbound Left -Northbound Approach	A (0.3) A (9.8)	A (2.0) A (9.5)	A (2.7) C (17.0)	A (5.9) B (12.6)
8	<b><u>Gordon Rd @ Nixon Rd</u></b> -Westbound Left -Northbound Approach	A (0.0) A (8.9)	A (1.6) A (8.9)	A (0.2) A (9.0)	A (1.9) A (9.1)
9	<b><u>Gordon Rd @ Luther Bailey Rd / Pvt. Driveway</u></b> -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	A (3.4) A (0.0) A (0.0) A (9.1)	A (2.7) A (0.0) A (0.0) A (8.8)	A (3.0) A (0.0) A (0.0) A (9.3)	A (2.8) A (0.0) A (0.0) A (9.1)
10	<b><u>Al Roberts Rd @ Fox Hall Cr</u></b> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	A (9.2) A (9.1) A (7.3) A (0.0)	A (9.1) A (8.8) A (7.4) A (0.0)	B (11.6) A (9.3) A (7.4) A (7.4)	B (12.2) A (9.7) A (7.7) A (7.4)
11	<b><u>Al Roberts Rd @ Nixon Rd</u></b> -Westbound Approach -Southbound Left	A (8.8) A (2.5)	A (8.9) A (1.1)	A (9.0) A (1.9)	A (9.2) A (1.3)
12	<b><u>Al Roberts Rd @ Fox Hall Dr</u></b> -Eastbound Approach -Northbound Left	A (0.0) A (0.0)	A (0.0) A (0.0)	B (10.7) A (0.2)	B (10.6) A (0.9)
13	<b><u>Gordon Rd &amp; Site Driveway</u></b> -Westbound Through/Left -Northbound Approach	- -	- -	A (0.7) B (11.0)	A (3.0) B (10.9)

1e. What is the future “Build” LOS for the intersections and segments within the study network?  
See Table 8 from report above.

**1f. What are the “required improvements” to serve the DRI for the full build-out year?** (Please note that the required improvements are not improvements associated solely with the impacts generated by the development; nonetheless, these improvements are required to provide a safe and efficient level of service to the visitors, employees, and residents of the proposed development.)

Only site driveway improvements are recommended in the transportation analysis.

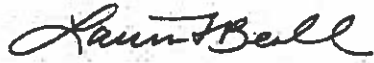
- **Fox Hall Crossing at Al Roberts Road**
  - Fox Hall Crossing will continue to have one entering and one exiting lane.
  - The intersection will continue to be unsignalized with STOP signs on the eastbound and westbound approaches (Fox Hall Crossing).
  - Entering traffic will use the existing auxiliary left and right turn lanes on Al Roberts Road.
  - The eastbound and westbound approaches (Fox Hall Crossing) will continue to have a shared left / through / right turn lane for exiting traffic.
- **Fox Hall Drive at Al Roberts Road**
  - Fox Hall Drive will continue to have one entering and one exiting lane.
  - The intersection will continue to be unsignalized with STOP sign on the eastbound (Fox Hall Drive) approach.
  - Entering left turn movements will be made from the northbound (Al Roberts Road) through lane. No dedicated turn bays are planned.
  - Entering right turn movements will be made from the southbound (Al Roberts Road) right turn lane.
  - The eastbound (Fox Hall Drive) approach will continue to have a shared left / right turn lane for exiting traffic.
- **Site Driveway at Gordon Road**
  - The site driveway will be located west of Gordon Rd at Johnson Rd intersection.
  - The intersection will be unsignalized with a STOP sign on the northbound (Site Driveway) approach.
  - Entering left turn movements will be made from the westbound (Gordon Road) through lane. No dedicated left turn bay is planned.
  - Entering right turn movements will be made from the eastbound (Gordon Road) right turn lane. No deceleration lane is planned.
  - The northbound (Site Driveway) approach will have a shared left / right turn lane for exiting traffic.

Coweta County comments received March 23, 2015, are as follows:

1. Realignment of Al Roberts Road at its approach to Gordon Road to relocated the intersection of Al Roberts and Gordon Roads a distance of approximately 520 feet to the east of its current location and add right turn lanes on Gordon and Al Roberts Roads and a left turn lane on Gordon Road at this relocated intersection.
2. Add a right turn lane to the proposed entrance onto Gordon Road, a right turn lane on Gordon Road and a left turn lane on Gordon Road.
3. Dedicate the necessary right of way to construct the above required improvements.
4. Existing bike routes in the vicinity of Fox Hall Farms are located along Gordon Road, Johnson Road, Elders Mill Road, and Rock House Road. These routes are also proposed for future soft surface multi-use trails in the Coweta County Greenway Master Plan (2007).
5. Page 14: The ITE Trip Generation Manual 8<sup>th</sup> edition states an average rate of 9.57 trips/dwelling unit for Single-Family Detached Housing, which would result in 5,149 trips (24 hour weekday) compared to A&R's 4,939 trips (24 hour weekday). Please confirm the average rate for ITE Trip Generation Manual 9<sup>th</sup> edition.
6. Page 17: Table 6, Source column should note Coweta County Joint CTP Update, not Master Plan.

If you have any questions or comments, please contact me directly at 404-463-3068 or via email to lbeall@grta.org.

GRTA Review by:



Laura F. Beall, AICP  
Program Manager

cc:

Jonathon West, DCA  
James Abraham, TRRC  
Dan Woods, GDOT District 3  
Scott Tolar, Newnan Utilities

Sandra Parker, Coweta County Planning  
Tod Handley, Coweta County Transportation  
Donna Black, Scarbrough & Rolader Development, LLC  
Geoff Warr, A&R Engineering, Inc.  
Steve Moore, Moore Bass Consultants





## STAFF REPORT AND RECOMMENDATIONS

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April 6, 2015

RECEIVED

APR - 6 2015

Mr. Chris Tomlinson  
Georgia Regional Transportation Authority  
245 Peachtree Center Avenue, NE, Suite 400  
Atlanta, Georgia 30303-1426

RE: Staff Report and Recommendations – Fox Hall Farms (DRI #2486)

GRTA staff has reviewed the Fox Hall Farms (DRI #2486) Review Package, and provides this Staff Report and Recommendations pursuant to Section 2-302 of the *Procedures and Principles for GRTA Development of Regional Impact Review* ("P&P").

### PROJECT SUMMARY

<b>Name and Number of DRI:</b>	Fox Hall Farms (DRI #2486)
<b>Jurisdiction:</b>	Coweta County
<b>Local Development Approval Sought:</b>	Land Disturbance Permit/ Decentralized Sewer System
<b>Location:</b>	Traversing Al Roberts Road on both sides near Gordon Road
<b>Uses and Intensities of Use:</b>	538 single family detached housing units (499 units on west side/39 units on east side of Al Roberts Road)
<b>Project Phasing &amp; Build-Out Schedule:</b>	2025
<b>Trip Generation (AM / PM/ ADT):</b>	386 / 478/ 4,939
<b>Notice of Decision Due:</b>	March 15, 2015
<b>STAFF RECOMMENDATION:</b>	Approved with Conditions

**STAFF FINDINGS SUMMARY****Accessibility (§ 3-101.A., P&P)****A. Non-motorized**

Sidewalks are proposed on one side of all internal roadways.

**B. Transit**

No transit services are provided near the site.

**Connectivity (§ 3-101.B., P&P)**

Three site access points are proposed; however, connection to Couch Road was removed and does not utilize an existing access point adjacent to the DRI property. The internal roadways are connected. The county should ensure that this remains as phases are developed to maintain that connectivity across environmental elements. Connectivity between Phase 1 and Phase 5 could be more direct to utilize the existing turn lanes and improve access to the amenity center and mail center.

**Access Management (§ 3-101.C., P&P)**

Three access points are proposed. Two access points exist in close proximity to one another and one a distance away. One internal roadway connection provides an option and emergency egress.

**Regional Policies and Adopted Plans (§ 3-101.D., P&P)**

There does not seem to be a relationship to a local or regional plan.

**Vehicle Miles of Travel (§ 3-103.A.1., P&P)**

The DRI does not meet the 15% goal for trip reductions due to the site is a single use and located too far from other land uses to reasonably walk or bike.

**Transportation and Traffic Analysis (§ 3-103.A.2., P&P)**

The proposed DRI slightly impacts Gordon Road and Al Roberts Road due to site distance limits and access along its frontage.

**Relationship to Existing Development and Infrastructure (§ 3-103.A.3., P&P)**

One of the triggers for the DRI is a decentralized sewer system permit; therefore, one can deduce that there are non-transportation related infrastructure deficiencies.

**TECHNICAL COMPLIANCE WITH GRTA DRI REVIEW STANDARDS**

The recommendations in this document are based on the information found in the Technical Analysis Transmittal dated March 26, 2015, and a review of the applicant's DRI review package received by GRTA on March 11, 2015. The review package includes: (1) the site development plan (Site Plan) dated February 20, 2015 prepared by Moore Bass Consulting and (2) the transportation analysis dated March 9, 2015 prepared by A & R Engineering, Inc., both received by GRTA on March 11, 2015.

**Technical Analysis Findings:**

The technical analyses transmittal reported the improvements that serve the DRI in the build-out year, without regard to whether the improvements are generated as a direct result of the DRI. These improvements are "land transportation service[s] or access improvement[s] which is [are] necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI" (Principles and Procedures, Section 1-201.S.) The improvements are either (1) improvements currently in an adopted transportation improvement program (TIP) or regional transportation plan (RTP) or (2) improvements that were identified in the Review Package.

APR - 6 2015

The following improvements in the study network are documented in an adopted TIP or RTP, have been assumed as built in the analyses of the no-build and build conditions for the build-out year, and are planned for completion before the build-out of the proposed project:

None.

The following improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project:

None.

### RECOMMENDATIONS

GRTA staff recommends that Fox Hall Farms (DRI #2486) be **APPROVED with conditions** based on the information provided by the Applicant, GDOT, RC and Local Government, and the analysis and conclusions provided in this report. Specific recommendations are provided below pursuant to Section 2-302.B., P&P.

#### Proposed General Conditions to the GRTA Notice of Decision

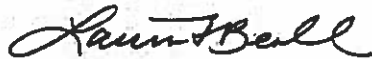
- Preserve the necessary right-of-way along the property frontage along Gordon Road for a future multi-use trail per the Coweta County Greenway Master Plan (2007).
- Provide a direct internal vehicular connection between Fox Hall Crossing and Phase 5.

#### Proposed Roadway Improvements to the GRTA Notice of Decision

- Site Driveway at Gordon Road
  - Provide a right turn lane on Gordon Road into site
  - Provide a left turn lane on Gordon Road into site
- Gordon Road at Al Roberts Road
  - Preserve the right-of-way for the following improvements
  - Re-align the intersection to a perpendicular approach
  - Provide an east bound right turn lane along Gordon Road
  - Provide a west bound left turn lane along Gordon Road
  - Provide a north bound right turn lane along Al Roberts Road

If the applicant team would like to discuss the recommended conditions, a meeting has been scheduled for Monday, April 13<sup>th</sup> at 9:00 a.m. at Coweta County office (conference room #2). The GRTA Executive Director's decision is scheduled for issuance by close of business on Wednesday, April 15<sup>th</sup>.

GRTA Review by:



Laura F. Beall, AICP  
Program Manager

cc:

Jonathon West, DCA  
James Abraham, TRRC  
Dan Woods, GDOT District 3

Sandra Parker, Coweta County Planning  
Tod Handley, Coweta County Transportation  
Donna Black, Scarbrough & Rolader Development, LLC  
Geoff Warr, A&R Engineering, Inc.  
Steve Moore, Moore Bass Consultants