




Traffic Concerns

is not consistent with the land use policies of the Coweta County Comprehensive Land Use Plan as these pertain to the location of commercial development.

3. The proposed zoning district(C-7) will create an isolated district. The adjoining properties are all zoned as residential type properties in the unincorporated as well as the Town of Sharpsburg across State Route 16.

 4. The proposed project would significantly impact traffic generated in this area as compared to existing traffic conditions. State Route 16 is not designed to support the high anticipated impact of traffic that would be attracted to a 170,000 square foot shopping complex.

 5. Portions of the Neely Pond @ Johnson Creek development are located in the Groundwater Recharge District. This proposed development will be served via individual septic systems. With that, the potential is there for contamination through potential failures which in turn could contaminate the groundwater recharge district and the general environment.

 11) The concept drawings provided do not appear to provide adequate stormwater control for all areas of the proposed project. The applicant shall address the requirements of the Coweta County Stormwater Ordinances with the design of the project. If the 8.037 acre private pond will be used for stormwater management, the applicant shall submit a perpetual agreement with the additional pond owners to Coweta County stating that the applicant will utilize the pond as a stormwater

movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for examples, ice skating rinks or indoor miniature golf courses). The centers ranged in size for 1,700 to 2.2 million square feet of gross leaseable area (GLA). The centers studied were located in suburban areas throughout the United States and therefore represent typical U.S. suburban conditions. Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. It can be assumed from the centers studied for the ITE Manual that some of the data show the effect of outparcels.

Summary of Total Vehicle Trips for Development as Proposed

| | |
|----------------------|--------|
| Total Daily Trips | 9,291 |
| Total AM Peak Trips | 331 |
| Total PM Peak Trips | 848 |
| Total Saturday Trips | 10,596 |
| Total Sunday Trips | 6,117 |
| Anticipated Impact: | High |

Based on the above traffic estimates, the proposed project would significantly impact traffic generated in this area as compared to existing traffic conditions. This area currently has rural roadways with low traffic volumes. The traffic impacts in this area would be greater as a result of the proposed development unless properly mitigated. According to the overall conceptual site plan, there are a total of five (5) ingress/egress points proposed on area roadways: three (3) off of State Route 16 and two (2) off of Neely Road.

The following are a list of road improvement projects in the vicinity of the subject property that are either planned or programmed for construction:

- **State Route 16 at State Route 54:** Intersection Improvement Project; currently under design by the Georgia Department of Transportation (GDOT) District 3 with a construction date not yet determined. Improvement to include a roundabout or a traffic signal with turn lanes. There is currently no funding dedicated to this project.
- **State Route 16:** Widening of State Route 16 from two lanes to four lanes from I-85 into Spalding County; included in the GDOT Construction Work Program (LONG RANGE) and the Coweta County Joint Comprehensive Transportation Plan with construction proposed between 2021-2030 (LONG RANGE). There is currently no funding dedicated to this project.
- **State Route 54 at Johnson Road:** Intersection Improvement Project; included in the Coweta County Joint Comprehensive Transportation Plan with construction proposed between 2011-2020 (MID RANGE). There is currently no funding dedicated to this project.

The estimates below are based on Traffic Engineer studies of vehicle trips generated by *Single Family Detached Housing (Land Use 210)* and *Shopping Center (Land Use 820)* from the ITE Trip Generation Manual, 7th Edition:

Single Family Detached Housing (Land Use 210)

Description: Single family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

| Single Family Detached Housing (Land Use 210) = | Vehicle Trips for 208 Dwelling Units | Directional Distribution |
|---|---|----------------------------|
| Weekday | 1,991 Vehicle Trips | 50% entering / 50% exiting |
| A.M. Peak Hour of Generator (7:00 AM to 9:00 AM) | 156 Vehicle Trips | 25% entering / 75% exiting |
| P.M. Peak Hour of Generator (4:00 PM to 6:00 PM) | 210 Vehicle Trips | 63% entering / 37% exiting |
| Saturday | 2,101 Vehicle Trips | 50% entering / 50% exiting |
| Sunday | 1,826 Vehicle Trips | 50% entering / 50% exiting |
| Anticipated Impact: Moderate | | |

Shopping Center (Land Use 820)

Description: A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) and factory outlet center (Land Use 823) are related uses.

| Shopping Center (Section 820) = | Vehicle Trips for 170,000 Sq. Ft. of Gross Leaseable Area | Directional Distribution |
|---|--|----------------------------|
| Weekday | 7,300 Vehicle Trips | 50% entering / 50% exiting |
| A.M. Peak Hour of Generator (7:00 AM to 9:00 AM) | 175 Vehicle Trips | 61% entering / 39% exiting |
| P.M. Peak Hour of Generator (4:00 PM to 6:00 PM) | 638 Vehicle Trips | 48% entering / 52% exiting |
| Saturday | 8,495 Vehicle Trips | 50% entering / 50% exiting |
| Sunday | 4,291 Vehicle Trips | 50% entering / 50% exiting |
| Anticipated Impact: High | | |

According to ITE Manual, shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings,