

ROSWELL GREEN HOMEOWNERS ASSOCIATION
P O BOX 1396
ROSWELL, GA 30077

May 1, 2014

To Whom It May Concern:

The Board of Directors of the Roswell Homeowners Association is submitting the enclosed comments to be included in the presentation package for the May 12, 2014 hearing for the proposed Parkway Village development at 205 Crossville Road, Roswell, GA.

We are going on the record as being opposed to this development as we feel it will be detrimental to the area. These are preliminary observations and we may have further issues after additional information is given at the May 12 meeting.

In addition to the attached comment sheets, we would like the city to explain their position on the loss of wildlife habitat and the loss of hardwood trees. We have understood in the past that trees are protected in Roswell, protected from clear cutting by developers.

Please note that we were not properly notified of these happenings. In Roswell Green, the Association owns all common ground property and individual homeowners own only the footprint of their homes. As such, all notification should be sent to the Association at the following address:

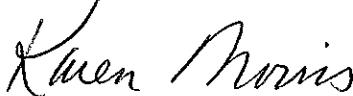
Roswell Green Homeowners Association
P. O. Box 1396
Roswell, GA 30077

Further contact can be made through email at morris311@charter.net or by phone to Karen Morris at 770.992.8759.

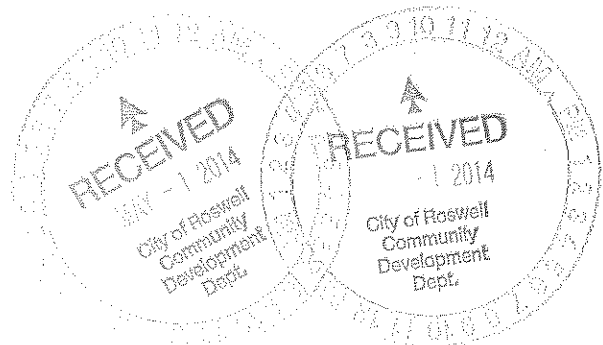
We would like to speak at the meeting and are asking that a spot is assigned to us if that is required. We will designate one person to speak for the Association. In addition, we ask that our comments are made part of the records for the meeting.

Thank you for your attention and we look forward to hearing from you.

Sincerely,



Karen Morris, President
The Board of Directors
Roswell Green Homeowners Association



ROSWELL GREEN HOMEOWNERS ASSOCIATION 05/01/2014

Comments on Proposed Development on W. Crossville Rd

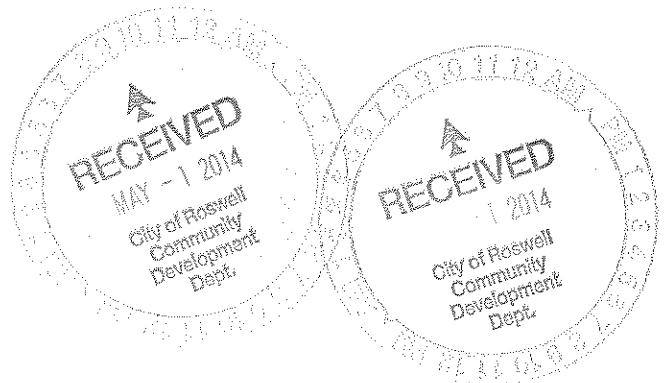
1 Density

Total Site area	15.368 acres
Open area	6.200 acres
Land available for development	9.168 acres

A large part of the open space area is the existing pond to be used for storm water retention.

Proposal of 92 townhomes on 9.168 acres gives 9.9 units per acre and not 5.98 units per acre as shown on the plan.

The density is higher than adjoining residential developments.



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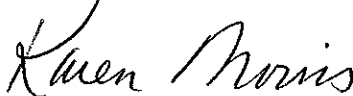
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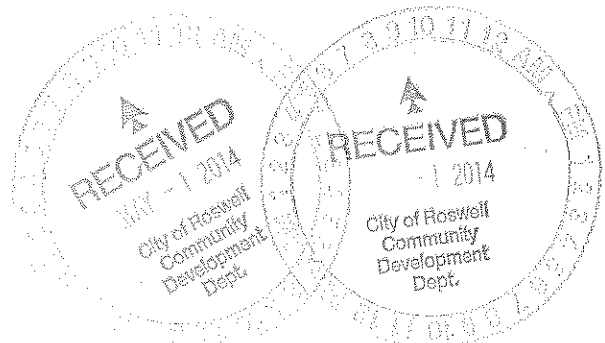
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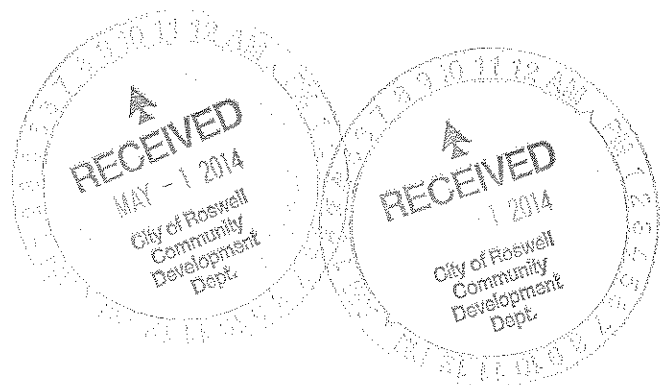
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2. Storm Water

Total area of site	15.368 acres
Open Space	6.200 acres
Space for development	9.168 acres

Approximate figures

60% of land covered with houses

10% hardstanding and roads

70% of developed area is hard standing for storm water run off

$9.168 \text{ acres} \times 43,560 \times 70\% = 399,358 \text{ sq ft}$

Heavy storms can give from 3 to 5 inches of rain in a short period of time.

3 inches rainfall = 99839 cu ft water

7.48 gals of water per cu ft

Therefore 746,799 gals water created by a storm.



This will all flow into the existing pond which now takes stormwater run off from Roswell Green and Orchard Lake Subdivisions.

Does this pond have the capacity to take this amount of additional water?

Will 2 60" culverts under West Crossville Road move this water fast enough and will the creek on the south side have the capacity to take this water. If not there could be a back up into the Roswell Green stormwater system causing flooding.

This must be avoided and we need to see calculations to prove that this would happen.

If this development causes flooding to Roswell Green we will expect payment for damage and compensation.



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3. Traffic Hazard

Each Townhome has a 2 car garage 2 cars

Each Townhome has extra spaces 2 Cars

Provision for each unit 4 cars

It is assumed the houses are large enough to house on average 4 people over 17 years of age.

92 homes X 4 368 cars

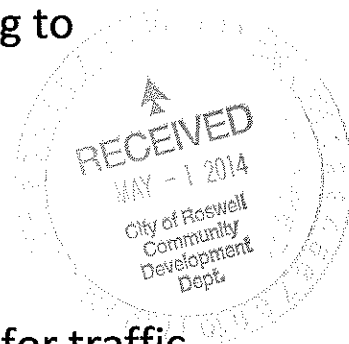
Say 60% have 4 people 220 cars

At peak times it is possible that 200 cars could be trying to access onto W.Crossville Road say within an hour.

This road is already heavily congested and cannot accommodate the existing volume of traffic.

Exit will be Rt turn only and a U-turn will be necessary for traffic wishing to travel East. Travel from the West will have to do a U.Turn to go into the development.

This increased traffic and necessary U.turns will cause further conjection at the junction of Crossville Rd and Crabapple Rd



when during peak traffic is now blocking the entrance to
Roswell Green off Crabapple Rd and the junction with Houze
Way.



4. Variance Request

We oppose both the requested 40' variance and the 30' variance. We feel it will set a dangerous precedent for future developments.

We do not feel such variances are in the best interest of our general area and Roswell in general nor do they coordinate with the Imagine Roswell 2030 Plan.

