



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: 12/9/2004

ARC REVIEW CODE: R411171

TO: Mayor Cecil Pruett
ATTN TO: Marie L. Garrett, Special Advisor to Mayor
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Canton
Name of Proposal: Canton Place

Review Type: Development of Regional Impact

Date Opened: 11/17/2004

Date Closed: 12/9/2004

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: Due to the intensity and complexity of the development, it is strongly recommended that the developer complete a traffic study similar to that required by the Georgia Regional Transportation Authority before the initiation of the permitting process to ensure that the impacts and mitigation measures on the road network for the City of Canton and Cherokee County are fully understood.

During the review process ARC received no comments from other potentially impacted jurisdictions.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY SCHOOLS
CITY OF BALL GROUND
COBB COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF HOLLY SPRINGS
CITY OF WALESKA
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CHEROKEE COUNTY
CITY OF WOODSTOCK
FULTON COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

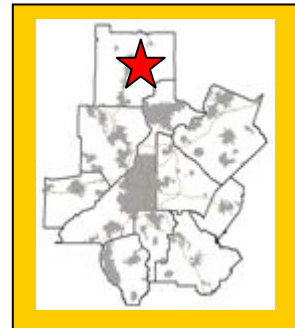
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	November 17, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Canton Place #183
Final Report Due:	December 17, 2004		Comments Due By:	December 1, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Canton Place is a mixed use development located on 414.3 acres in the City of Canton at the intersection of Interstate 575 and Cumming Highway, also known as State Route 20. The proposed development is divided into two tracts and will consist of 2,600,000 square feet of office, commercial, institutional, medical uses, and a maximum of 670 residential units. The north tract will consist of 800,000 square feet of office/commercial uses, up to 422,751 office/institutional uses with a hotel, up to 492 apartments, 75 single family lots, and 1,000,000 square feet of office medical uses. The south tract will consist of 377,010 square feet of office/institutional uses, 81 townhomes, and 97 single family lots. The development is also proposing 98.6 acres of open space for the entire site. The site will be accessed along State Route 20, north of the property and State Route 140, south of the property.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date in five to ten years.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

Information submitted with the review indicated that the City of Canton Future Land Use Plan shows the Canton Place area that is within the city limits and designated as office. It is currently zoned office and institutional. There is 13 acres to be annexed into the City of Canton from Cherokee County. In Cherokee County, this 13 acres is currently zoned R-40 residential. The requested action is annexation and rezoning of 13 acres to office and institutional and approval of a master plan for the entire 414.3 acres.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments. Portions of the site currently are in unincorporated Cherokee County and other portions are contiguous to unincorporated areas. The affected unincorporated areas appear to be residential development.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

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No impacts were determined during the review.

**Will the proposed project generate population and/or employment increases in the Region?
If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within three miles radius of the proposed project.

YEAR	NAME
2004	ETOWAH SHOALS MASTER PLAN
2004	CARMICHAEL FARMS
2003	THE LAKES OF HOLLY SPRINGS
2001	BLUFFS @ TECHNOLOGY PARK
2000	VIEW POINT
2000	LAUREL CANYON
1998	HORTON/TORREY HWY 20 TRACT
1998	E CHEROKEE/THOMAS RD TRACT
1995	SUMMIT RIDGE

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, there are a few single family houses on located on the proposed site for Canton Place.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed Canton Place project is a mixed use project that incorporates office, commercial, and residential uses that will allow for individuals to live and work within close proximity to one another; therefore, meeting many of the ARC's Regional Development Policies.

Due to the intensity and complexity of the development, it is strongly recommended that the developer complete a traffic study similar to that required by the Georgia Regional Transportation Authority before the initiation of the permitting process to ensure that the impacts and mitigation measures on the road network for the City of Canton and Cherokee County are fully understood.

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The proposed development meets Regional Development Policy 1 by providing development strategies for efficient employment growth. By incorporating commercial and residential uses into a predominately office development allows for individuals to live, work, and shop within the context of the DRI. The proposed development is also meeting Regional Development Policies that address open space by protecting the stream, its buffers, and the 100-year floodplain that bisects the site into north and south tracts. The development is also proposing 25% of open space for the entire site.

The proposed development reflects the office campus design with a main parkway connecting the various land use tracts together. The office and commercial tract to the north frames the entrance and creates a well defined main street. Once off the parkway, the nature of the development becomes very auto oriented. Revision of the site plan should reflect a continuation of boulevards into the parking lots to allow this commercial area to become more pedestrian friendly.

The proposed development should also be revised to reflect pedestrian pathways and bike trails that will allow for convenient and safe alternative routes to designation places within the development, particularly from the residential pods to the commercial area. Sidewalks should be included along both sides of the parkway and throughout the various tracts to provide a seamless pedestrian connection throughout the site.

Land uses immediately surrounding the development are predominately single family residential as well as undeveloped land in Cherokee County. The proposed development should adequate buffering from office, institutional, and commercial areas that will abut existing residential uses.

Where applicable, connections should be made to the existing roadway network. The site plan depicts possible future road connections from various pods on the eastern portion of the property to Key Drive. Key Drive is dominated by single family residences. As depicted on the site plan Tract 3, designated as future residential, should be connected to Key Drive through the roadway system. However, Tract 2 should be connected if only developed as residential. Should Tract 2 develop as office or institutional, careful consideration should be given to making that particular connection of the roads. Connecting to the existing street network where possible will allow residents in the area an alternative to accessing the development without having to enter onto a major thoroughfare, such as Cumming Highway (SR 20).

As this site plan is further developed and revised, it is recommended the city and developer continue to consider the impacts on the existing infrastructure and community.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located on 475.49 acres of land at the southeastern intersection of I-575 and State Route 20. The majority of the development is within the city limits of Canton; however, approximately 95 acres is in unincorporated Cherokee County.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The majority of the development is within the city limits of Canton; however, approximately 95 acres is in unincorporated Cherokee County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

Cherokee County is adjacent to the proposed development. The immediate surrounding area in Cherokee County is dominated by single family residences. The proposed development is likely to impact these neighboring residences.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$203,006,000 with an expected \$577,755.07 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.



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In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed project is a mixed use project that incorporates office, commercial, and residential uses that will allow for individuals to live and work within close proximity to one another.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The proposed project site is crossed by several tributaries of the Etowah River. The Etowah is the primary water source for Cherokee County and the City of Canton, as well as a major tributary to Lake Allatoona. The proposed project is located outside the drainage basin for the City of Canton's water intake and is also downstream of the Cherokee County intake. Because Lake Allatoona is a water supply source and the Part 5 exemption for US Army Corps of Engineer lakes ended on January 1, 2004, the property is subject to the DCA minimum planning criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) for large water supply watersheds with reservoirs. Under these DCA criteria, in a large water supply reservoir watershed, a 100-foot natural vegetative buffer and 150-foot impervious surface setback are required on both banks of all perennial streams (defined as those streams indicated as perennially flowing on the applicable USGS 1:24,000 quad sheet) within a seven-mile radius upstream of the reservoir boundary. The boundary of Lake Allatoona is within seven linear miles of the proposed project, and buffers will be required on Canton Creek and all other perennial streams shown on the property on the Canton 1:24,000 USGS quad sheet. In addition, all state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any intrusion into this buffer will require a variance from Georgia EPD.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Some parcels in this project proposed two possible uses. In these cases, the higher density alternative was selected. Actual loading factors will depend on the actual land uses and amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	107.70	184.17	1873.98	11631.60	105869.10	132.47	23.69



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Medium Density SF (0.25-0.5ac)	32.10	43.34	189.71	1380.30	25712.10	10.91	2.57
Office/Light Industrial	196.30	253.23	3362.62	22378.20	138980.40	290.52	37.30
Roads	20.00	36.00	366.20	2280.00	20680.00	25.80	4.60
Townhouse/Apartment	58.20	61.11	623.32	3899.40	35211.00	44.23	8.15
TOTAL	414.30	577.84	6415.83	41569.50	326452.60	503.94	76.31

Total Impervious: 68%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

Site access driveways will be provided at five locations along SR 20 and one location at SR 140.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

The *gross* trip generation is based on the rates published in the 6th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
General Office Space <i>795,000 square feet</i>	857	117	974	165	806	971	6,524
Medical Office <i>1,000,000 square feet</i>	2,275	1,225	3,500	1,774	2,661	4,435	40,677
Shopping Center <i>805,000 square feet</i>	338	216	554	1,194	1,293	2,487	26,055
Single-Family Residential <i>97 units</i>	19	58	77	67	38	105	1,008
Multi-Family Apartments <i>315 units</i>	28	149	177	140	69	209	2,238
Townhomes <i>81 units</i>	7	36	43	35	17	52	544
TOTAL NEW TRIPS	3,524	1,801	5,325	3,374	4,883	8,257	77,046

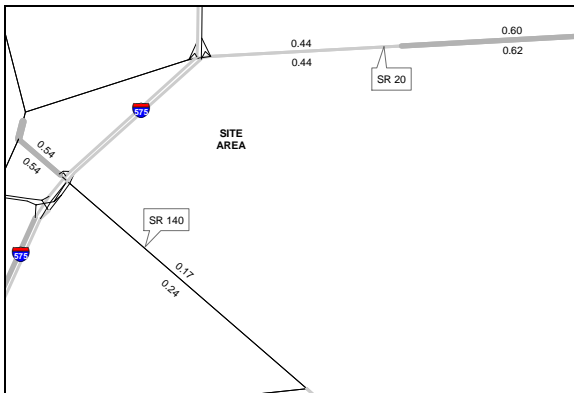
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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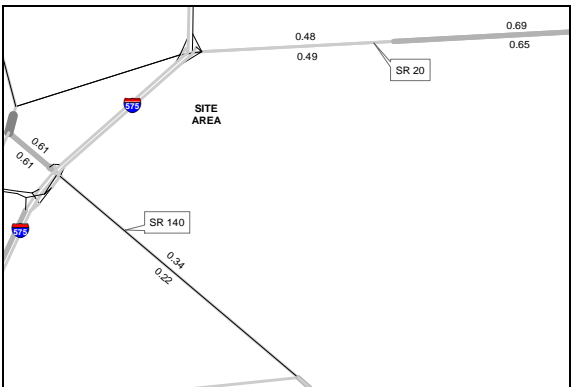
V/C Ratios



2005 AM Peak



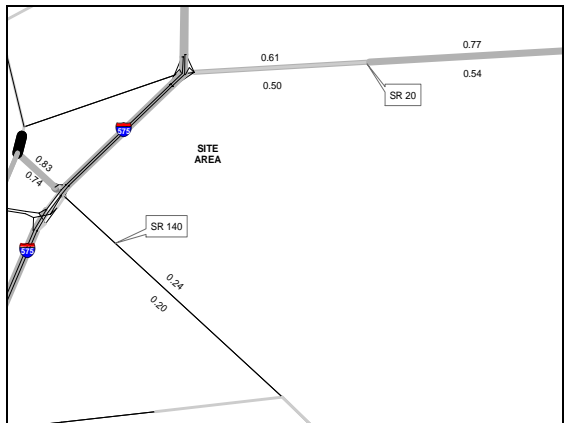
2005 PM Peak



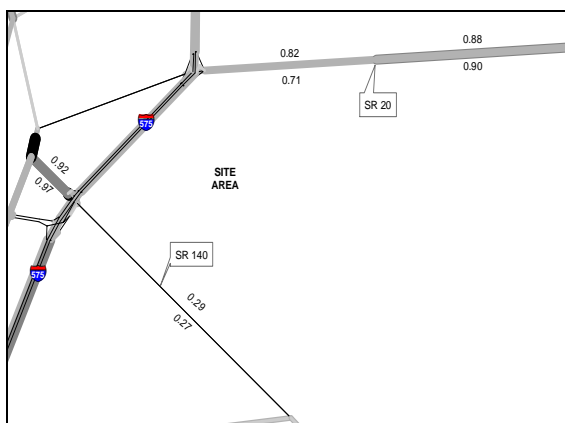
2010 AM Peak



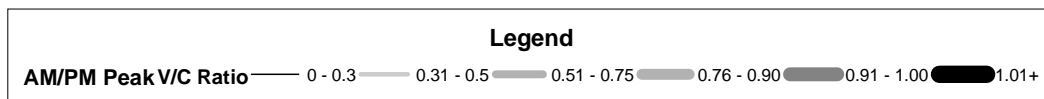
2010 PM Peak



2025 AM Peak



2025 PM Peak



For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may

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appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-182A	SR 20 Truck Climbing Lanes from I-575 to Old Orange Mill Road (CR 238)	Roadway Operations	2009
CH-AR-230	I-575 Auxiliary Lanes from SR 5 to SR 20	Roadway Operations	2005
CH-AR-231	I-575 at SR 20	Interchange Update	2007

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-318C	I-575 HOV, Phase II from Sixes Road to SR 20	HOV Lanes	2025
CH-160	SR 140 – Hickory Flat Road from East Cherokee Drive/CR 311 to I-575	Roadway Capacity	2020

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Canton Place: What are the recommended transportation improvements based on the traffic study done by the applicant?

Parkway consisting of 120 foot right of way with a four lane divided will be constructed from SR 20 to SR 140. Widening improvements are in accordance with GDOT and ARC TIP for I-575 at SR 20 interchange/ramp improvements.

Transit Service: Is the site served by transit? If so, what is the level of service? How will the proposed project enhance or be enhanced the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project in future years?

The City of Canton operates a shuttle service to various points within the city limits with two distinct routes. Hours of operation are from 9am until 4pm Monday through Saturday. Headways are every hour. It has been proposed that shuttle service will be operational to various points within the Canton Place development upon completion.

What transportation demand management strategies does the developer propose (carpool, flextime, transit subsidy, etc.)?

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Office is dominant, 10% Residential and 10% Retail	9%	9%

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w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total	17%	17%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The Canton Place development is large in scale and offers a number of amenities and employment and housing opportunities to the City of Canton and its surrounding areas. The placement of the proposed parkway through the development allows for connectivity between SR 20 and SR 140 enhancing traffic flow and enabling access to I-575 in either direction. There may be some cause for concern over the five driveway access points along SR 20 for increased levels of congestion may present an issue.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 510,000 GPD.

Which facility will treat wastewater from the project?

The Canton Wastewater Treatment Plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Canton Site is listed below:

PERMITTED CAPACITY MMF, MGD¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
1.89	1.89	1	4	-2.11	Expand to 4.0 by 2003; to 6 or 7 mgd before 2010.	Will serve Ball Ground in the future.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

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INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 510,000 GPD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2,453 tons of solid waste per year and the waste will be disposed of in Canton.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?

Preliminary Report:	November 17, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Canton Place #183
Final Report Due:	December 17, 2004		Comments Due By:	December 1, 2004

- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide up to an additional 670 housing units that will include single family attached and detached, and senior adult housing.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 906.02. These tracts had a 34.9 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 81 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Haley Fleming

From: Mike Alexander
Sent: Thursday, December 02, 2004 7:41 AM
To: Anne1586@aol.com
Cc: Haley Fleming
Subject: RE: Proposed Canton Place Development

Dear Ms. Barnes,

Thank you for taking the time to write us regarding our review of the Canton Place Development of Regional Impact. Your comments will be included in the final record of this review.

Sincerely,

Mike Alexander
404 463 3302
malexander@atlantaregional.com

From: Anne1586@aol.com [mailto:Anne1586@aol.com]
Sent: Wednesday, December 01, 2004 4:32 PM
To: Mike Alexander
Subject: Proposed Canton Place Development

To Whom It May Concern,

I would like to go on record as being vehemently opposed to the proposed Canton Place development in Canton at the intersection of I-575 and Hwy. 20 or at exit 19 on I-575. My family lives in Governor's Walk Subdivision just across the street from this proposed site. The traffic is now horrendous already on this crowded Hwy. 20 and even if partially 4 laned for a bit the road and the surrounding infrastructure cannot handle growth of this magnitude. A lot of locals are unaware of how real this could soon be if we do not voice our opposition. I personally invite you to call me, come up here and visit the site at peak traffic times, and see for yourself. If this is built, our traffic would come to a halt, similar to the Hwy. 20 situation in Gwinnett as the road goes over the dam. The general public has been purposefully misled and manipulated with Canton's vague O&I zoning which could allow this Canton Place if ARC approves the development.

I understand an influential property owner has rights but this is not the place for this development. I also understand the city (or some officials) are eager for this growth and increased tax revenue. This is not quality growth, this is urban sprawl at it's worst. We ALREADY have set aside property for commercial development one exit up I-575 at Riverstone Parkway. Our exit is a residential exit. If some development has to be approved, please just let it be the offices and medical facilities so that the neighbors would have some down time relief. If these commercial establishments and Big Box stores open up here, I fear for my life and the safety of my family. The developers do not seem to care. I have 2 young teens, one who has just begun driving. What this would do is run good people out. Please contact me ASAP and thank you for reading this. I will also be contacting my city councilmen and officials as well as neighbors and the public who will be affected if this Canton Place is built as proposed. Sincerely,
Anne Barnes 770-720-1586

Haley Fleming

From: Mike Alexander
Sent: Wednesday, December 01, 2004 6:59 AM
To: DJLADAMS@aol.com
Subject: RE: Canton Place

Dear Ms. Adams,

Thank you for taking the time to write us regarding our review of the Canton Place Development of Regional Impact. Your comments will be included in the final record of this review.

Sincerely,

Mike Alexander
404 463 3302
malexander@atlantaregional.com

From: DJLADAMS@aol.com [mailto:DJLADAMS@aol.com]
Sent: Tuesday, November 30, 2004 9:06 PM
To: Mike Alexander
Subject: Canton Place

Dear Mr. Alexander,
I am writing concerning the Canton Place project that is to be reviewed by the ARC. While I have been told by many people that the ARC is a "Rubber Stamping Agency," I have chosen to ignore those comments and send you this e-mail. I live directly across the road from this project.

I am very concerned about the magnitude of this project in light of Highway 20 (Cumming Highway) and the amount of traffic that it will generate. In the last two to three years, we have seen a tremendous amount of residential growth up Hwy. 20. This road narrows to 2 lanes very close to the Intersection of 575. Traffic is constantly backed up making travel on this road dangerous as well as time consuming. While the developer of this property may provide some additional lanes at the entrance, the road will still narrow to 2 lanes and cause major jams.

While I understand the Hospital and offices to support it, I am concerned with the amount of heavy commercial development that is proposed for this project. The City of Canton has done a beautiful job of providing our city with a commercial corridor (Riverstone Parkway) where the infrastructure is in place to handle the traffic that "Big Box" development generates. As you travel up 575, you will notice that heavy commercial is confined to one exit in an area. Other exits are office and neighborhood commercial. Since we have our designated area, it doesn't appear necessary to "sprawl" this out in our city. It would appear to be a health hazard to "marry" commercial and medical in an environment that is not equipped to handle the traffic. While the hospital, offices and residential developments will generate more cars than this Highway can support, without the heavy commercial, at least there will be down times, such as weekends and nights. This would allow the residents to, at least, enjoy some quality of life.

Please factor in current traffic counts when you are considering this project and the impact it will have upon the current and future residents of the City of Canton. I trust you will find a way to balance the wishes of the developer without compromising the lives of the people who live in the area.

Thank you for your time,
Jeannie Adams
3329 Confederate Pt.
Canton, Ga. 30114
770-479-9164

Your DRI ID NUMBER for this submission is: **183**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/28/2001 7:33:29 AM

DEVELOPMENT OF REGIONAL IMPACT

Cherokee County Initial DRI Information (Form1a)

This form is intended for use by local governments within the Atlanta Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Canton Georgia
*Individual completing form and Mailing Address:	Marie L. Garrett Canton City Hall 687 Marietta Highway Canton, GA 30114
Telephone:	770-752-8988
Fax:	770-442-3489
E-mail (only one):	mariekg@bellsouth.net

*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:		Canton Place
Development Type	Description of Project	Thresholds
Mixed Use	Mixed use including office retail medical mixed residential housing detached and attached units open space. Proposed commercial at 1.1M sq.ft.; Office at 1.5M sq.ft.; residential at 913 units approx.; 109 acres of open space	View Thresholds
Developer / Applicant and Mailing Address:		Applicant: Mr. Billy Hasty, Jr. Attorney at Law Main Street Canton, GA 30114
Telephone:		770-479-0366
Fax:		770-479-0139
Email:		
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		LL 233,236,232,237,231,238,268,239,230, of the 14th District and 2nd Section
What are the principal streets or roads providing vehicular access to the site?		Georgia State Highway 20 Interstate I-575 Proposed parkway
Provide name of nearest street(s) or intersection:		I-575 at State Highway 20
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	N
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	Unincorporated Cherokee County
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Canton Georgia (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 22%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: Project ID: App #:
The initial action being requested of the local government by the applicant is:	Other Master Plan Approval and annexation of 95 acres
What is the name of the water supplier for this site?	Canton Georgia
What is the name of the wastewater treatment supplier for this site?	Canton Georgia
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 5 to 10 years

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	Y
Included in an official Transportation Improvement Plan (TIP)?	Y
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe):
Canton Major Thoroughfare Study

Y

Submitted on: 10/15/2004 4:32:26 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Canton, Georgia
Individual completing form:	Marie L. Garrett Canton City Hall 687 Marietta Highway Canton,GA
Telephone:	770-752-8988
Fax:	770-442-3489
Email (only one):	marielg@bellsouth.net

Proposed Project Information

Name of Proposed Project:	Canton Place
DRI ID Number:	183
Developer/Applicant:	Mr. Billy Hasty, Jr., Mr. Garry Haygood, Mr. Alan Carter
Telephone:	770-479-0366
Fax:	770-479-0139
Email(s):	

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$203,006,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$577,755.07
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Canton
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	510,000 (GPD)
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	less than one-half mile

Wastewater Disposal

Name of wastewater treatment provider for this site:	Canton Wastewater Treatment Plant
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	510,000 (GPD)
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	less than one-half mile

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.)	3,522 a.m. peak and 5,844 p.m. peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: A parkway consisting of 120 ft. R/W with four lanes (divided) will be constructed from S.R. 20 to S.R. 140; widening improvements in accordance with the D.O.T. and ARC TIP for I-575 at S.R. 20 interchange/ramp improvements in accordance with ARC TIP and D.O. T.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,453
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

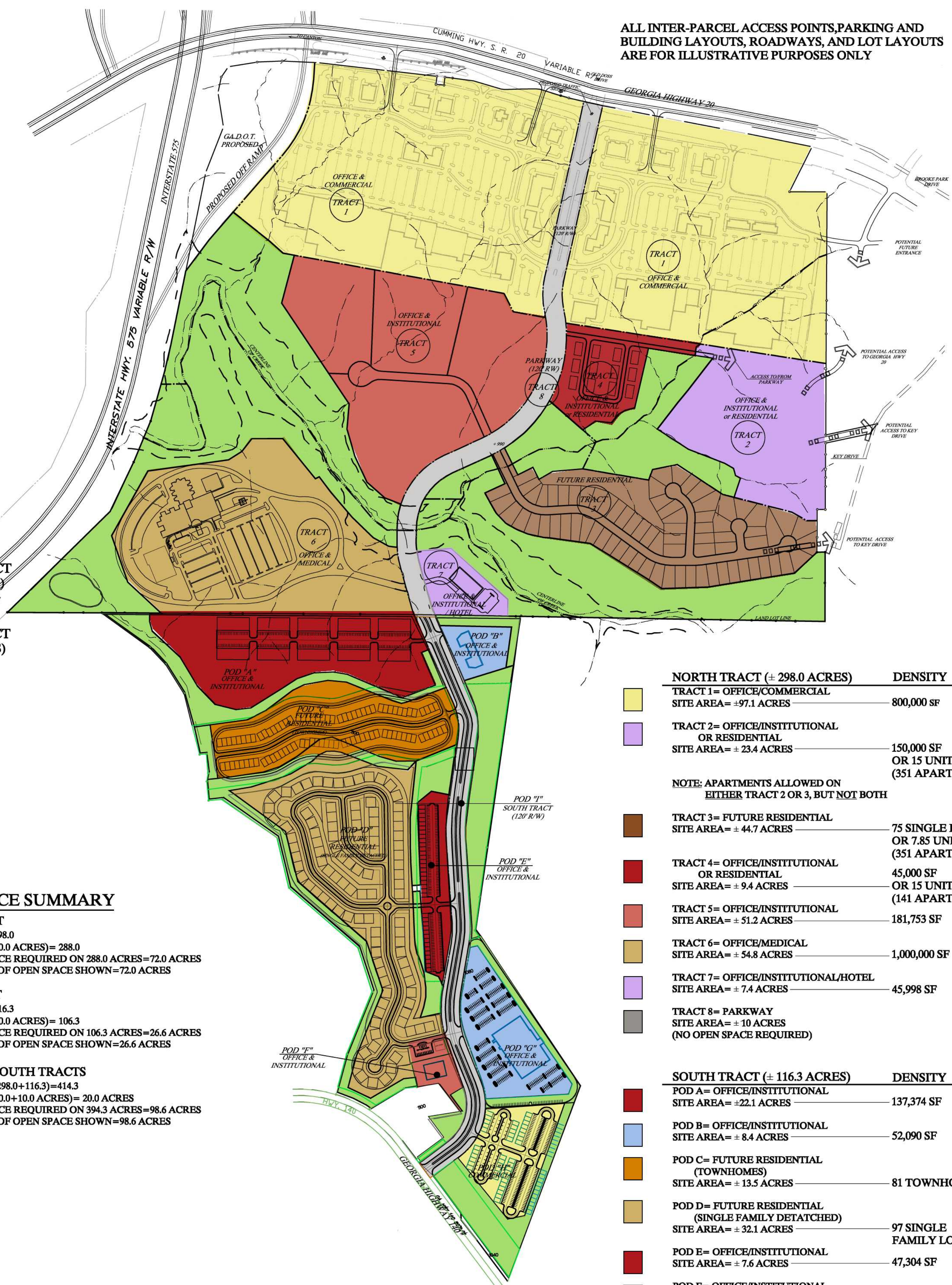
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Etowah River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers along with detention/retention ponds will be required as required by city ordinances. Opens space at approximately 25% of the project will be set aside in accordance with city zoning and development regulations. Stream protection with buffers in accordance with city ordinances	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N

5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Property includes protected creeks and some wetlands that will be protected by city ordinances. Open space is indicated in the wetland and stream areas to further protect these areas from any disturbance. Open space will allow for trails but the majority of the open space assigned to this project will be for passive uses and left in natural state.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

ALL INTER-PARCEL ACCESS POINTS, PARKING AND BUILDING LAYOUTS, ROADWAYS, AND LOT LAYOUTS ARE FOR ILLUSTRATIVE PURPOSES ONLY



NORTH TRACT
(± 298.0 ACRES)

SOUTH TRACT
(± 116.3 ACRES)

OPEN SPACE SUMMARY

NORTH TRACT
TOTAL ACRES= 298.0
LESS PARKWAY(10.0 ACRES)= 288.0
25% OF OPEN SPACE REQUIRED ON 288.0 ACRES=72.0 ACRES
TOTAL AMOUNT OF OPEN SPACE SHOWN=72.0 ACRES

SOUTH TRACT
TOTAL ACRES= 116.3
LESS PARKWAY(10.0 ACRES)= 106.3
25% OF OPEN SPACE REQUIRED ON 106.3 ACRES=26.6 ACRES
TOTAL AMOUNT OF OPEN SPACE SHOWN=26.6 ACRES

NORTH AND SOUTH TRACTS
TOTAL ACRES= (298.0+116.3)=414.3
LESS PARKWAY(10.0+10.0 ACRES)= 20.0 ACRES
25% OF OPEN SPACE REQUIRED ON 394.3 ACRES=98.6 ACRES
TOTAL AMOUNT OF OPEN SPACE SHOWN=98.6 ACRES

NORTH TRACT (± 298.0 ACRES)		DENSITY
TRACT 1= OFFICE/COMMERCIAL	SITE AREA= ±97.1 ACRES	800,000 SF
TRACT 2= OFFICE/INSTITUTIONAL OR RESIDENTIAL	SITE AREA= ± 23.4 ACRES	150,000 SF OR 15 UNITS/ACRE (351 APARTMENTS)
NOTE: APARTMENTS ALLOWED ON EITHER TRACT 2 OR 3, BUT NOT BOTH		
TRACT 3= FUTURE RESIDENTIAL	SITE AREA= ± 44.7 ACRES	75 SINGLE FAMILY LOTS OR 7.85 UNITS/ACRE (351 APARTMENTS)
TRACT 4= OFFICE/INSTITUTIONAL OR RESIDENTIAL	SITE AREA= ± 9.4 ACRES	45,000 SF OR 15 UNITS/ACRE (141 APARTMENTS)
TRACT 5= OFFICE/INSTITUTIONAL	SITE AREA= ± 51.2 ACRES	181,753 SF
TRACT 6= OFFICE/MEDICAL	SITE AREA= ± 54.8 ACRES	1,000,000 SF
TRACT 7= OFFICE/INSTITUTIONAL/HOTEL	SITE AREA= ± 7.4 ACRES	45,998 SF
TRACT 8= PARKWAY	SITE AREA= ± 10 ACRES (NO OPEN SPACE REQUIRED)	
SOUTH TRACT (± 116.3 ACRES)		DENSITY
POD A= OFFICE/INSTITUTIONAL	SITE AREA= ±22.1 ACRES	137,374 SF
POD B= OFFICE/INSTITUTIONAL	SITE AREA= ± 8.4 ACRES	52,090 SF
POD C= FUTURE RESIDENTIAL (TOWNHOMES)	SITE AREA= ± 13.5 ACRES	81 TOWNHOMES
POD D= FUTURE RESIDENTIAL (SINGLE FAMILY DETACHED)	SITE AREA= ± 32.1 ACRES	97 SINGLE FAMILY LOTS
POD E= OFFICE/INSTITUTIONAL	SITE AREA= ± 7.6 ACRES	47,304 SF
POD F= OFFICE/INSTITUTIONAL	SITE AREA= ± 2.0 ACRES	12,246 SF
POD G= OFFICE/INSTITUTIONAL	SITE AREA= ± 10.0 ACRES	62,160 SF
POD H= COMMERCIAL	SITE AREA= ± 10.6 ACRES	66,076 SF
POD I= PARKWAY	SITE AREA= ± 10.0 ACRES (NO OPEN SPACE REQUIRED)	

NORTH AND SOUTH TRACTS (± 414.3 ACRES)
TOTAL COMMERCIAL AND OFFICE=2,600,000 SF