



REGIONAL REVIEW NOTIFICATION

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

DATE: 12/20/2005

ARC REVIEW CODE: P512203

TO: Mayor Cecil Pruet
ATTN TO: Diana Threewitt, City Clerk
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: City of Canton Road Impact Fee (CIE)
Review Type: Local Comprehensive Plan

Description: 2005 Road Impact Fee to the Capital Improvement Element for the City of Canton.

Submitting Local Government: City of Canton

Action Under Consideration: Approval

Date Opened: 12/20/2005

Deadline for Comments: 1/3/2005

Earliest the Regional Review can be Completed: 2/18/2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY
CITY OF WALESKA

ARC TRANSPORTATION PLANNING
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF HOLLY SPRINGS
CITY OF BALL GROUND

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF WOODSTOCK

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by , we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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NOTICE OF LOCAL PLAN SUBMITTAL AND HEARING/COMMENT OPPORTUNITY

Submitting Local Government:	City of Canton	Date Received:	12/20/2005
Local Contact:	Diana Threewitt, City Clerk City of Canton	Public Hearing Date and Time:	2006-01-03 8:30am
Phone:	770-704-1520	E-Mail:	
Fax:	770-704-1538	Website:	
Street	687 Marietta Highway	City State, Zip:	Canton, Georgia 30114

Department of Community Affairs Review Required

Review Title:	City of Canton Road Impact Fee (CIE)
Description:	2005 Road Impact Fee to the Capital Improvement Element for the City of Canton. Document can be viewed on the ARC website at: http://www.atlantaregional.com/qualitygrowth/compplanreviews.html Click on the Regional Review Notice for the City of Canton.

The submitted documents are available for review at the City and at ARC.

Reviewing Regional Development Center:

Atlanta Regional Commission
40 Courtland Street, NE Atlanta, GA. 30303
Phone 404.463.3302 FAX 404.463.3254

Contact Person:	Mike Alexander, Review Coordinator
E-Mail	malexander@atlantaregional.com

**RESOLUTION
TO TRANSMIT CERTAIN AMENDMENTS
OF THE COMPREHENSIVE LAND USE PLAN TO THE
ATLANTA REGIONAL COMMISSION**

WHEREAS the City of Canton, Georgia is a member of the Atlanta Regional Commission, an agency created to provide regional planning and intergovernmental coordination among the ten county governments and their cities in the metropolitan area of Atlanta; and

WHEREAS the City of Canton is governed by the State of Georgia Planning Act of 1989 which calls for a certified Comprehensive Land Use Plan in order to maintain the status of a Qualified Local Government and;


WHEREAS contained within the Comprehensive Land Use Plan is the Capital Improvement Element for Roads, Parks and Recreation, Police Protection and Fire Safety along with the establishment of the Levels of Service for each respective capital improvement for the planning horizon to 2015; and

WHEREAS to maintain the certified local government status as a Qualified Local Government, the City of Canton has prepared documents in accordance with state law;

IT IS HEREBY RESOLVED that the amendments as so hereby described and contained within the body of this resolution be transmitted to the Atlanta Regional Commission for their review and comment in accordance with their authority as the regional planning agency for the ten county metropolitan area;

NOW THEREFORE BE IT RESOLVED that the Mayor and City Council hereby transmits the aforementioned documents to the Atlanta Regional Commission as required by the rules governing the Planning Act of 1989.

BE IT SO RESOLVED on this the 15th day of December 2005.


Cecil Pruett, Mayor

Attest: 
Diana Threewitt, City Clerk

Roads

The City of Canton continues to plan for the infrastructure necessary to serve the future population as demonstrated by the adoption of a capital improvement program for parks and recreation, fire safety, and police protection. With development continuing to occur at a rapid rate, it will be important to address the city's road networking system, as the traffic new development generates will impact the existing roadway system within the city. In preparation to implement a roads improvement program, the City of Canton prepared and adopted a Major Thoroughfare Study in 2001. The purpose of the study was to examine the existing level of service, identify the roadways that will be necessary to accommodate the increased volume of traffic brought on by growth, and to categorize and classify each roadway by function.

Goals for the study were established with the first goal being the same as that included in the Canton Comprehensive plan and that is to "provide for safe and efficient transportation and infrastructure systems that support desired growth patterns."

Additional goals include:

1. Provide safe and efficient roadway connections that promote mobility to residents and access to land uses.
2. Ensure that planned roadways minimize their impact to the natural and social environment in an aesthetically pleasing manner.
3. Direct growth and development by providing adequate infrastructure.
4. Provide additional roadway capacity to ensure that existing neighborhoods and business districts are not negatively impacted by traffic impacts of new growth and development.

The City of Canton has their own Public Works Department, which is responsible for the design, construction, inspection, and maintenance of all public roads within the city. It is expected that by 2015, the city's population will be 43,563 as shown on Table 1, Land Use Assumptions. As a result of this anticipated population, additional new vehicular trips on the city's roads are expected and it is projected that 103,848 trips per day will be brought by new development. With this increased amount of vehicular trips per day, the City of Canton will have to look at constructing new roads and expanding existing roadways to accommodate the future traffic brought on by new growth. As a result, a capital improvement program has been established using the city's current level of service D as the basis for calling for new road improvements for the city. Table 3 indicates six new roads, one-road extension connecting two major arterials, intersection improvements, and planning and engineering studies. The capital improvement program calls for \$73,400,000 of roadway improvements. Of that amount, \$28,600,000 will come from impact fees. This program depends largely on the development community to assist in funding the new road program. The budget anticipates the creation of two separate Community Improvement Districts contributing \$11,500,00 and two separate Special Municipal Tax Assessment Districts to generate an additional \$5,000,000 in funds to build new roads to meet the demand brought by future growth. In addition to the created tax districts, the development community will contribute an additional \$15,500,000.

SPLOST funds of \$1,000,000 and state grants at \$10,400,000 add to the list of other sources of funds to complete the funding for this capital improvement program.

In discussions with the Canton Impact Fee Advisory Committee, the city will serve as a single service district as all road improvements benefit the city as a whole. Of the 103,848 trips created by new growth, 87,227 will come from new residential growth with 8,926 from new commercial growth, and 7,696 trips from new office/professional growth (Table 2, New Development and New Vehicular Trips).

No impact fee exemptions for affordable housing or employment growth will be provided, as was the case with the city's other three impact fee programs. However, other incentives are still available from the city in water and sewer tap fees and building permit fees upon request and approval. Additionally, the city has created an Enterprise Zone within the Central Business District and if the established criteria are met for workforce housing and the creation of new and sustained jobs, a property tax abatement program is available.

The fee schedule is based on two types of land use categories. The two categories include residential and nonresidential. The residential land use will be calculated on a square foot basis. This is consistent with the city's other three impact fee programs. On the matter of nonresidential, a list of land uses identifying those nonresidential uses has been established. This has been done in order to provide a more fair way of calculating the impact of different types of nonresidential land uses and the impact they have on the city's future roadway system. Furthermore, different nonresidential land uses generate different trip rates as noted by the Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003 and as shown on Table 4, Road Impact Cost By Type Of Development. As in residential, the nonresidential land uses will be calculated on a square foot basis. This is also consistent with the three other impact fee programs the city currently operates.

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Road Impact Fee

Prepared for Impact Fee Review
Committee of the
City of Canton, Georgia

December 1, 2005

1. Land Use Assumptions

Table 1 sets out the land use assumptions for the City of Canton. These developmental parameters were employed in developing the park, recreation and open space capital improvement program and the park, recreation, and open space development impact fees.

**TABLE 1
LAND USE ASSUMPTIONS
CANTON, GEORGIA**

	1996	2000	2002	2015	B.O.
Population	5,167	7,709	9,711	43,563	58,523
Households	1,811	2,702	3,404	15,269	20,512
Persons per	2.853	2.853	2.853	2.853	2.853
Dwelling Units	1,930	2,879	3,627	16,269	21,856
Occupied	1,811	2,702	3,404	15,269	20,512
Residential Acres	1,892.37	1,919.33	2,159.58	4,648.29	5,464.00
Commercial Acres	334.79	499.50	560.86	1,191.00	1,400.00
Office/Professional Acres	36.67	54.71	83.43	1,295.63	1,523.00
Industrial Acres	317.25	473.33	413.25	171.00	171.00
Public & Quasi-Public	1,056.99	1,056.99	987.35	634.00	634.00
Agriculture Acres	28.70	-	-	-	-
Vacant Acres	5,525.23	5,188.14	4,987.54	1,252.08	-
Total Acres	9,192.00	9,192.00	9,192.00	9,192.00	9,192.00
Dwelling Units Per Acre	1.02	1.50	1.68	3.50	4.00
Non-Residential Floor Area Per Acre					8,712
Living Area Per Residential Unit					1,575

2. Road Capital Improvement Program

Table 2 contains the projected new development for Canton and projects the number of new vehicular trips on Canton's roads resulting from that development. It is projected that future development will add 103,848 trips per day to the Canton road system.

**TABLE 2
NEW DEVELOPMENT AND NEW VEHICULAR TRIPS
City of Canton**

New Development	Total	Trip Rate*	Relative Length	Capture	Attributable Trips
Residential Units	18,229	4.79	1.00	0.0%	87,227
Non-Residential:					
Commercial					
Acres	839				
Floor Area	886,136	25.00	0.75	50.0%	8,926
Office/Professional					
Acres	1,440				
Floor Area	1,520,190	3.50	1.00	25.0%	7,696
Industrial					
Acres	0				
Floor Area	0	1.25	1.33	10.0%	0
Public & Quasi-Public					
Acres	0				
Floor Area	0	3.50	1.00	25.0%	0
TOTAL					103,848

SOURCES: Canton Land Use Assumptions, 2002 as modified January 2003.

Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

* Trip rates are per dwelling unit or per 1,000 square feet of floor area.

Table 3 contains the capital improvement program for roads to serve new development. The projected revenues to fund the road improvement program are also shown. The revenues needed from impact fees are \$28.6 million. Given the projection of 103,848 new vehicular trips, this is equal to \$275.40 per additional vehicular trip.

**TABLE 3
ROAD IMPROVEMENT PROGRAM
City of Canton**

IMPROVEMENT	Total	Impact Fee	Developer	CID	Muni Sp. Assessment	GDOT	SPLOST
Canton Place Parkway	\$14,000,000	\$2,000,000	\$4,000,000	\$3,000,000	\$2,000,000	\$2,000,000	\$1,000,000
Hwy 108 -Hwy 5	\$14,000,000	\$2,000,000	\$4,000,000	\$4,000,000	\$3,000,000	\$1,000,000	
Intersection Upgrades	\$7,500,000	\$6,500,000				\$1,000,000	
Brown Ind. Park Extension	\$8,000,000	\$6,000,000		\$2,000,000			
Hickory Flat Road Extension	\$8,000,000	\$1,600,000				\$6,400,000	
N. Canton Pway/ Reservoir Dr.	\$10,000,000	\$2,500,000	\$7,500,000				
Great Sky-The Bluffs Pkway	\$10,500,000	\$8,000,000		\$2,500,000			
Planning & Eng.	\$1,400,000	\$1,400,000					
Total	\$73,400,000	\$30,000,000	\$15,500,000	\$11,500,000	\$5,000,000	\$10,400,000	\$1,000,000
New Vehicular Trips		103,848					
Cost per Trip		\$275.40					

3. Road Impact Cost per Unit of New Development

The number of trips and the impact costs of those trips are shown in Table 4 by type of development. This detailed list of developments by type is presented because trip generation characteristics will vary substantially by type of development.

Table 4
ROAD IMPACT COST BY TYPE OF DEVELOPMENT
City of Canton

LAND USE TYPE (UNIT)	No. of TRIPS	RELATIVE LENGTH	CAPTURE	TRIPS	Fee per FT ²
RESIDENTIAL:					
Residential Unit	4.79	1.00	0.0%	4.79	\$0.84
NON-RESIDENTIAL:					
Walk-in Bank per 1,000 FT ²	78.24	0.42	60.0%	13.04	\$3.59
Drive-Thru Bank per Lane	205.59	0.42	80.0%	17.13	\$4.72
Mini-Warehouse per 1,000 FT ²	1.25	1.00	25.0%	0.94	\$0.26
Hotel/Motel per Room	3.45	1.00	20.0%	2.76	\$0.76
Movie Theatre per 1,000 FT ²	39.03	0.42	60.0%	6.56	\$1.81
Church/Synagogue per 1,000 FT ²	4.56	0.75	15.0%	2.90	\$0.80
Day Care Center per 1,000 FT ²	39.63	0.42	75.0%	4.16	\$1.15
Quality Restaurant per 1,000 FT ²	44.98	0.42	40.0%	11.33	\$3.12
High-Turnover Sit-Down Restaurant per 1,000 FT	63.58	0.42	50.0%	13.35	\$3.68
Car Sales 1,000 FT ²	16.67	1.00	25.0%	12.50	\$3.44
Offices per 1,000 FT ² :	6.76	0.65	25.0%	3.30	\$0.91
Medical Buildings:					
Medical Offices per 1,000 FT ²	18.07	0.75	40.0%	8.13	\$2.24
Hospitals per 1,000 FT ²	8.79	0.75	40.0%	3.95	\$1.09
Nursing Homes per 1,000 FT ²	3.05	0.75	40.0%	1.37	\$0.38
Industrial Buildings:					
Gen. Industrial per 1,000 FT ²	3.49	1.33	90.0%	0.46	\$0.13
Warehouse/Storage per 1,000 FT ²	2.48	1.33	90.0%	0.33	\$0.09
Commercial/Retail per 1,000 FT ² :	26.86	0.70	60.0%	7.52	\$2.07
Pharmacy with Drive-Thru	44.08	0.42	50.0%	9.26	\$2.55
Fast Food Restaurant	248.06	0.21	75.0%	13.02	\$3.59
Service Station per Fueling Station	84.28	0.21	85.0%	2.65	\$0.73
Convenience Retail	368.995	0.21	85.0%	11.62	\$3.20

The data presented in Tables 3 and 4 are the parameters used in calculating impact on the Canton road system and the net financial impact of new development by type. The sources are listed. In this section the data and calculations are discussed.

TRIPS. The number of attributable trips by land use type and unit is calculated by multiplying the number of new vehicular trips per 24-hour day (ADT) times the relative trip length, times the percent new trips, which is the converse of captured trips. The trip rate shown has been reduced by one-half to adjust the number to trip ends to the number of travel trips (a travel trip, say from home to work, would have two ends, one leaving home and one arriving at work). This reduction is to correct for over-counting. Such over-counting is due to the fact that impact fees would be charged to both attractors and generators of traffic (or both ends of the travel trip). An example might make this point clear. Assume a world in which there are only homes and shops. Homes would be the traffic generators and shops would be the attractors. Further assume that all homes and shops are 5 miles apart. From the perspective of the home, a round trip to the shop is 10 miles. From the perspective of the shop a round trip from the home is 10 miles. The total of both home and shop travel would be 20 miles. But, from a global perspective, only 10 miles of travel has occurred. Thus it is necessary, if global perspectives are to be taken, to correct for this double-count. The individual factors in this calculation and their sources are:

TRIP RATE. The Average Daily Travel (ADT), in trip ends per day, is taken from *Trip Generation*, (7th Ed), 2003, published by the Institute of Transportation Engineers (ITE).

CAPTURE. Many land uses, while attracting traffic, generate little, if any, new traffic (other than attracting existing traffic to a particular location). There are several reasons for this situation. First, the multiple purpose trips will tend to attract traffic to particular locations while generating little if any additional travel. Second, the capturing of existing trips, such as stopping for a quart of milk on the way home from work, will result in little of any additional travel. Third, diverting a trip that already existed, such as taking the long way home from work to shop, will place limited new travel on the road system. Take, for example, the convenience store and the service (gas) station. The typical visits to these establishments, especially during the peak hour, are made by individuals who are going elsewhere such as home or work. An example may help. Let there be an individual driving from work to home (which would be two trip ends), a distance of 8 miles. Assume that this individual stops at the day care center to pick up a child, a convenience store to get milk and a service station for gasoline. How many trips have been made? According to the standard methodology of transportation engineering, a total of 8 trips have been made:

- *leaving work
- *entering the day care center
- *leaving the day care center

- *entering the convenience store
- *leaving the convenience store
- *entering the service station
- *leaving the service station
- *arriving home.

If we were to apply the average trip length of 5 miles to these trips, the result would be 40 miles, a vast overstatement of actual travel. This overstatement is corrected in two ways. First, to deduct, by a percentage reduction factor (CAPTURE), for trips to particular land uses that do not place additional travel on the roads and, second, to adjust the trip lengths for non-residential land uses which more accurately reflect the travel patterns of individuals visiting those sites. The first, CAPTURE, is and used in Tables 3 and 4. The second, relative trip length are also included in Tables 3 and 4. The CAPTURE is, ultimately, a professional judgment. Such judgments, however, are based upon several articles in the "ITE Journal" and specifically upon the "pass by" analysis set out in the 6th edition of the ITE's *Trip Generation*.

RELATIVE TRIP LENGTHS. The trip lengths in shown in Tables 3 and 4 are derived from the National Household Transportation Survey.¹ These national studies are adjusted to a relative basis by dividing the average trip length for various types of trips and purposes of the trip by the length of the average trip. For example, the average shopping trip length is 4.5 miles, which is 75% of the average length of 6 miles. Thus the relative trip length of shopping trips is 0.75. There is another category of trip lengths. These are frequent and short trips, such as to the grocery store, gas station or similar convenience types of developments. These types of trips have been incorporated into the relative trip length calculation.

¹ US Dept of Transportation, Bureau of Transportation Statistics, National Household Transportation Survey, 2001, www.bts.gov/programs/national_household_travel_survey/.

Fire Protection Improvement Program **City of Canton**

Improvement	2006	2007	2008	2009	2010 Total	150,000
Mini-Pumper	150,000					
Rescue Trailer	\$ 50,000				\$	50,000
1 Ton Truck	\$ 50,000				\$	50,000
Gator w/trailer	\$ 15,000				\$	15,000
Pontoon Boat w/trailer	\$ 26,000				\$	26,000
Station						
Station 2--South District						
Pumper	\$ 275,000				\$	275,000
Ladder Truck						
Station 3--North District						
Station	\$ 1,500,000				\$	1,500,000
Land (3.2 acres)	\$ 80,000				\$	-
Pumper	\$ 275,000				\$	-
Mini-pumper	\$ 150,000				\$	-
Station 4--North District						
Station	\$ 1,750,000				\$	1,750,000
Land (2 acres)	\$ 150,000				\$	-
Pumper	\$ 275,000				\$	-
Platform Truck		\$ 900,000			\$	900,000
Station 5--North District						
Station					\$ 1,750,000	\$ 1,750,000
Land (2 acres)	\$ 200,000				\$	-
Platform Truck					\$ 900,000	\$ 900,000
Pumper		\$ -			\$	-
					\$	300,000
Training Facility	\$ 300,000				\$	591,000
Grand Total	\$ 2,796,000	\$ 2,300,000	\$ 900,000	\$ -	\$ 2,650,000	\$ 8,796,000

**Park, Recreation Open Space Improvement Program
City of Canton**

Improvement	2006	2007	2008	2009	2010	Total
Golf Course	450,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,650,000	\$ 3,000,000
Design Senior Citizens Center	300,000					\$ 300,000
Senior Citizens Center		\$ 1,400,000	\$ 1,300,000			\$ 2,700,000
Etowah River Greenway						
Land Acquisition		\$ 200,000	\$ 200,000	\$ 200,000	\$ 150,000	
Phase IA I-575 to Mill #2		\$ 6,690,432				
Phase II Multi-Use			\$ 2,281,182			
Phase III Mill #2 to Waleska Street			\$ 4,643,002			
Phase IV Waleska St to Marietta Hwy				\$ 2,437,441	\$ 2,450,000	
Phase V Waleska St to Harmon Field					\$ 3,692,863	
Other & Contingency					\$ 7,880,678	
Total - Etowah River Greenway						\$ 25,525,598
Brown Park			\$ 200,000			\$ 200,000
Crisler Park	\$300,000	\$ 250,000				\$ 250,000
Boling Park	150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
Total	\$ 1,200,000	\$ 8,990,432	\$ 9,074,184	\$ 3,087,441	\$ 15,973,541	\$ 38,325,598
Additional Acres						225
Cost Per Acre						170,336

Source: City of Canton, January 2002, and Etowah River Greenway Master Plan, Section 3, May 18, 2000.

**Police Improvement Program
City of Canton**

Improvement	2006	2007	2008	2009	2010	Total
Training Facility	\$ 200,000					\$ 200,000
New Precinct-Design	\$ 30,000					\$ 30,000
New Precinct-Construction	\$ 1,000,000					\$ 1,000,000
911 Communications			\$ 200,000	\$ 175,000		\$ 375,000
Communication Towers		\$ 10,000			\$ 10,000	\$ 20,000
Total	\$ 1,230,000	\$ 10,000	\$ 200,000	\$ 175,000	\$ 10,000	\$ 1,625,000

Community Facilities

Public Safety

Fire

1. Hire 18 additional firefighters.

Estimated Cost: \$600,000
Funding Source: City of Canton General Fund
Year of Implementation: 2006 and 2007
Responsibility: City of Canton Fire Department

2. Develop a city wide needs analysis for public safety services (including police/fire)

Estimated: \$8,000
Funding Source: General Fund
Year of Implementation: 2006
Responsibility: Fire Department and Police Department

Medical Facilities

3. Construct expanded and relocated hospital services facility.

Estimated Cost: 16 million
Funding Source: Northside Hospital
Year of Implementation: 2007 and 2008
Responsibility: Northside Hospital

School System

4. Construct three elementary schools, one middle school and one high school.

Estimated Cost: \$12 million/elementary; \$18 million/middle school
Funding Source: Education SPLOST Tax
Year of Implementation: 2006 to 2010
Responsibility: Cherokee County School System

Note: All of these planned schools will be constructed in Cherokee County.

5. Relocate the Tippens Elementary School population and the existing facility to be repurposed from K-6 school to a total pre-school program

Estimated Cost: \$20,000 (cost for moving furniture, materials, and supplies)
Funding Source: Education SPLOST Tax
Year of Implementation: 2005
Responsibility: Cherokee County School System

6. Work with the Cherokee County Board of Education to create a long range school facilities plan

Estimated Cost: \$10,000
Funding Source: General Fund
Year of Implementation: 2006
Responsibility: City of Canton and the Cherokee County Board of Education

Government Facilities and Services

7. Relocate City Hall to downtown Central Business District (Completed)

Estimated Cost: \$2M
Funding Source: Bonds and SPLOST
Year of Implementation: 2005
Responsibility: City of Canton

8. Explore and create a Unified Code.

Estimated Cost: \$10,000
Funding Source: General Fund
Year of Implementation: 2007
Responsibility: City of Canton

9. Create and establish a City Parks and Recreation Authority

Estimate Cost: \$20,000
Funding Source: General Fund
Year of Implementation: 2006
Responsibility: Mayor and City Council

10. Create and establish a City Recreation and Leisure Services Department.

Estimated Cost: \$250,000
 Funding Source: General Fund
 Year of Implementation: 2007
 Responsibility: City of Canton

Cultural Facilities

11. Expand the programming for the Canton Theatre to include children's workshops/productions annually

Estimated Cost: \$5,000
 Funding Source: City of Canton Downtown Development Authority
 Year of Implementation: 2004-2010
 Responsibility: City of Canton Downtown Development Authority

12. Establish Summer Stock Theater Workshops

Estimated Cost: \$5,000
 Funding Source: City of Canton Downtown Development Authority
 Year of Implementation: 2006
 Responsibility: City of Canton Downtown Development Authority

13. Establish a Canton Academy (public education of local government affairs)

Estimated Cost: \$10,000
 Funding Source: City of Canton
 Year of Implementation: 2006-2007
 Responsibility: Mayor's Staff

Water and Sewer Department

14. Increase water capacity and pressure in the Central Business District (CBD) through infrastructure upgrades. Completed.

Estimated Cost: \$375,000
 Funding Source: City of Canton Water Fund
 Year of Implementation: 2002-2006
 Responsibility: City of Canton

15. Expand the existing wastewater treatment plant. Completed.

Estimated Cost: \$7,500,000
Funding Source: Revenue Bonds
Year of Implementation: 2004-2005
Responsibility: City of Canton

16. Initiate planning design and permitting for a Regional Wastewater Plant

Estimated Cost: \$100,000
Funding Source: Revenue Funds
Year of Implementation: 2008
Responsibility: City of Canton and Cherokee County Water and Sewer Authority

17. Design Hickory Log Creek Reservoir

Estimated Cost: \$1M
Funding Source: City of Canton and Cobb/Marietta Water and Sewer Authority Bonds, General Fund
Year of Implementation: 2005 and 2006
Responsibility: City of Canton/Mayor's Staff; Cobb/Marietta Water and Sewer Authority

18. Construction of Hickory Log Creek Reservoir

Estimated Cost: \$19M
Funding Source: Bond, General Fund, User Fees
Year of Implementation: 2006 through 2009
Responsibility: City of Canton and Cobb/Marietta Water and Sewer Authority

19. Construct a grey water/reclaimed water line for irrigation purposes

Estimated Cost: \$600,000
Funding Source: General Fund, Development Community, User Fees
Year of Implementation: 2006 through 2008
Responsibility: Mayor's Staff and Public Works Department

Solid Waste and Environmental Issues

20. Monitor solid waste and recycling needs annually.
(Program established; monitoring continues on an annual basis)

Estimated Cost: \$2,500
Funding Source: User Fees
Year of Implementation: 2004-2008
Responsibility: City of Canton

Public Works/Roads and Drainage/Transportation

21. The runway extension for the Cherokee County Airport is expected to be completed in two phases.

Phase 1: Extension of the runway to forty-one hundred (4,100) feet.

Estimated Cost: \$16,700,000.00
Funding Source: Federal Aviation Administration, Georgia DOT, and Local Matching Funds
Year of Implementation: 2006 through 2007
Responsibility: Cherokee County Airport Authority

Phase 2: Extension of the runway to five thousand (5,000) feet.

Estimated Cost: \$12,300,000.00
Funding Source: Federal Aviation Administration, Georgia DOT, and Local Matching Funds
Year of Implementation: 2006 and 2007
Responsibility: Cherokee County Airport Authority

Note: This airport is outside the city limits of Canton and the city will not be involved with this project.

22. Conduct a Feasibility Study for a Municipal Heliport.

Estimated Cost: \$20,000
Funding Source: General Fund, Grants
Year of Implementation: 2006
Responsibility: Mayor's Staff

23. Develop a commuter rail plan as established by the Georgia General Assembly H.B. 1348. Completed.

Estimated Cost: \$10,000
Funding Source: City of Canton General Fund
Year of Implementation: 2004-2005
Responsibility: Mayor's Staff

24. Conduct a feasibility study to determine ridership and operational costs for commuter rail. Completed.

Estimated Cost: \$40,000
Funding Source: City of Canton General Fund, Georgia Department
Transportation, Government Partners Group
Year of Implementation: 2004-2005
Responsibility: Mayor's Staff

25. Develop a priority list for Bike and Pedestrian and for Local Road Improvements projects.

Estimated Cost: \$5,000
Funding Source: Canton General Fund
Year of Implementation: 2006-2010 (to be updated annually)
Responsibility: Mayor's Staff

26. Implement Bike and Pedestrian plan and Local Road Improvements Projects.

Estimated Cost: \$5M
Funding Source: Grants, General Fund, Fees
Year of Implementation: 2006-2010 (to be implemented each year by priority)
Responsibility: Mayor's Staff

27. Expand City of Canton Transit System to provide service citywide.
(Purchase one bus annually to add to existing fleet)

Estimated cost: \$250,000
Funding source: Department of Transportation, City of Canton General Fund,
Congestion Mitigation and Air Quality Funds; FTA 5311 and
FTA 5307 Funds

Year of implementation: 2006-2010
Responsibility: City of Canton

28. Create an express bus service from Canton to Atlanta

Estimated Cost: \$77,000
Funding Source: FTA 5311 funding
Year of Implementation: 2006
Responsibility: City of Canton/Mayor's Staff

29. Purchase a Brush Grinder and Grapple Hook Truck. (Completed)

Estimated cost: \$225,000
Funding source: 1% sales tax-SPLOST, General Fund
Year of implementation: 2002-2005
Responsibility: City of Canton Street Department

30. Recodify standards and specifications for street construction and paving.

Estimated cost: \$20,000
Funding source: Building Inspections Department and City Engineer
Year of implementation: 2006
Responsibility: City of Canton Building and Development Department,
Mayor's Staff

31. Implement a Stormwater Utility Program

Estimated Cost: \$500,000
Funding Source: General Fund and Fees
Year of Implementation: 2006
Responsibility: Mayor's Staff, City Engineer Department, Information
Technology

Economic Development

32. Develop and implement a tourism plan in order to promote the character of Canton and its historical significance.

Estimated Cost: \$15,000

Funding Source: State Grants, Hotel/Motel Tax
Year of Implementation: 2005 and 2006
Responsibility: Canton Tourism Inc.

33. Create and implement a citywide Open Space Plan.

Estimated Cost: \$10,000
Funding Source: General Fund
Year of Implementation: 2006 and 2007
Responsibility: Mayor's Staff

34. Create a Mayor's Roundtable

Estimated Cost: \$5,000
Funding Source: General Fund
Year of Implementation: 2006-ongoing
Responsibility: Mayor's Staff

35. Develop a "downtown historic sites walking tour" with accompanying literature.

Estimated Cost: \$10,000
Funding Source: Hotel/Motel Tax
Year of Implementation: 2005-2006
Responsibility: Canton Tourism, Inc.

- Develop an Economic Development Plan for industry recruitment for the city

Estimated Cost: \$10,000
Funding Source: Hotel/Motel Tax
Year of Implementation: 2006-ongoing
Responsibility: Mayor's Staff

36. Develop promotional materials for citywide projects for development recruitment and retention

Estimated Cost: \$10,000
Funding Source: Hotel/Motel Tax
Year of Implementation: 2006-ongoing

Responsibility: Mayor's Staff

37. Develop promotional materials and a citywide marketing plan for the city.

Estimated Cost: \$50,000

Funding Source: Hotel/Motel Tax

Year of Implementation: 2006-ongoing

Responsibility: Mayor's Staff

Housing

38. Create and codify new Traditional Neighborhood Development (TND) and Transportation Oriented Development (TOD) zoning classifications.

Estimated Cost: \$75,000

Funding Source: General Fund

Year of Implementation: 2007

Responsibility: City of Canton Planning and Zoning

39. Create additional Livable Centers Initiative (CI) opportunities within the City

Estimated Cost: \$75,000 (\$25,000/year)

Funding Source: General Fund and Grants (Community Development Block Grant)

Year of Implementation: 2007

Responsibility: City of Canton Economic Development and Mayor's Staff

40. Create additional Overlay Districts at three I-575 Interchanges

Estimated Cost: \$75,000 (\$25,000/year)

Funding Source: General Fund and Grants (Community Development Block Grant)

Year of Implementation: 2006, 2007, 2008 (one per year)

Responsibility: Mayor's Staff

Historic Resources

41. Place appropriate signage at the gateways to the city to bring attention to the city's historic traditions and economic districts. Completed.

Estimated Cost: \$100,000
Funding Source: General Fund, LCI Funds
Year of Implementation: 2006, 2007, 2008
Responsibility: City of Canton Economic Development, Canton
Development Authority

Natural Resources

42. Implement Part V of the Planning Act to include ordinances to protect environmentally sensitive areas including the Etowah River, watersheds, and wetlands. Completed.

Estimated Cost: \$10,000
Funding Source: City of Canton General Fund
Year of Implementation: 2005
Responsibility: City of Canton

43. Develop a Green/Open Space Plan as part of a comprehensive natural resources strategy that includes zoning requirements for parks/open space for all zoning classifications that will preserve permanent open spaces in the city. Include in the development process policies to promote the concept of dedicated open spaces or parks.

Estimated Cost: \$10,000
Funding Source: General Fund
Year of Implementation: 2006-2007
Responsibility: Mayor's Staff

Recreation

44. Create a Youth Activities Program.

Estimated Cost: \$10,000
Funding Source: General Fund
Year of Implementation: 2006
Responsibility: City of Canton

45. Develop a citywide Master Plan for parks and recreation.
Estimated Cost: \$50,000
Funding Source: General Fund
Year of Implementation: 2006-2007
Responsibility: Mayor's Staff

Land Use

46. Update annually the growth boundary/annexation plan for the city

Estimated Cost: \$25,000
Funding Source: City of Canton General Fund
Year of Implementation: 2005 through 2009
Responsibility: Mayor's Staff

47. Create industrial areas by annexation into the city limits of Canton.

Estimated Cost: \$25,000
Funding Source: City of Canton General Fund
Year of Implementation: 2002 through 2009
Responsibility: City of Canton

48. Amend and recodify the Development Regulations.

Estimated Cost: \$15,000
Funding Source: General Fund
Year of Implementation: 2006-2007
Responsibility: City of Canton Building Inspections Department
and Mayor's Staff

49. Create and adopt a Unified Code.

Estimated Cost: \$15,000
Funding Source: General Fund
Year of Implementation: 2007
Responsibility: City of Canton

50. Create a manual on "How To Develop In Canton"

Estimated Cost: \$5,000
Funding Source: General Fund
Year of Implementation: 2006-2007
Responsibility: Mayor's Staff, Planning, Development

City of Canton, Georgia						
Annual Impact Fee Financial Report - FYE September 30, 2005						
Public Facility	Parks & Recreation	Police	Fire		Fire	Total
			North		South	
Service Area (if more than one)						
Impact Fee Fund Balance From Fiscal Year 2004	\$ 512,132.65	\$ 194,511.70	\$ 193,869.17	\$ 153,250.81	\$ 1,053,764.33	
Impact Fees Collected in Fiscal Year 2005	\$ 770,629.78	\$ 88,181.03	\$ 193,485.39	\$ 133,446.36	\$ 1,185,742.56	
Proceeds From the Issuance of Bonds Payable	\$ 7,676,656.36	\$ -	\$ -	\$ -	\$ 7,676,656.36	
Accrued Interest	\$ 10,049.31	\$ 6,076.14	\$ 5,698.05	\$ 4,474.47	\$ 26,297.97	
Administrative/Other Costs	\$ -	\$ -	\$ -	\$ -	\$ -	
(Impact Fee Refunds)	\$ -	\$ -	\$ -	\$ -	\$ -	
(Project Expenditures)	\$ (7,921,744.76)	\$ (9,884.70)	\$ (77,180.70)	\$ (74,835.00)	\$ (8,083,645.16)	
Principal and Interest Paid on Bonds Payable	\$ (933,092.15)	\$ -	\$ -	\$ -	\$ (933,092.15)	
Impact Fee Fund Balance Ending Fiscal Year 2005	\$ 114,631.19	\$ 278,884.17	\$ 315,871.91	\$ 216,336.64	\$ 925,723.91	
Impact Fees Encumbered	\$ 114,631.19	\$ 278,884.17	\$ 315,871.91	\$ 216,336.64	\$ 925,723.91	