



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: Jul 19 2006

ARC REVIEW CODE: R606151

TO: Mayor Timothy Downing
ATTN TO: Anthony W. Griffin, City Administrator
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 Holly Springs
Name of Proposal: Holly Springs Home Depot Development

Review Type: Development of Regional Impact

Date Opened: Jun 15 2006

Date Closed: Jul 19 2006

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 Region, and therefore, of the State.

Additional Comments: The proposed development is located within the Highway 5 overlay district. According to information submitted for the review, the overlay district does not require residential uses but rather promotes a mix of uses along the entire corridor. According to the overlay district guidelines, the Holly Springs Parkway represents the most viable location in the City for large scale commercial development. Although the development is shown as an auto-oriented, primarily single use development, it appears to meet the purpose of the overlay district, which is to promote quality development throughout the corridor that is compatible with the existing areas and helps to create an attractive, stable environment. The developer should continue to work with the City of Holly Springs to ensure that the proposed development meets the objectives and design guidelines of the overlay district.

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

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF WOODSTOCK

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF CANTON

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.

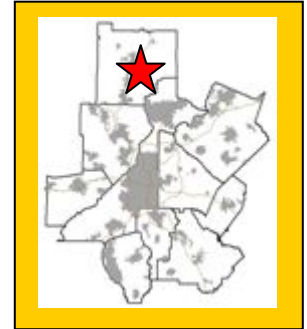
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	June 15, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Holly Springs Homes Depot #928
Final Report Due:	July 15, 2006		Comments Due By:	June 29, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Holly Springs Home Depot (Colonial Power Center) is a 39.2 acre mixed use development located in the City of Holly Springs. The proposed development will include a 146,773 Home Depot building with garden center, 76,000 square feet of retail, 86,680 square feet of medical and general office space. The proposed development also includes three outparcels totaling 4.69 acres. The proposed development is located in the northeastern quadrant of Interstate 575 and Sixes Road. Access to the site is proposed along Sixes Road and Holly Springs Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

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.

The project site is currently zoned a combination of GC (general commercial). The site will not be rezoned; however, it is being annexed into the City of Holly Springs. Information submitted for the review states that the proposed zoning is consistent with Holly Spring's Future Land Use Map which designates the area as a commercial district.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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?

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Yes, the proposed development would provide approximately 736 employment opportunities.

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 a three mile radius of the proposed project.

YEAR	NAME
2000	Concordia
1999	Group Realty MBC
1997	Rope Mill

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 currently unoccupied buildings on the site. There are no active uses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

Attached at the end of the report is a description of the permit required from the US Army Corp of Engineers and a stream buffer variance required from the Georgia Environmental Protection Division.

The proposed development is located within the Highway 5 overlay district. According to information submitted for the review, the overlay district does not require residential uses but rather promotes a mix of uses along the entire corridor. According to the overlay district guidelines, the Holly Springs Parkway represents the most viable location in the City for large scale commercial development. Although the development is shown as an auto-oriented, primarily single use development, it appears to meet the purpose of the overlay district, which is to promote quality development throughout the corridor that is compatible with the existing areas and helps to create an attractive, stable environment. The developer should continue to work with the City of Holly Springs to ensure that the proposed development meets the objectives and design guidelines of the overlay district.

Information submitted for the review states that there is great potential for a future Park & Ride in the immediate area due to the proximity to Interstate 575 and that the Sixes Road interchange is the terminus for the Interstate 575 HOV lane. ARC strongly recommends that the developers work with the appropriate transit operator and the City to explore options for the Park & Ride on the site of the proposed development.

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Access management is important to maintaining the long term function and capacity capability of the region's arterial roadways. Therefore, ARC staff recommends that there be no direct access to Holly Springs Parkway and Sixes Road from the outparcels shown on the site plan when future development is proposed.

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FINAL REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of homes styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy-efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, connectivity and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.

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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.

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.

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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.

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?

Following an annexation, the proposed project will be located in the City of Holly Springs in Cherokee County. The project is situated in the northeast quadrant of the Interstate 575 and Sixes Road interchange on the south side of the City.

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.

It will be entirely within the City of Holly Springs' boundaries; however, it is adjacent to Cherokee County and less than a mile for the City of Woodstock.

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.

None were determined during the review.

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 \$46,528,800 million with an expected \$345,290 in annual local tax revenues.

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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.

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

None were determined during the review.

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.

Watershed Protection

The project is located on Toonigh Creek, which drains into the Little River portion of Allatoona Lake. The Allatoona Basin is a large public water supply watershed (over 100 square miles in area) as defined by the Georgia DNR Part V Environmental Planning Criteria. As Allatoona Lake is a Corps of Engineer lake as well as a water supply source, it is exempt from the Part V criteria.

Stream Buffers

The northern and northwestern property line is the centerline of Toonigh Creek, which is shown as a perennial (blue line) stream on the USGS coverage for the project area. No stream buffers are shown on the plans but the proposed construction is shown as being 180 feet from the creek at closest approach. The developer should include, and show on all plans, a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on all streams on the property consistent with the Metropolitan North Georgia Water Planning District's Model Stream Buffer Ordinance, or buffers consistent with any equally protective City of Holly Springs Stream Buffer Ordinance.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff quantity and 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 produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis for the entire project:

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Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	<u>BOD</u>	TSS	Zinc	Lead
	39.16	66.96	681.38	4229.28	38494.28	48.17	8.62
TOTAL	39.16	66.96	681.38	4229.28	38494.28	48.17	8.62

Total Percent Impervious: 85

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. More specific information needs to be provided on how stormwater impacts will be controlled including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. 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.

Floodplain Management

The submitted plans show a portion of the proposed development will be in the 100-year floodplain of Toonigh Creek. Development in the 100-year floodplain needs to conform to all City of Holly Springs floodplain regulations. In addition, the project should identify the future-conditions floodplains on the property by performing a detailed flood study using a FEMA-approved model and the projected future land use conditions in the watershed(s) as defined by the local government. For all encroachments into future-conditions floodplain areas, the project should demonstrate that the encroachments will cause no adverse impact (i.e. no increase in base flood or future-conditions flood elevations more than 0.01 foot and no change in depth and velocity) from floodwaters either downstream or upstream by performing a step-backwater analysis using a FEMA-approved methodology. In addition, the project should show that floodplain storage capacity is not diminished by floodplain cut and fill.

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



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How many site access points will be associated with the proposed development? What are their locations?

The site is proposed to have one full access driveway along Sixes Road and three full access driveways and one right-in/right-out driveway along Holly Springs Parkway.

- The site driveway on Sixes Road will align across North Rope Mill Road.
- The site driveways on Holly Springs Parkway will be equally distanced from one another along the Holly Springs Parkway frontage with one driveway marking the eastern boundary of the site.

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

A & R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	P.M. Peak Hour			SAT Peak Hour			24 Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
118,662 sq ft Home Depot	137	154	291	340	301	641	3617
104,850 sq ft Retail Space	310	336	646	464	429	893	7003
86,680 sq ft Medical Office	75	201	276	180	135	315	3329
Reductions	-148	-168	-316	-257	-232	-489	-265
TOTAL NEW TRIPS	374	523	897	727	633	1360	13684

*Pass-by reductions are not available for 24-hour volumes but were included in peak hour volumes.

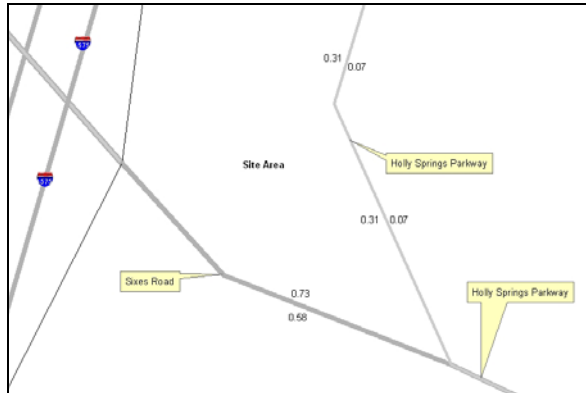
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

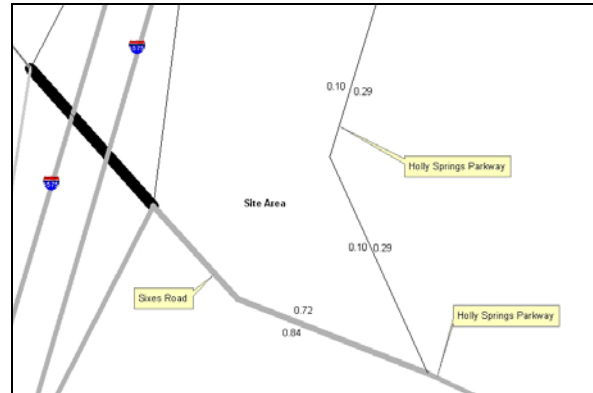
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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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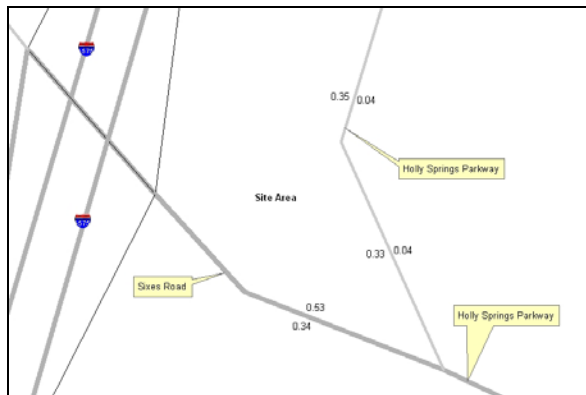
V/C Ratios



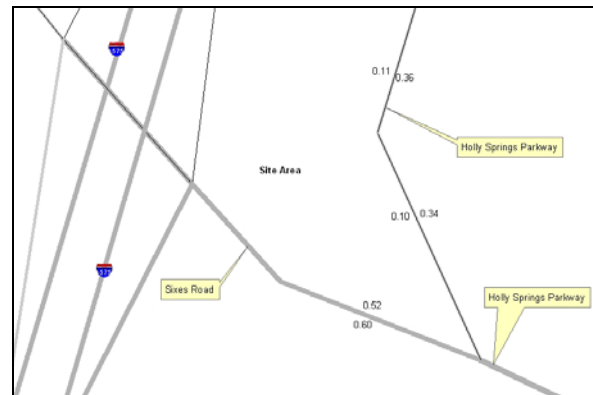
2005 AM Peak



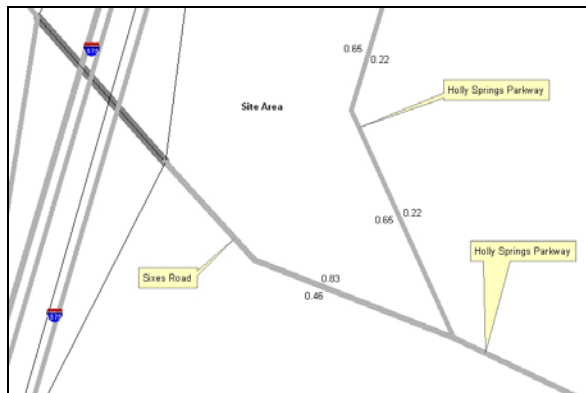
2005 PM Peak



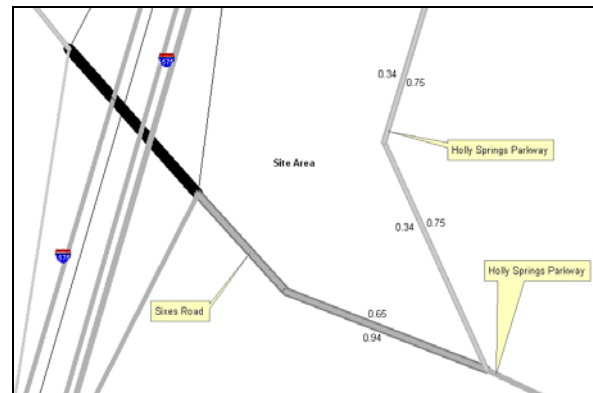
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel 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 appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-205	OLD SR 5 (HOLLY SPRINGS PARKWAY) AT HICKORY STREET/HOLLY STREET	Roadway Operations	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-917	I-575 FROM I-75 NORTH TO SR 5 BUSINESS IN CHEROKEE COUNTY	Roadway Capacity	2025
AR-H-005	I-575 HOV LANES FROM I-75 NORTH IN COBB COUNTY TO SIXES ROAD IN CHEROKEE COUNTY	HOV Lanes	2015
AR-H-006	I-575 HOV LANES FROM SIXES ROAD TO SR 20 IN CHEROKEE COUNTY	HOV Lanes	2025
CH-167	ARNOLD MILL ROAD EXTENSION/CONNECTOR FROM MAIN STREET TO ARNOLD MILL ROAD [SEE ALSO CH-168]	Roadway Capacity	2020
CH-168	ARNOLD MILL ROAD EXTENSION/CONNECTOR FROM MAIN STREET TO ARNOLD MILL ROAD [SEE ALSO CH-167]	Roadway Capacity	2030
CH-181	RECONSTRUCT INTERSECTIONS ALONG OLD SR 5 FROM HOLLY SPRINGS CITY LIMITS TO WOODSTOCK CITY LIMITS	Roadway Operations	2020
CH-189	SIXES ROAD AT 575	Bridge Capacity	2015

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Home Depot Holly Springs Mixed-Use Development.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Sixes Road at North Rope Mill Road

- Signalize intersection.
- Add an eastbound left-turn lane.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

GRTA Xpress offers the nearest transit service, located approximately 9 miles to the south west of the site. Due to the predominant retail character of the development and the lack of a transit connection

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from the development to the Xpress bus service, existing transit is not a viable option for accessing the proposed project.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential or 10% Office		4%
Parking Management Program- reserved for carpool/hybrid vehicles/conduit for electric vehicles		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		12%

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

According to the traffic analysis, two intersections will operate at an LOS of F in the future year total traffic condition. It is suggested that the recommended improvement be implemented prior to construction completion.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.040 MGD.

Which facility will treat wastewater from the project?

The Rose Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of Rose Creek 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

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4	4	3.6	7	-3	Expansion to 5mgd to be completed in 2002. Plan to expand to 10mgd by 2004 and to 15mgd around 2010.	
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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.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.046 MGD 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 125,214 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

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

Preliminary Report:	June 15, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Holly Springs Homes Depot #928
Final Report Due:	July 15, 2006		Comments Due By:	June 29, 2006

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?**
- **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.

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

No.

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

The site proposed for the development is located in Census Tract 907.02. This tract had a 29.6 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 82 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: Hamilton Williams [hwilliams@greenbergfarrow.com]
Sent: Tuesday, July 18, 2006 4:35 PM
To: Haley Fleming
Cc: bsabbarese@areng.com
Subject: Fwd: Summary for Sixes Road Environmental Permits ACOE#200501430 and BV-028-06-052

Haley :: The following is an explanation of the Environmental Permits and Variances as requested for the Holly Springs DRI. Please feel free to call with any questions or if you require any additional information on this matter to deem it complete.

Thank you.

G Hamilton Williams II
Senior Site Development Coordinator / Associate
GreenbergFarrow
1755 The Exchange
Atlanta, GA 30339
t 770 303 1033
f 770 303 2335
hwilliams@greenbergfarrow.com

>>> "Amy Rollins" <awolf@moorebass.com> 7/18/2006 4:16:58 PM >>>

The Sixes Road Commercial project located east of Interstate 575, north of Sixes Road and west of S.R. 5 in the City of Holly Springs has proposed impacts to 1068 LF of intermittent stream. Impacts to these areas require an Individual Permit (IP) from the U.S. Army Corps of Engineers (ACOE) and a Stream Buffer Variance (SBV) from the Georgia Environmental Protection Division (EPD).

The IP was submitted to the ACOE on August 12, 2005. It was deemed complete and approved for the 30-day Joint Public Notice Period which ran from September 21 to October 21, 2005. The Georgia State Historic Preservation Office commented that a Phase I archeological survey would be needed on the parcel to satisfy their requirements. A Phase I archeological survey was completed on January 19, 2006. EPD issued their 401 Water Quality Certification for this project in May 2006. ACOE has completed their final review and issuance of the IP is forthcoming.

The SBV was submitted to EPD on April 24, 2006. It was deemed the application complete on June 12, 2006. EPD issued the Public Advisory for this project on May 13, 2006. The public advisory requires the applicant to publish a legal notice describing the project in the legal organ for the local municipality. The notice is published for one day, but the public comment period is open for 30-days. The legal notice for this project will be published in the Cherokee Tribune on Friday July 21st, 2006. The comment period will end on August 21st, 2006. MB will respond to any comments that stem from the notice period and coordinate with EPD. EPD can then issue the SBV.

Let me know if you need any additional information.

Amy Wolf Rollins, M.S., P.W.S.

Senior Biologist
Moore Bass Consulting, Inc.
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7/19/2006

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Subject: Development of Regional Impact Review (DRI # 928)
Holly Springs Home Depot mixed use development, Cherokee County.

We have reviewed the subject proposal and have the following comments:

The proposed development would have a negative impact on the existing transportation system along Sixes Road/CR 779 and Holly Springs Parkway/ CR 1061 (the two proposed access roads to the development). Presently, the traffic volume along Sixes Road/CR 779, an Urban Collector Street, is 13,100 AADT. The V/C ratio varies between 0.58 and 0.73. This ratio indicates the road operates at a LOS between C and D. With no road capacity improvements in 2030 the V/C ratio would be 0.90 and the road would operate at LOS E. The traffic volume along Holly Springs Parkway/CR 1061, an Urban Minor Arterial, is 12,090 AADT. The V/C ratio varies between 0.30 and 0.50 indicating a LOS B. With no road capacity improvements in 2030 the V/C ratio would be 0.75 and the road would operate at LOS D. The applicant needs to address what roadway capacity improvements can be implemented to either support or mitigate the transportation demands of the proposed development initially and at build out. A total build out of the project should be coordinated with plan improvements and transportation demand management strategies defined in the Atlanta Regional Transportation Improvement Program and the Regional Transportation Plan. Presently, the following projects are planned in the area:

- Sixes Road/CR 779 at I-575, PI 0006041, CH 189, interchange improvement.
- Sixes Road/CR 779 from I-575 to Old SR 5/CR 1061, PI 0002637, CH 190, road widening.
- Old SR 5/CR 1061, PI 0000476, CH 205, intersections improvements at Hickory Road and Holly Street in Holly Springs.
- Cherokee County transit facilities FY 08, T001613, AR-CH-5307B.
- Holly Springs Parkway/CR 1061 at I-575, PI 0007660, AR-445B, upgrades traffic signals.

GRTA operates several express buses in this area and GDOT's project T001613 would improve the transit facilities. It is highly recommended, the developer contact ARC and coordinate/discuss a possible Park & Ride to better facilitate the use of transit. Any additional road improvements by the developer should be done before the build out of the development in order to improve congestion and facilitate multi-modal transportation possibilities. Within the development, sidewalks are recommended to provide pedestrian mobility. The developer is also encouraged to preserve additional ROW along the access roads for proposed road improvements including widening with a median.

If you have any questions, please contact Roxana Ene at 404-463-4377.

Your DRI ID NUMBER for this submission is: **928**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 10/4/2005 12:53:01 PM

DEVELOPMENT OF REGIONAL IMPACT

Cherokee County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan 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:	City of Holly Springs
*Individual completing form and Mailing Address:	Anthony W. Griffin PO Box 990 Holly Springs, GA 30142
Telephone:	7703455536
Fax:	7703450209
E-mail (only one):	awgriffin@hollyspringsga.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:		Colonial Power Center
Development Type	Description of Project	Thresholds
Commercial	Large-scale power center with approximately 367133 sf of retail and office space.	View Thresholds
Developer / Applicant and Mailing Address:		Colonial Properties Trust 300 Colonial Center Parkway, Suite 200 Roswell, GA 30076
Telephone:		6787958321
Fax:		
Email:		dsullivan@colonialprop.com
Name of property owner(s) if different from developer/applicant:		Northside Hospital of Cherokee
Provide Land-Lot-District Number:		562, 591 & 634 District 12 Section 2
What are the principal streets or roads providing vehicular access to the site?		Holly Springs Parkway (aka Hwy 5) and Sixes Road
Provide name of nearest street(s) or intersection:		Holly Springs Parkway, Sixes Road and I-575
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?	Y
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?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Holly Springs (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 100
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:	Rezoning, Variance, Other Annexation
What is the name of the water supplier for this site?	Cherokee County Water & Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Cherokee County Water & Sewer Authority
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: First Quarter of 2008

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?	
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):

Submitted on: 6/9/2006 9:07:04 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Holly Springs
Individual completing form:	Anthony W. Griffin
Telephone:	770-345-5536
Fax:	770-345-0209
Email (only one):	awgriffin@hollyspringsga.net

Proposed Project Information

Name of Proposed Project:	Home Depot Holly Springs Development
DRI ID Number:	928
Developer/Applicant:	Kristi Rooks, Home Depot SE
Telephone:	770-433-8211
Fax:	
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:	\$46,528,800
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$345,290
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): There are two vacant houses on site that will be removed.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cherokee County Water & Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.046 MGD
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: Proposed increase in capacity for August 2006. See Supplemental Report for details.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cherokee Co.- Rose Creek or Fitzgerald Creek
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.040 MGD
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?	

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.)	896 p.m. peak; 1359 Saturday pk hr.
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: See Transportation Analysis for details.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	125,214 tons/yr.
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

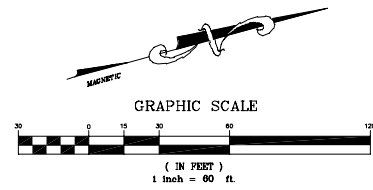
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	80%
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: See Supplemental Report for details. Plan includes direct discharge system into the stream basin that will utilize water quality devices and energy control structures.	

Environmental Quality

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

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:	
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?	N
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:	



PROJECT SITE DATA	
HOME DEPOT PROPOSED	17.16 ACRES
MEDICAL CENTER PROPOSED	6.28 ACRES
RETAIL PROPOSED	6.60 ACRES
OUTPARCEL "1" PROPOSED	2.10 ACRES
OUTPARCEL "2" PROPOSED	1.55 ACRES
OUTPARCEL "3" PROPOSED	1.04 ACRES
OUTPARCEL "4" PROPOSED	1.08 ACRES
D.O.T. R.O.W.	1.35 ACRES
TOTAL AREA	39.158 ACRES

PARKING CALCULATIONS	
HOME DEPOT BUILDING	118,662 SF
GARDEN CENTER	28,111 SF
TOTAL	146,773 SF
PARKING REQUIRED	1 SP/300 S.F
PARKING PROVIDED	1 SP/295 S.F.
TOTAL PROVIDED	497 PACES
FRONT FIELD H/C PROVIDED	12 SPACES

CLIENT CONTACT INFORMATION
KRISTI ROOKS
THE HOME DEPOT
2455 PAGES FERRY ROAD, C-19
ATLANTA, GA 30339
(770) 384 4113

CONSULTANT CONTACT INFO
G. HAMILTON WILLIAMS
GREENBERGFARROW
1755 THE EXCHANGE
ATLANTA, GA 30339
(770) 303 1033

LINE TABLE		
LINE	BEARING	LENGTH
L1	S52°29'37"E	137.84
L2	N37°30'33"E	220.86
L3	N52°22'35"W	168.00
L4	N68°18'55"W	79.16
L5	S72°29'43"E	21.50
L6	N78°59'15"E	63.84
L7	N39°21'20"E	85.03
L8	N18°20'02"E	165.32
L9	N51°39'24"E	61.31
L10	S50°36'44"E	77.20
L11	N70°28'00"E	57.05
L12	S53°01'08"E	58.00
L13	S60°29'58"E	59.83
L14	N52°18'08"E	46.44
L15	N05°48'12"E	147.34
L16	N80°45'27"E	36.57
L17	S41°29'02"E	145.05
L18	S17°01'56"W	88.36
L19	S55°52'15"E	81.88
L20	N76°38'51"E	107.42
L21	N26°33'39"E	58.10
L22	N62°13'39"E	126.23
L23	S64°45'17"E	69.40
L24	N78°50'55"W	15.00
L25	S07°24'48"W	157.07
L26	S86°19'29"S	15.00
L27	S88°56'25"W	15.00
L28	S03°45'04"E	115.22
L29	N85°21'21"E	15.00
L30	S02°19'35"W	26.92
L31	S02°19'35"W	25.20
L32	N88°57'19"E	12.36

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	176.42	262.11	173.11	S89°16'02"W
C2	119.71	297.46	118.90	N57°17'07"W
C3	196.77	755.96	196.21	N53°12'46"W
C4	89.02	1189.57	89.00	S31°17'44"W
C5	98.31	1189.57	98.28	S01°18'28"W
C6	470.96	1189.57	467.89	S75°03'28"W



1755 The Exchange
Atlanta, GA 30339
t: 770 303 1033 f: 770 303 2333

PROJECT TEAM

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ISSUE/REVISION RECORD	
DATE	DESCRIPTION
06/02/06	GRTA SUBMITTAL

PROFESSIONAL SEAL

PROFESSIONAL IN CHARGE
JOHN NOURZAD

PROJECT MANAGER
ALFONSO INCHAUSTI

QUALITY CONTROL
LARRY DIEHL

DRAWN BY
FOL

PROJECT NAME
HOLLY SPRINGS
GEORGIA

HOLLY SPRINGS

GEORGIA

**(NWC) SIXES ROAD &
HOLLY SPRINGS PARKWAY**



PROJECT NUMBER
200050777

SHEET TITLE

SITE LAYOUT

SHEET NUMBER
C-1.0
NOT ISSUED FOR CONSTRUCTION