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: Aug 18 2006 **ARC REVIEW CODE**: R608181

TO: Chairman J. Michael Byrd
ATTN TO: Vicki Taylor, Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Hickory Flats
Review Type: Development of Regional Impact

Meeting Date: Wednesday, September 6, 2006
Time: 11:00AM
Location: Harry West Conference Room, C Level, ARC Offices

Description: The proposed Hickory Flats is a mixed use development located on 228 acres in Cherokee County. The proposed development will include 266 single family units, 59 condominiums/townhomes, and 193,992 square feet of commercial space. Access to the site is proposed at twelve locations along the Batesville Road relocation, the old Batesville Road, Charles Cox Road and Lower Birmingham Road.

Submitting Local Government: Cherokee County
Date Opened: Aug 18 2006
Deadline for Comments: *Sep 1 2006*
Earliest the Regional Review can be Completed: Sep 17 2006

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF HOLLY SPRINGS
CHEROKEE COUNTY SCHOOLS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF CANTON
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302.

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DATE: Aug 18 2006 **ARC REVIEW CODE**: R608181

TO: Chairman J. Michael Byrd
ATTN TO: Vicki Taylor, Planner
FROM: Charles Krautler, Director

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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: Hickory Flats
Review Type: Development of Regional Impact

Description: The proposed Hickory Flats is a mixed use development located on 228 acres in Cherokee County. The proposed development will include 266 single family units, 59 condominiums/townhomes, and 193,992 square feet of commercial space. Access to the site is proposed at twelve locations along the Batesville Road relocation, the old Batesville Road, Charles Cox Road and Lower Birmingham Road.

Submitting Local Government: Cherokee County
Date Opened: Aug 18 2006
Deadline for Comments: *Sep 1 2006*
Earliest the Regional Review can be Completed: Sep 17 2006

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

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

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 2006-09-01 00:00:00, 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/landuse .

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Hickory Flats** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Sep 1 2006*

Preliminary Report:	August 18, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Hickory Flats #1106
Final Report Due:	September 17, 2006		Comments Due By:	September 1, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Hickory Flats is a mixed use development located on 228 acres in Cherokee County. The proposed development will include 266 single family units, 59 condominiums/townhomes, and 193,992 square feet of commercial space. Access to the site is proposed at twelve locations along the Batesville Road relocation, the old Batesville Road, Charles Cox Road and Lower Birmingham Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 AG, R-80, and R-40. Proposed zoning for the site is RZL, R-15, R-60, RTH, and GC. Information submitted for the review states that the proposed zoning is not consistent with Cherokee County's Future Land Use Map which designates the area as agriculture, forestry, and undeveloped. Information submitted for the review state that Cherokee County does not intend to update the map to account for this development.

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.

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

This will be determined based on comments received from potentially impacted local governments.

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 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2004	Carmichael Farms
1998	East Cherokee/Thomas Rd S/D

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, the site is currently mostly undeveloped with seven houses 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?

Based on staff review and pending comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies. The proposed development also received a score of 8 out of a required 15 points on ARC's Air Quality Benchmark Test. ARC staff would like to discuss their concerns with the developer and Cherokee County.

The development is proposed as a predominately residential site. However, even with a mix of housing types, the overall development is disconnected and lends itself to encouraging automobile use within the development. The location and design of the retail component encourages automobile use within the development. Redesigning the retail to orient along Batesville Road and create an entry way into the development is strongly encouraged. Moving the parking to the back of the retail development and providing adequate connections from the retail to the residential portion of the site is strongly encouraged.

The site plan indicates 62.64 acres of open space; however based on staff's preliminary review, there are opportunities for additional space within the site. ARC recommends the developer explore increasing the amount of open space within the development and expanding the multi-use trail system.

PRELIMINARY 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 home 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.
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.

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?

The proposed project is located in Cherokee County east of Hickory Flat Highway along Lower Birmingham Road and Batesville Road.

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 is entirely within the Cherokee County boundaries; however, it is less than 3 miles from the City of Holly Springs.

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.

To be 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 $135,645,000 million with an expected $1.4-1.5 million 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.

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

To be 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 and Stream Buffers

The project property is located in the Little River watershed, which is part of the Allatoona Lake Water Supply Watershed. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no water supply watershed requirements apply in this area. Based on the USGS coverage for the area, Mill Creek, a blue-line stream, crosses the portion of the property east of Batesville road. In addition, two unnamed blue line tributaries to Mill Creek also cross the property, on east of Batesville Road and one on the west side of the road. These streams are subject to the County's Stream Buffer Ordinance, which was passed to meet the model ordinance requirements of the Metropolitan North Georgia Water Planning District. The Cherokee Ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. The submitted plan shows a buffer identified as a "50-foot Georgia State Stream Buffer", as well as a "75-foot Metropolitan North Georgia Stream Buffer". These buffers do not appear to extend along the entire lengths of the streams. In addition, no buffers are clearly shown or identified on Mill Creek. It appears that some of the buildings in the development shown in Villages E and F appear to be close to the edge of the buffers, and may require grading that intrudes on the buffers. In addition, individual house lots in B, C and D are within 75-feet of, or are crossed by, Mill Creek and its tributary. The project should be designed to within the project property. The County Ordinance may apply to any unmapped streams on the property as well. Where the County stream buffer requirements apply on this property, the correct buffers should be shown and all proposed development, including grading areas, should be developed in accord with the County Ordinance.

The 50-foot state buffer applies only to trout streams. If these streams are not trout streams, the State 25-foot erosion and sedimentation buffer will apply. This buffer applies to all waters of the state and any work in those buffers must conform to the state E & S requirements and be approved by the appropriate agency.

Stormwater / 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 produced after the construction of the entire proposed development, based on the submitted site plans. 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. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. Single-family lots of less than ¼-acre have been combined with multi-family. Open space has not been separated out because it was not separated out of the acreages of the individual uses. 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	28.60	48.91	497.64	3088.80	28113.80	35.18	6.29
Low Density SF (1-2 ac)	82.41	49.45	227.45	1813.02	36837.27	11.54	2.47
Med. Density SF (0.25-0.50 ac)	78.00	105.30	460.98	3354.00	62478.00	26.52	6.24
Townhouse/Apartment	39.00	40.95	417.69	2613.00	23595.00	29.64	5.46
TOTAL	228.01	244.60	1603.76	10868.82	151024.07	102.88	20.46

Total % impervious 32

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. If necessary, stormwater management plans should also address the existing portions of the development, if adequate stormwater controls have not already been installed.

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

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

Access to the development is provided at twelve locations.

- Driveway 1 is a full-movement driveway located along the Batesville Road relocation, approximately 500 ft east of Hickory Flat Highway.
- Driveway 2 is a full-movement driveway located along Old Batesville Road, approximately 300 ft north of the Batesville Road relocation.
- Driveway 3 is a full-movement driveway located along the Batesville Road relocation, approximately 500 ft east of Hickory Flat Highway.
- Driveway 4 is a full-movement driveway located along Old Batesville Road, approximately 300 ft north of the Batesville Road relocation.
- Driveway 5 is a full-movement driveway located along the Batesville Road relocation, approximately 450 ft west of Lower Birmingham Road.
- Driveway 6 is a full-movement driveway located along Lower Birmingham Road, approximately 380 ft east of Batesville Road.
- Driveway 7 is a full-movement driveway located along Lower Birmingham Road, approximately 380 ft east of Batesville Road.
- Driveway 8 is a full-movement driveway located along Lower Birmingham Road, approximately 990 ft east of Driveways 6 and 7.
- Driveway 9 is a full-movement driveway located along Lower Birmingham Road, approximately 990 ft east of Driveways 6 and 7.
- Driveway 10 is a full-movement driveway located along Charles Cox Road, approximately 165 ft south of Batesville Road.
- Driveway 11 is a full-movement driveway located along Charles Cox Road, approximately 195 ft south of Driveway 10.
- Driveway 12 is a full-movement driveway located along Charles Cox Road, approximately 260 ft west of Driveway 11.

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

Kimley-Horn and Associates 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:

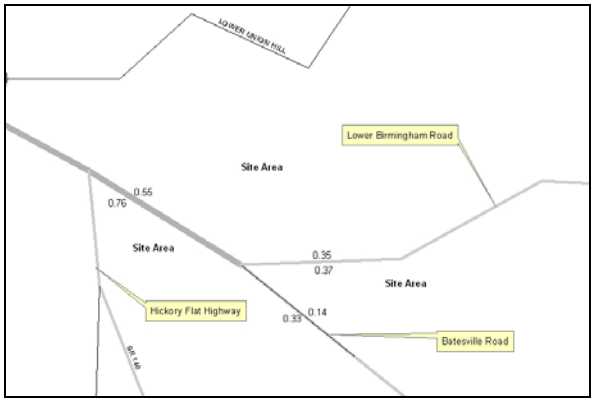
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
266 Single Family Homes	49	147	196	163	96	259	2558
59 Condominiums	6	28	34	26	13	39	410
193,993 sq ft Retail Space	142	91	233	465	504	969	10448
Reductions	-	-	-	-81	-81	-162	-1620
TOTAL NEW TRIPS	**196**	**266**	**463**	**573**	**532**	**1105**	**11796**

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

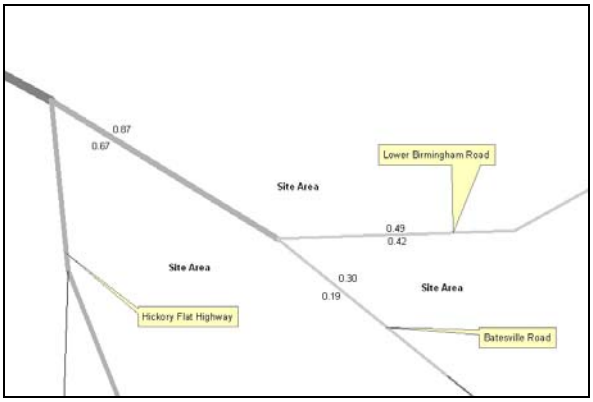
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

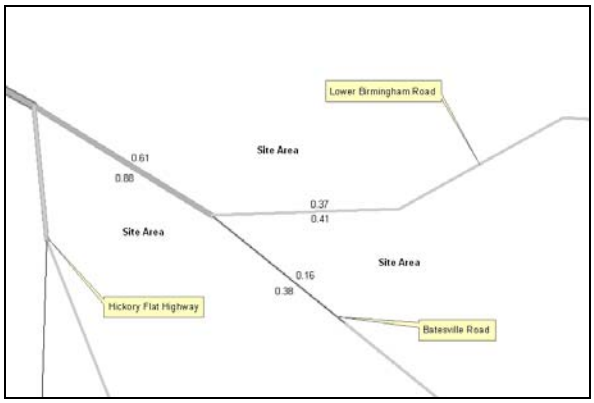
V/C Ratios



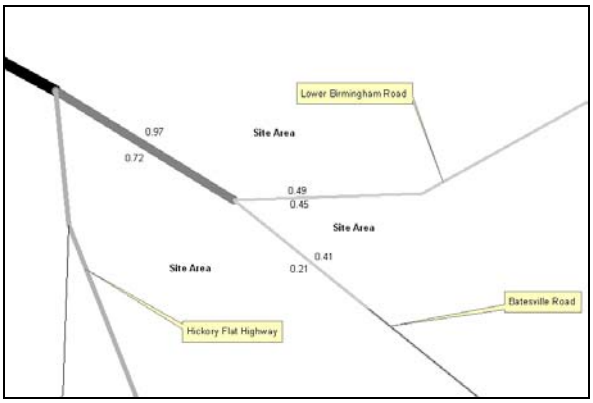
2005 AM Peak



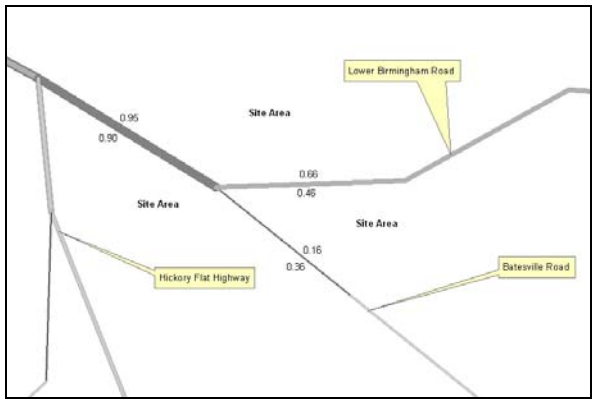
2005 PM Peak



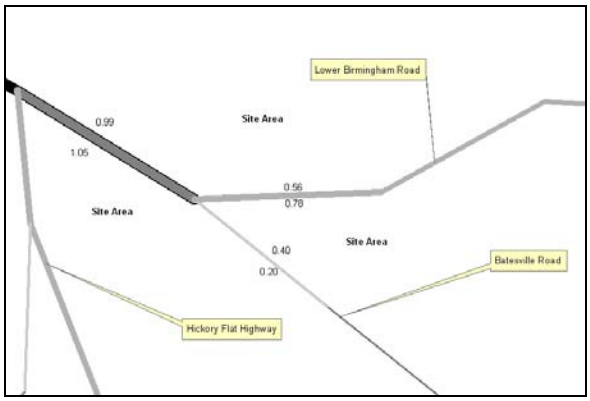
2010 AM Peak



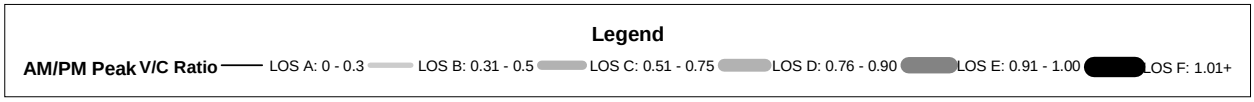
2010 PM Peak



2030 AM Peak



2030 PM Peak



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.

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-140E2	SR 140 (HICKORY FLAT HIGHWAY)	Roadway Operations	2007
CH-140E1	SR 140 (HICKORY FLAT HIGHWAY)	Roadway Operations	2007
CH-140D1	SR 140 (HICKORY FLAT HIGHWAY)	Roadway Operations	2007

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
CH-140E3	SR 140 (HICKORY FLAT ROAD): SEGMENT 5	Roadway Capacity	2025
CH-140D2	SR 140 (HICKORY FLAT ROAD): SEGMENT 4	Roadway Capacity	2025

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 Hickory Flats.

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

Hickory Flat Highway at Batesville Road
- Install separate left-turn, right-turn and through lanes to each approach.
- Install a traffic signal.

Hickory Flat Highway at East Cherokee Drive
- Install an eastbound right-turn lane along Hickory Flat Highway.
- Install a northbound right-turn lane along East Cherokee Drive.
- Install a southbound right-turn lane along East Cherokee Drive.

Sugar Pike Road at Batesville Road
- Install a westbound left-turn lane along Batesville Road.

Sugar Pike Road at Hickory Flat Highway
- Install a traffic signal when warranted.
- Install a westbound right-turn lane along Hickory Flat Highway.
- Install an eastbound left-turn lane along Hickory Flat Highway.

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. The recommendations stated in the no-build condition are also applicable to the build condition.

Batesville Road at Lower Birmingham Road

- Install a southbound left-turn lane along Batesville Road.
- Install a northbound right-turn lane along Batesville Road.
- Install a westbound right-turn lane along Lower Birmingham Road to create a separate westbound left-turn and right-turn lane; stop controlled.

Hickory Flat Highway at Charles Cox Road

- Install a southbound left-turn lane along Hickory Flat Highway.

Batesville Road relocations at Driveway 1/Driveway 3

- Install an eastbound left-turn lane along Batesville Road relocation.
- Install a westbound right-turn lane along Batesville Road relocation.
- Install a westbound left-turn lane along Batesville Road relocation.
- Install a southbound left-turn lane and shared through/right-turn lane exiting the site at Driveway 1; stop controlled.
- Install a northbound shared left-turn/through/right-turn lane exiting the site at Driveway 3; stop controlled.

Batesville Road relocation at Driveway 5/Old Batesville Road

- Install an eastbound left-turn lane along Batesville Road relocation.
- Install a westbound right-turn lane along Batesville Road relocation.
- Install a westbound left-turn lane along Batesville Road relocation.
- Install a southbound left-turn lane and shared through/right-turn lane at Old Batesville Road; stop controlled.
- Install a northbound shared left-turn/through/right-turn lane exiting the site at Driveway 5; stop controlled.

Lower Birmingham Road at Driveway 6/Driveway 7

- Install a southbound shared left-turn/through/right-turn lane exiting the site at Driveway 6; stop controlled.
- Install a northbound shared left-turn/through/right-turn lane exiting the site at Driveway 7; stop controlled.
- Install a westbound right-turn lane along Lower Birmingham Road.
- Install an eastbound right-turn lane along Lower Birmingham Road.
- Install an eastbound left-turn lane along Lower Birmingham Road.

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?

The Busbee Park and Ride lot, serviced by GRTA Xpress bus route #481 and Cobb County Transit express bus route #100, is located approximately 14 miles to the south west of the proposed site.

- GRTA Xpress bus route #481 provides service from the Busbee park and ride lot to downtown Atlanta, Monday through Friday from 5:30 a.m. till 8:00 a.m. with headways of 30 minutes. Service from downtown Atlanta returning to the Busbee park and ride lot is provided Monday through Friday from 3:30 p.m. to 6:15 p.m. with headways between 30 and 40 minutes.
- Cobb County Transit express route #100 provides service from the Busbee park and ride lot to downtown Atlanta, Monday through Friday from 5:25 a.m. till 8:00 a.m. with headways between 15 and 20 minutes. Service from downtown Atlanta returning to the Busbee park and ride lot is provided Monday through Friday from 3:35 p.m. till 6:30 p.m. with headways between 15 and 20 minutes.

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 Residential is dominant, 10% Retail or 10% Office		4%
Bike/ped networks connecting to land uses within and adjoining the site		4%
Total		**8%**

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

The area surrounding this project is quickly developing. This growth consists primarily of single family homes, garden style apartment communities and single story retail developments. With no access to transit and a lack of a nearby large employment center, this area will continue to suffer from worsening traffic congestion.

According to the traffic study, two intersections will function at an LOS F in the AM and PM peak hours while a third intersection will operate at an LOS E in the PM peak hour and a fourth intersection will operate at an LOS F in the AM peak hour. In order to bring the LOS at these intersections back to a reasonable level, it is suggested all recommended improvements be implemented prior to completion of this project.

No local transit service is available in the vicinity of this project. It is suggested the developer work with Cherokee County and/or GRTA to have a GRTA Xpress park and ride lot established closer to the project. Site plan adjustments could minimize the need for residents to make SOV trips to the retail portion of the project with greater clustering of residential units near or around the retail portion of the project. A vehicle connection from pod C connecting to Batesville Road will provide additional route options from pod C as well as reduce congestion on the driveway into pod C from Lower Birmingham Road. Vehicle and/or bicycle/pedestrian connections to adjacent parcels are also recommended.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1306 MGD.

Which facility will treat wastewater from the project?

The Fitzgerald 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 Fitzgerald Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
.33	.33	0.3	.33	0	Facility will be closed or changed to a point discharge depending on current negotiations.	Current facility utilizes a land application system on 55 acres.

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 0.1306 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 1500 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

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 375 new housing units, including single family residential and townhome condominiiums.

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 908.02. This tract had a 19.5 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 95 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.

Your DRI ID NUMBER for this submission is: 1106
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 5/1/2006 12:21:06 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:	Cherokee County
*Individual completing form and Mailing Address:	Vicki S. Tayolor, AICP 130 E Main Street Suite 108 Canton, Georgia 30114
Telephone:	678-493-6105
Fax:	678-493-6111
E-mail **(only one)**:	vtaylor@cherokeega.com

*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:	Hickory Flats

Development Type	Description of Project	Thresholds
Mixed Use	306 Single Family Homes 70 Townhomes 169000 square feet Retail	View Thresholds

Developer / Applicant and Mailing Address:	Ruby Forest, Inc. / Holt Persinger 355 Brogoon Road Suite 211 Suwanee, Georgia 30024
Telephone:	770-945-7327
Fax:	678-482-4183
Email:	hpersinger@breedlovecompanies.com
Name of property owner(s) if different from developer/applicant:	Hickory Flat Farms, LLC/Carmichael/Green/Mason
Provide Land-Lot-District Number:	356, 357, 358, 359, 363, 364, 365 of the 2nd District
What are the principal streets or roads providing vehicular access to the site?	Batesvill Road, Lower Birmingham Road
Provide name of nearest street(s) or intersection:	Batesvill Road @ Lower Birmingham Road
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: Cherokee County (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
What is the name of the water supplier for this site?	Cherokee County Water and Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Cherokee County Water and 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: 2011

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
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?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe):	N

Submitted on: 8/8/2006 12:24:45 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cherokee County
Individual completing form:	Vicki S. Taylor
Telephone:	678-493-6105
Fax:	678-493-6111
Email (**only one**):	vtaylor@cherokeega.com

Proposed Project Information

Name of Proposed Project:	Hickory Flats
DRI ID Number:	1106
Developer/Applicant:	Ruby Forest, Inc./Holt Persinger
Telephone:	990-945-7329
Fax:	678-482-4163
Email(s):	hpersinger@breedlovecompanies.com

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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$135,645,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1.4 - $1.5 million
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:	Cherokee Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1306
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?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cherokee Water and Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1306
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.)	614 entering and 569 exiting during the pm peak hour
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?	N
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,500
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

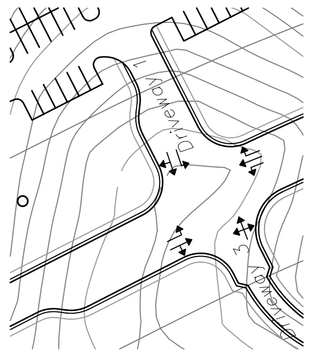
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	42%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Etowah	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater BMP's and streambank buffers	

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?	Y
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: Groundwater recharge will be reduced by connection to sanitary sewers. Watershed impacts will be mitigated through stormwater BMP's and streambank buffers	
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: Floodplain will be preserved.	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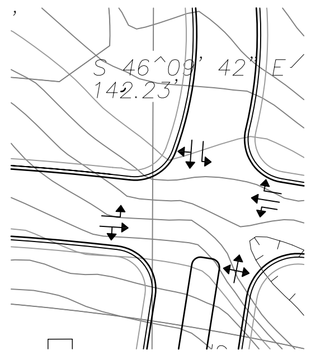
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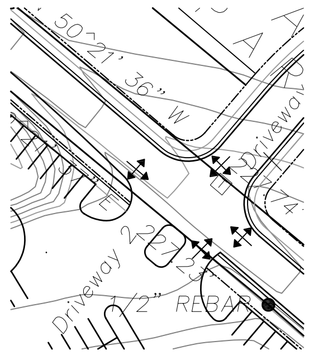
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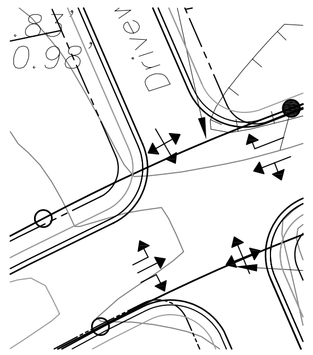
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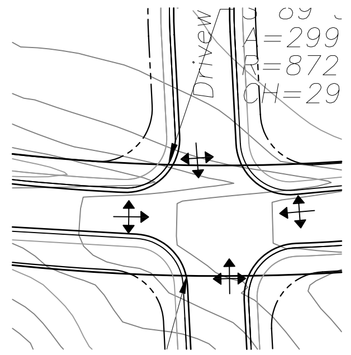
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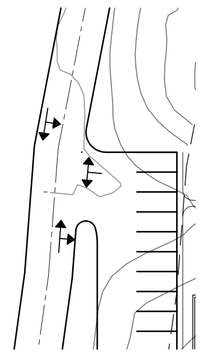
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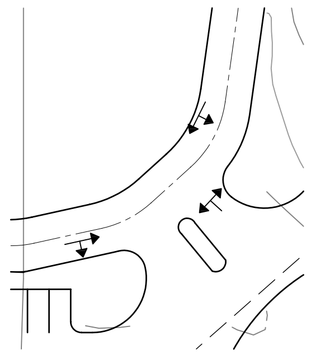
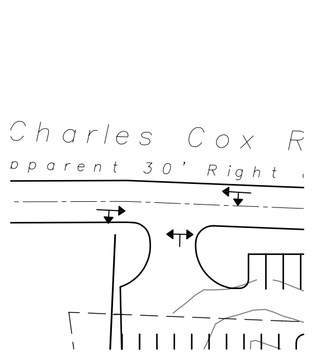
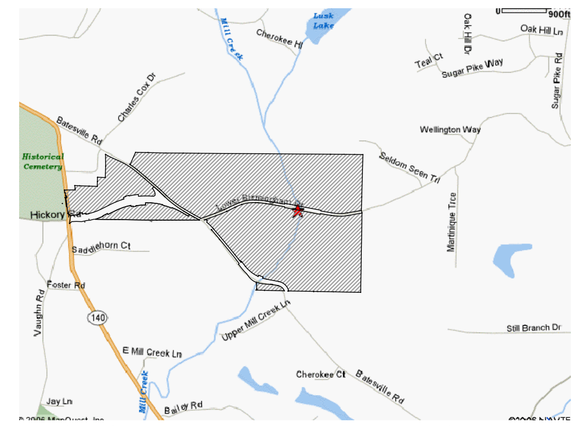
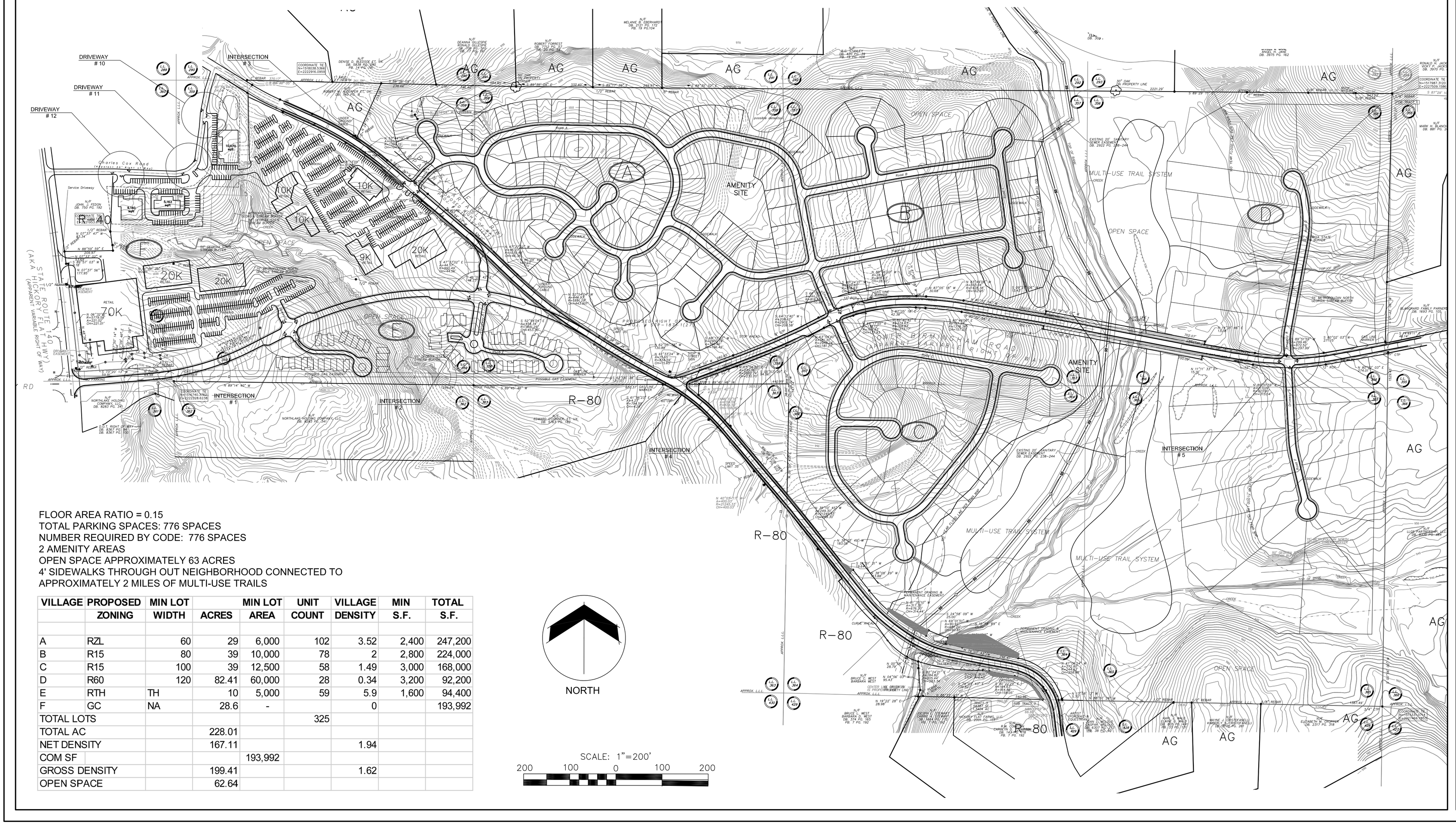

DRIVEWAY # 11



DRIVEWAY # 12



LOCATION MAP NOT TO SCALE



FLOOR AREA RATIO = 0.15
TOTAL PARKING SPACES: 776 SPACES
NUMBER REQUIRED BY CODE: 776 SPACES
2 AMENITY AREAS
OPEN SPACE APPROXIMATELY 63 ACRES
4' SIDEWALKS THROUGH OUT NEIGHBORHOOD CONNECTED TO
APPROXIMATELY 2 MILES OF MULTI-USE TRAILS

VILLAGE	PROPOSED ZONING	MIN LOT WIDTH	ACRES	MIN LOT AREA	UNIT COUNT	VILLAGE DENSITY	MIN S.F.	TOTAL S.F.
A	RZL	60	29	6,000	102	3.52	2,400	247,200
B	R15	80	39	10,000	78	2	2,800	224,000
C	R15	100	39	12,500	58	1.49	3,000	168,000
D	R60	120	82.41	60,000	28	0.34	3,200	92,200
E	RTH	TH	10	5,000	59	5.9	1,600	94,400
F	GC	NA	28.6	-		0		193,992
TOTAL LOTS					325			
TOTAL AC			228.01					
NET DENSITY			167.11			1.94		
COM SF				193,992				
GROSS DENSITY			199.41			1.62		
OPEN SPACE			62.64					

Ruby Forrest Inc.

355 Brogdon Road Suite 211
Suwanee, GA 30024
ph: 770-945-7327
fax: 678-482-4183
breedlovecompanies.com
24-HOUR CONTACT

REVISIONS

4.30.06 INITIAL CAPACITY STUDY
6.19.06 ZONING PLAN
6.30.06 ZONING PLAN REVISION
7.15.06 GRTA REQUIREMENTS

HICKORY FLATS

BATESVILLE ROAD

LL 356, 357, 358, 359, 363, 364, AND 365 CHEROKEE COUNTY

title

seal

ZONING CONCEPT

HICKORY FLATS

Drawing Title

Scales as stated hereon are valid on the original drawing. the dimensions of which are 24 x 36 inches. These scales may not be valid if copies are changed by the ratio of overall sheet dimensions of the print to corresponding dimensions of the original drawing.
This drawing is the property of Ruby Forrest Inc. It may not be reproduced or copied in whole or in part. It is only to be used for the purpose for which it was intended. Identified hereto and is not to be used on any other project. It is to be returned upon request.

Date 7/15/2006
Scale 1"=200'
Job No. HICK 01
1 of 1