



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 24 2006

ARC REVIEW CODE: R608241

TO: Mayor Cecil Pruett
ATTN TO: Marie Garrett, Special Consultant to the Mayor
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Name of Proposal: Riverstone

Review Type: Development of Regional Impact

Description: The proposed Riverstone mixed use development is located on 998 acres in the City of Canton. The proposed development will include 560 apartments, 621 townhomes, 84 senior living units, 148 single family residential units, 2,407,142 square feet of commercial, 403,550 square feet of office, 229,330 square feet of commercial/office, a 95 bed assisted living facility, 34,803 square foot post office, and a 18,350 square foot bank. Currently existing or under construction on 606 acres of the site is 1,023,603 square feet of commercial uses, 59,330 square feet of commercial/office uses, 240 apartments, 120 townhome units, 84 senior living units, 93,500 square feet of office uses, a 95 bed assisted living facility, a 34,803 square foot post office, and a 18,350 square foot bank. Access to the external roadway system is proposed at three existing internal roadways: Bluffs Parkway, Riverstone Boulevard, and Reinhardt College Parkway. These existing internal roadways provide access to the external roadway network at four existing intersections: two on Riverstone Parkway, Waleska Road, and Fate Conn Road.

Submitting Local Government: City of Canton

Date Opened: Aug 24 2006

Deadline for Comments: Sep 7 2006

Earliest the Regional Review can be Completed: Sep 23 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
GEORGIA CONSERVANCY
CITY OF WALESKA
CITY OF HOLLY SPRINGS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CHEROKEE COUNTY
CHEROKEE COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF WOODSTOCK
CITY OF BALL GROUND

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 2006-09-07 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: **Riverstone** *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

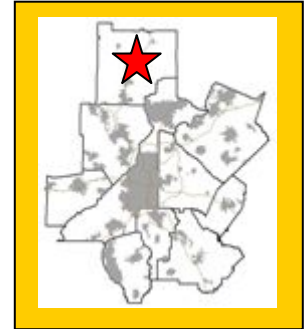
Return Date: Sep 7 2006

Preliminary Report:	August 24, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Riverstone #1113
Final Report Due:	September 7, 2006		Comments Due By:	September 23, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Riverstone mixed use development is located on 998 acres in the City of Canton. The proposed development will include 560 apartments, 621 townhomes, 84 senior living units, 148 single family residential units, 2,407,142 square feet of commercial, 403,550 square feet of office, 229,330 square feet of commercial/office, a 95 bed assisted living facility, 34,803 square foot post office, and a 18,350 square foot bank. Currently existing or under construction on 606 acres of the site is 1,023,603 square feet of commercial uses, 59,330 square feet of commercial/office uses, 240 apartments, 120 townhome units, 84 senior living units, 93,500 square feet of office uses, a 95 bed assisted living facility, a 34,803 square foot post office, and a 18,350 square foot bank. Access to the external roadway system is proposed at three existing internal roadways: Bluffs Parkway, Riverstone Boulevard, and Reinhardt College Parkway. These existing internal roadways provide access to the external roadway network at four existing intersections: two on Riverstone Parkway, Waleska Road, and Fate Conn Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2015.

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 PSC (Planned Shopping Center). Proposed zoning for the site will remain the same. Information submitted for the review states that the proposed zoning is consistent with the City of Canton's County's Future Land Use Map which designates the area as commercial.

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?

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If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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

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

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

YEAR	NAME
2005	Hickory Log Creek Reservoir
2004	Etowah Shoals
2004	Canton Place
2001	The Bluffs at Technology Park
2000	Viewpoint
2000	Laurel Ridge
1995	Summit Ridge

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

Based on information submitted for the review, 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?

The proposed mixed use development meets many goals set forth to minimize commutes and provide opportunities to accommodate growth more efficiently throughout the region by providing places where individuals can live, work, gather, and recreate in close proximity to one another. The proposed development does meet ARC's Air Quality Benchmarks; however, there are several site plan elements to consider in order to truly offer residents of the development the opportunity to engage in alternative modes of transportation and access to services, employment, and places of recreation.

The proposed development provides multiple uses within the same site, yet fails to truly integrate those uses in a compact, vertical mix that encourages pedestrian movement and less dependence on the automobile. The commercial areas are dominated by parking lots and fail to give the community a sense of place. Less than 25 acres on the site plan is identified for open space. Amenity centers and clubhouses are proposed for the individuals residential pods.

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Staff recommendations include refining the site plan to better integrate the proposed land uses where capable. Site plan recommendations include additional inclusion of passive and active park space. A centralized amenity center should be added to the overall development to provide a place for residents of the development to gather. Consideration of a greenway throughout the development to connect the various land uses and provide safe, convenient access to the various land uses within the development is strongly recommended. Outparcels located throughout the commercial pods should not have direct access onto roads, including Riverstone Boulevard, Bluffs Parkway, Riverstone Connector Road, and Reinhardt College Parkway. Future access points along Riverstone Blvd, Bluffs Parkway, and Reinhardt College Parkway should be minimized. Shared access points and internal connectivity within the individual pods should be implemented. Reduced parking spaces should be allowed to encourage alternative modes of travel throughout the entire development. The current free shuttle provided should be expanded to include stops throughout the residential areas, as well as the office and commercial areas.

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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.

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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.

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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?

The proposed project is located in the City of Canton in the northwest quadrant of the intersection of Interstate 575 and Riverstone Parkway.

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 City of Canton’s boundaries; however, it is less than a mile from the Cherokee County.

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

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 \$3 to \$5 billion with an expected \$7,507,200 to \$12, 512,000 in annual local tax revenues.

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



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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 upstream of the City of Canton's water supply intake on the Etowah River, placing the property in the Etowah River Water Supply Watershed. The watershed has an area of about 613 square miles above the Canton intake, making it a large (greater than 100 square mile area) water supply watershed under the DNR Part 5 Minimum Planning Criteria. The only criteria required for development within seven miles upstream of a direct river intake in a large watershed are restrictions on hazardous material handling. The project is also within the Allatoona Lake water Supply Watershed, which is also a large water supply watershed. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no additional requirements apply. Based on the USGS coverage for the area, Hickory Log Creek a blue-line stream runs through the northeastern portion of the property. In addition, an unnamed, unmapped stream runs along the western edge of the property. No buffers are shown on Hickory Log Creek within the project property. On the unnamed stream, 25-foot buffers are shown on each bank in Pod D, which is part of the existing portion of the project. A 30-foot buffer is shown on both banks of the stream in the proposed Pod H. The City of Canton has adopted a stream buffer ordinance to meet the model ordinance requirements of the Metropolitan North Georgia Water Planning District. The ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on streams in the City. Where the City stream buffer requirements apply on this property, the correct buffers should be shown and all proposed development located outside the buffers.

Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must 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

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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. 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	312.81	534.91	5442.89	33783.48	307492.23	384.76	68.82
Office/Light Industrial	127.34	164.27	2181.33	14516.76	90156.72	188.46	24.19
Townhouse/Apartment	177.06	185.91	1896.31	11863.02	107121.30	134.57	24.79
TOTAL	617.21	885.09	9520.54	60163.26	504770.25	707.79	117.80

Total % impervious 71

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 will be provided into the site through 4 existing intersections onto 3 existing internal roadways.



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- 2 access points will be provided on Riverstone Parkway to the south.
- 1 access point will be provided at Waleska Road to the west.
- 1 access point will be provided at Fate Conn Road to the north.

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

Street Smarts 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			Daily	Sat Midday		
	Enter	Exit	2-Way	Enter	Exit	2-Way	Total	Enter	Exit	2-Way
1,383,719 sq ft Retail Space	656	419	1075	2281	2471	4752	50690	3360	3100	6460
480,050 sq ft Office Space	807	103	910	126	737	863	6112	59	31	90
148 Single-Family Homes	28	85	113	96	57	153	1491	77	66	143
320 Apartments	32	129	161	126	68	194	2074	126	68	194
501 Town Houses	32	155	187	151	74	225	2526	102	86	188
Reductions	-147	-111	-258	-680	-760	-1440	-15406	-461	-450	-911
TOTAL NEW TRIPS	1408	780	2188	2100	2647	4747	47487	3263	2901	6164

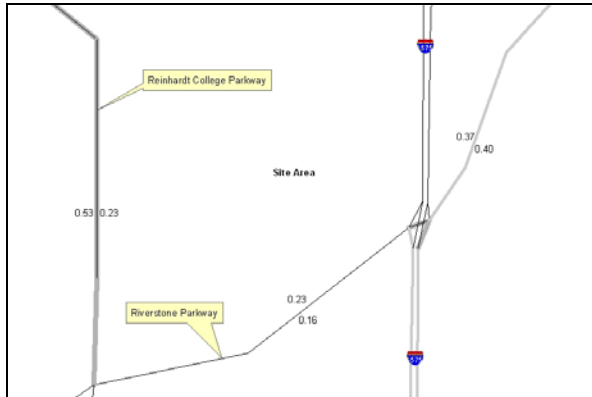
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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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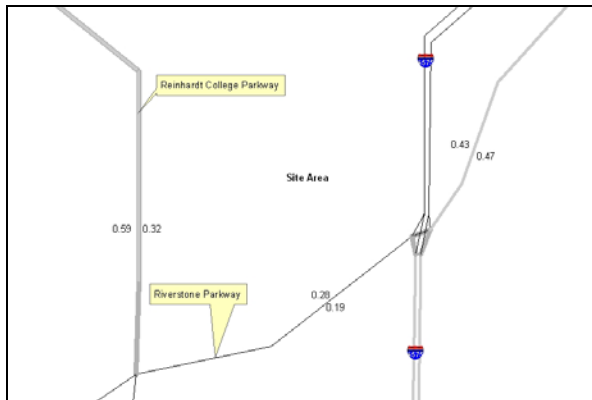
V/C Ratios



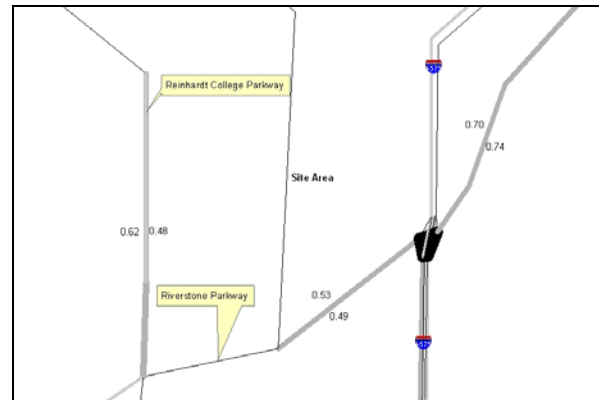
2005 AM Peak



2005 PM Peak



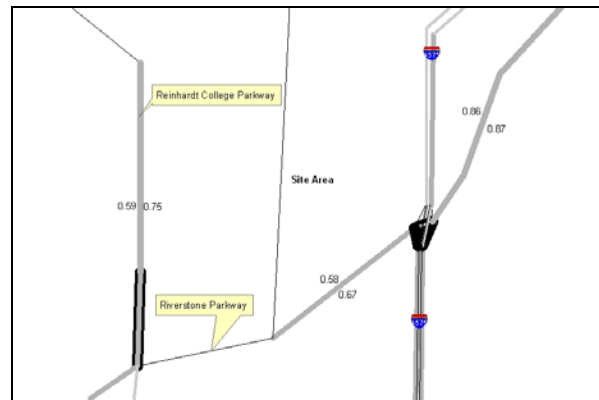
2010 AM Peak



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
N/A	N/A	N/A	N/A

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-214	NORTH CANTON PARKWAY	Roadway Capacity	2020
CH-140C	SR 140 (REINHARDT COLLEGE PARKWAY): SEGMENT 3	Roadway Capacity	2020

**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 Riverstone.

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.

Fate Conn Road at Bluffs Parkway

- Add a traffic signal.
- Add a dedicated eastbound right-turn lane on Fate Conn Road.

Riverstone Parkway at I-575

- Add a second eastbound left-turn lane on Riverstone Parkway at I-575 northbound ramps.

West Street at Marietta Highway

- Add a second westbound left-turn lane on West South Street.

Knox Bridge Highway at Marietta Highway

- Add a second eastbound left-turn lane on Knox Bridge Highway.

Butterworth Road at Knox Bridge Highway

- Add a second northbound left-turn lane on Butterworth Road.

Cumming Highway at I-575 southbound ramps

- Change the traffic signal phasing for the eastbound left-turns on Cumming Highway to protected/permitted.

Hickory Flat Highway at I-575 southbound ramps

- Add a traffic signal.



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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.

Fate Conn Road at Bluffs Parkway

- Add an eastbound right-turn overlap traffic signal phase.

Reinhardt College Parkway at Waleska Road

- Add a westbound right-turn overlap traffic signal phase.

Riverstone Parkway at I-575 Northbound Ramps

- Add a third eastbound left-turn lane.
- Add a third westbound through lane.
- Add two additional left-turn lanes with receiving lanes.

Riverstone Parkway at I-575 Southbound Lanes

- Add two additional eastbound right-turn lanes.
- Add an additional westbound through lane with receiving lanes.

Riverstone Parkway at Waleska Street

- Add an additional eastbound left-turn lane.
- Add an additional westbound left-turn lane.

Cumming Highway at Scott Road

- Add a separate eastbound right-turn lane.

Hickory Flat Highway at I-575

- Add a separate westbound right-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?

The City of Canton Transit system provides a free bus service within the city limits of Canton. Several stops are located within the proposed site. This service is provided Monday through Friday from 9:00 a.m. till 5:00 p.m. with headways of 1 hour. Service is provided on Saturdays from 9:00 a.m. till 4:00 p.m. with headways of 1 hour.

The Busbee Park and Ride lot, serviced by GRTA Xpress bus route #481 and Cobb County Transit express bus route #100, is located approximately 16 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.

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Final Report Due:	September 7, 2006		Comments Due By:	September 23, 2006

- 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 **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential and 10% Office		9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		17%

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

According to the traffic study, several intersections in the study area will operate at an LOS of E or F in the future year without the implementation of the recommended improvements. In order to bring these intersections to an acceptable LOS, it is suggested that all recommended improvements be implemented prior to completion of this project. Although a free transit service is provided by the city and stops are located inside the proposed development, this service operates with one hour headways from 9:00 a.m. till 5:00 p.m. Monday through Friday. This limited service is unlikely to minimize single occupancy vehicle trips during the morning and evening rush periods which generally begin earlier than 9:00 a.m. and run past 5:00 p.m. in the evening.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 560,610 average daily GPD.

Which facility will treat wastewater from the project?

The Canton 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 Canton Site is listed below:



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

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 644,184 average daily GPD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 4,432 tons of solid waste per year and the waste will be disposed of in the City of Canton.

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

No.

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

None stated.

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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 1,413 new housing units, including single family residential, townhomes, apartments, and senior living units.

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 57. This tract had a -25.9 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 100 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.

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Final Report Due:	September 7, 2006		Comments Due By:	September 23, 2006

* 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: **1113**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/6/2006 9:59:29 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 Canton, Georgia
*Individual completing form and Mailing Address:	Marie Garrett Canton City Hall 151 Elizabeth Street Canton, GA 30114
Telephone:	770-752-8988
Fax:	770-442-3489
E-mail (only one):	mariekg@bellsouth.net

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:		Riverstone
Development Type	Description of Project	Thresholds
Mixed Use	This is a mixed used development consisting of 568 acres of which approximately 216.6 acres have been built. The remainder of the property consisting of approximately 351.3 acres represents the final phase of the development. The final phase proposes commercial at 1629967 s.f. office at 813950 s.f. office-institutional at 18350 s.f. office/commercial mix at 439900 s.f. and residential at 1169 attached and detached units.	View Thresholds
Developer / Applicant and Mailing Address:		Matt Sasser Bright-Sasser Canton, LLC
Telephone:		404-252-1499
Fax:		
Email:		matt@meyersbrothers.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		LL 204, 205,206, 207, 226, 227, 228,193,192,191, 190
What are the principal streets or roads providing vehicular access to the site?		Riverstone Parkway/S.R. 5, Reinhardt College Parkway, Bluffs Parkway, and proposed Reservoir Blvd.
Provide name of nearest street(s) or intersection:		Riverstone Parkway/S.R.5 at Reinhardt College Parkway
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?	Unincorporated Cherokee County boundary approximately three miles to the north of subject property and contiguous to an unincorporated pocket on the eastern boundary of the subject property.
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: City of Canton (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:	Other Master Plan
What is the name of the water supplier for this site?	City of Canton
What is the name of the wastewater treatment supplier for this site?	City of Canton
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	38%
Estimated Completion Dates:	This project/phase: 2011 Overall project: 2011

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	

Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	Y
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Reservoir Blvd. is included in the RTP and the city's Major Thoroughfare Study. Additionally, it is included in the city's recently adopted Road Impact Fee Program/Capital Improvement Plan.	Y

Submitted on: 8/21/2006 3:12:13 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Canton
Individual completing form:	Marie Garrett
Telephone:	770-752-8988
Fax:	770-442-3489
Email (only one):	marielg@bellsouth.net

Proposed Project Information

Name of Proposed Project:	Riverstone
DRI ID Number:	1113
Developer/Applicant:	Matt Sasser; Bright-Sasser Canton , LLC
Telephone:	(404) 252-1499
Fax:	
Email(s):	matt@meyersbrothers.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.)	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:	\$3 to \$5 Billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$7,507,200 to \$12,512,000 (based on 40% of assessed value)
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Canton
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	644,184 Avg. Daily GPD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	

If water line extension is required to serve this project, how much additional line (in miles) will be required?	less than a mile total (this is based on the total area throughout the project)
--	---

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Canton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	560,160 Avg. Daily GPD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	less than a mile (this is based on the total area throughout the project)

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.)	2,120 a.m. peak and 4,873 p.m. peak per day; Saturday peak trips 6,178
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: Construction of Reservoir Blvd., additional traffic signals, additional left-hand turn lanes. See list of improvements in Riverstone traffic analysis	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	4,432 tons per year
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?	65%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Etowah River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers will be included in the development and detention ponds are required. Open space for the master plan is expected at a 25% minimum on the gross acreage. The city has implemented stream protection and buffers for those streams and tributaries that empty into the Etowah River. The city recently adopted a storm water utility.	

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	Y

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
 The subject property includes protected creeks/tributaries that are further protected through local ordinances. Open space is required for this development and will be further conditioned to develop an open space plan as a component to the overall development plan. Open space will permit active and passive recreational amenities as well as undisturbed areas.

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:

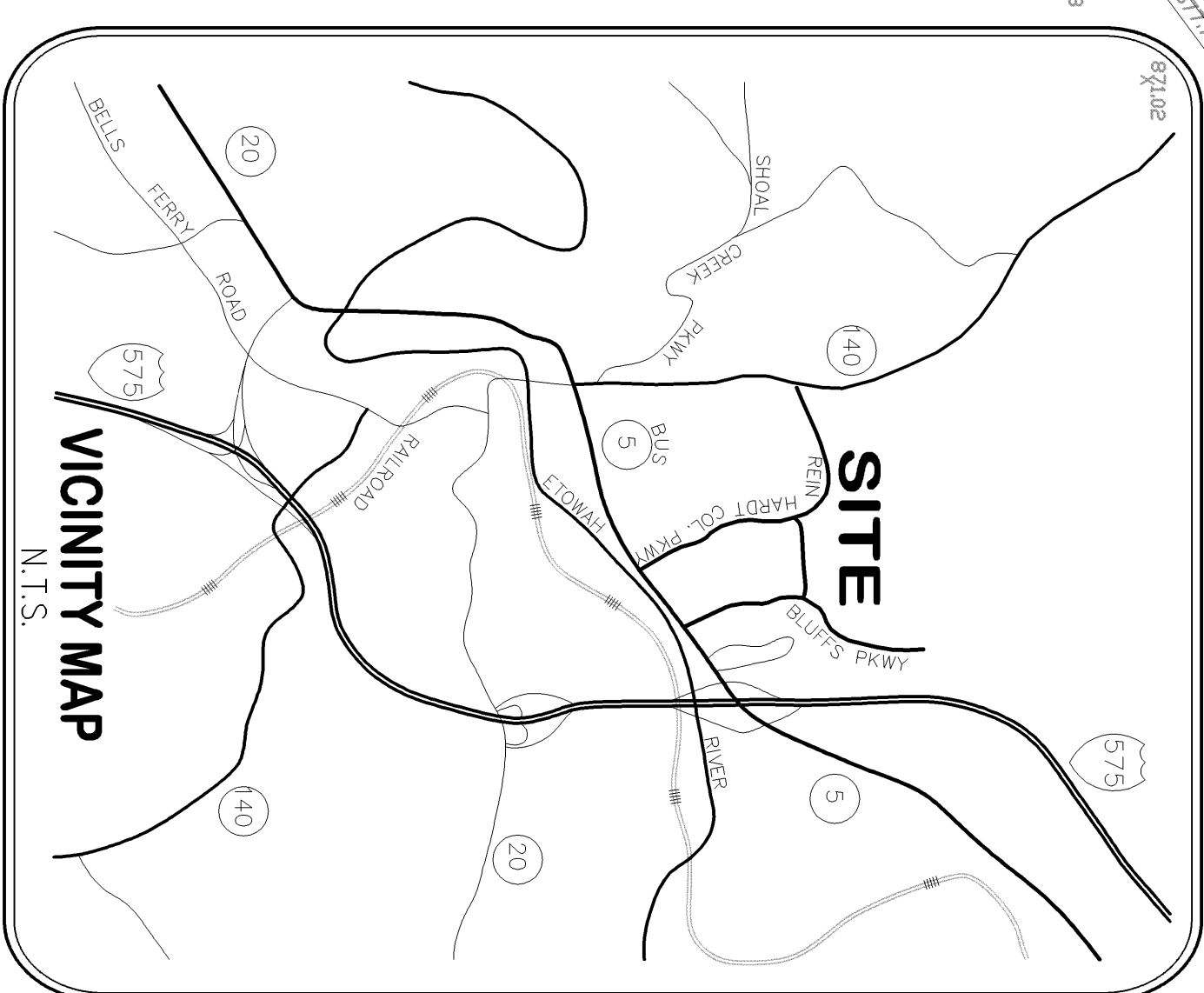
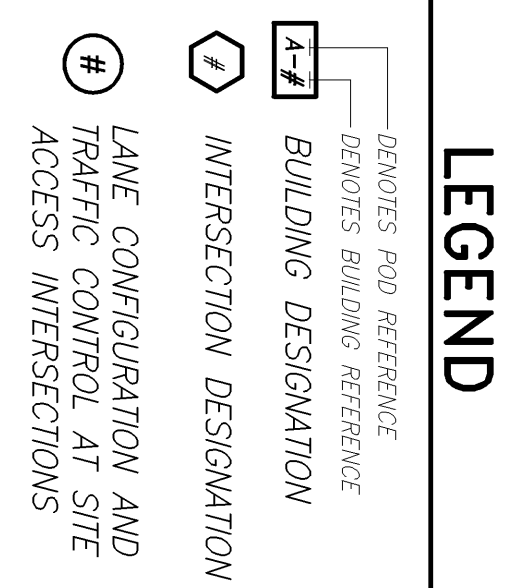
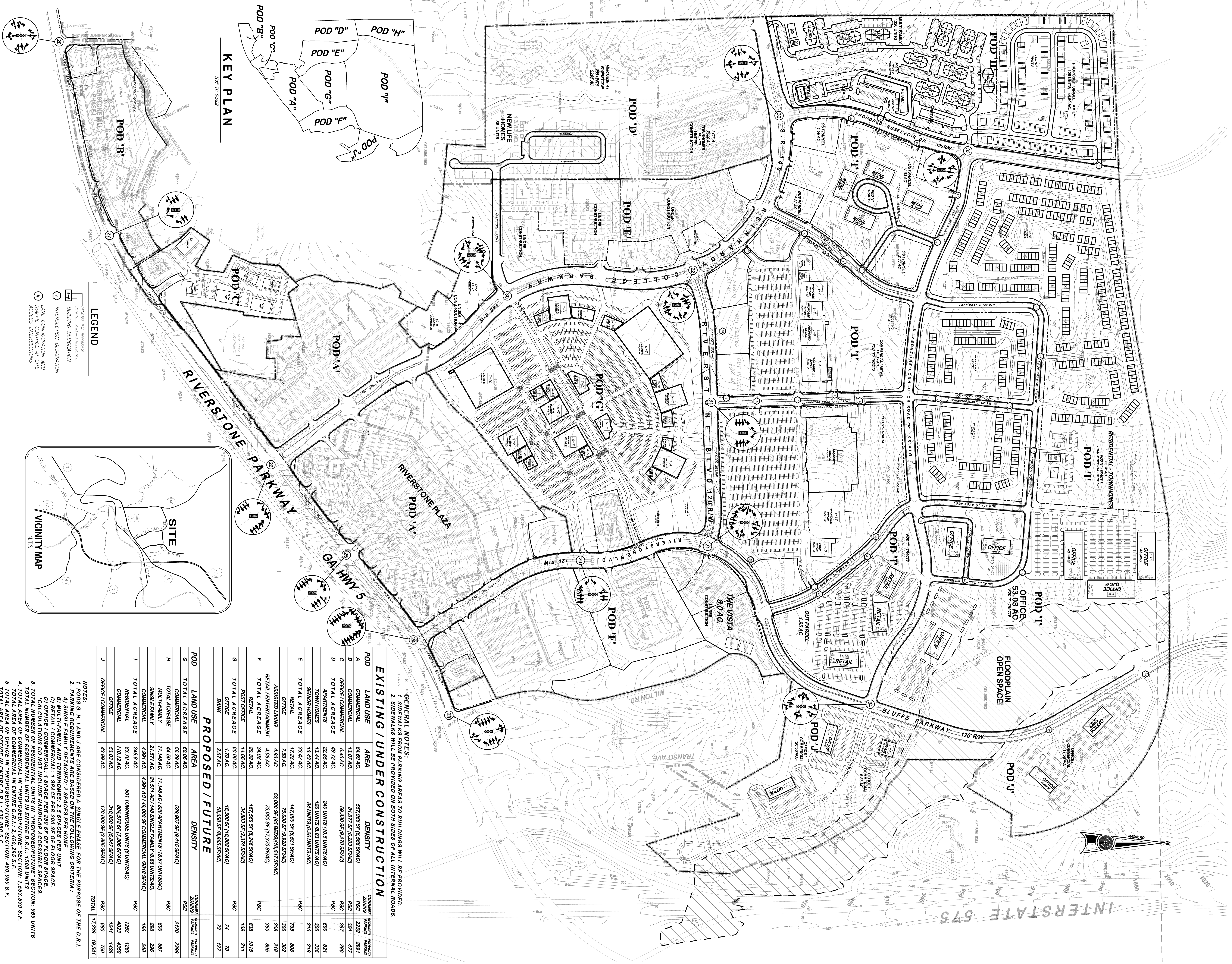
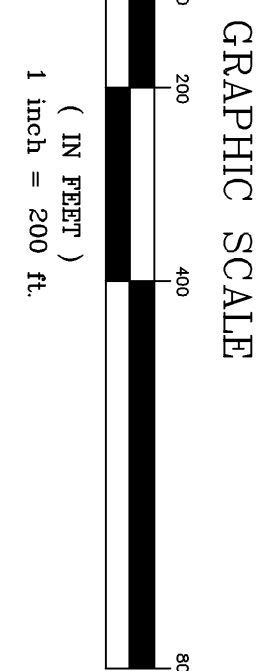
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:
 Floodplains will be protected through established local ordinances.

D.R.I. MASTER PLAN RIVERSTONE LOCATED IN THE CITY OF CANTON BRIGHT - SASSER CANTON, L.L.C.

PRECISION PLANNING, INC.
CONSULTING PLANNERS, ENGINEERS, ARCHITECTS & SURVEYORS
400 PINE BOULEVARD P.O. BOX 2210
LAWRENCEVILLE, GEORGIA 30046
(770) 535-9000 (FAX) (770) 822-5990

NOTE:
DRI SITE IS ENTIRELY WITHIN CITY
OF CANTON AND ENTIRELY WITHIN
CHEROKEE COUNTY.



EXISTING / UNDER CONSTRUCTION					
POD	LAND USE	AREA	DENSITY	CURRENT ZONING	PROPOSED ZONING
A	COMMERCIAL	84.69 AC.	557,866 SF (6,588 SF/AC)	PSC	2232 2891
B	COMMERCIAL	13.07 AC.	91,077 SF (6,935 SF/AC)	PSC	324 477
C	OFFICE / COMMERCIAL	6.40 AC.	59,530 SF (9,270 SF/AC)	PSC	227 286
D	TOTAL ACREAGE	46.12 AC.		PSC	
	APARTMENTS	22.65 AC.	240 UNITS (10.5 UNITS/AC)	PSC	600 621
	TOWN HOMES	13.44 AC.	120 UNITS (8.93 UNITS/AC)	PSC	300 360
	SENIOR HOMES	13.43 AC.	84 UNITS (6.26 UNITS/AC)	PSC	210 210
E	TOTAL ACREAGE	33.47 AC.		PSC	
	RETAIL	17.23 AC.	147,000 SF (8,531 SF/AC)	PSC	755 808
	OFFICE	7.56 AC.	75,000 SF (9,920 SF/AC)	PSC	300 362
	ASSISTED LIVING	4.93 AC.	52,000 SF (99 BEDS) (1,547 SF/AC)	PSC	208 217
	RETAIL / ENTERTAINMENT	4.03 AC.	70,000 SF (17,370 SF/AC)	PSC	350 395
F	TOTAL ACREAGE	34.89 AC.		PSC	
	RETAIL	20.32 AC.	167,500 SF (8,246 SF/AC)	PSC	639 1015
	POST OFFICE	14.66 AC.	34,003 SF (2,374 SF/AC)	PSC	139 211
G	TOTAL ACREAGE	60.06 AC.		PSC	
	OFFICE	17.30 AC.	16,500 SF (9,582 SF/AC)	PSC	74 78
	BANK	2.07 AC.	16,500 SF (8,066 SF/AC)	PSC	73 127
PROPOSED / FUTURE					
POD	LAND USE	AREA	DENSITY	CURRENT ZONING	PROPOSED ZONING
G	TOTAL ACREAGE	60.06 AC.		PSC	2120 2399
	COMMERCIAL	559.967 AC.	529,967 SF (9,415 SF/AC)	PSC	
H	TOTAL ACREAGE	44.50 AC.		PSC	
	MULTI-FAMILY	17.743 AC.	320 APARTMENTS (18.67 UNITS/AC)	PSC	800 667
	SINGLE FAMILY	21.571 AC.	148 SINGLE FAMILY (6.86 UNITS/AC)	PSC	296 296
I	TOTAL ACREAGE	4.891 AC.		PSC	
	COMMERCIAL	246.8 AC.	48,981 AC / 49,000 SF COMMERCIAL (9918 SF/AC)	PSC	196 246
	RESIDENTIAL	83.70 AC.		PSC	
	COMMERCIAL	170.12 AC.	501 TOWNHOUSE UNITS (6 UNITS/AC)	PSC	1253 1280
J	OFFICE	53.03 AC.	804,272 SF (7,587 SF/AC)	PSC	4023 4500
	OFFICE	43.99 AC.	370,050 SF (8,547 SF/AC)	PSC	1241 1428
	OFFICE COMMERCIAL	43.99 AC.	170,000 SF (3,866 SF/AC)	PSC	680 750

- GENERAL NOTES:
- PODS G, H, AND J ARE CONSIDERED A SINGLE PHASE FOR THE PURPOSE OF THE D.R.I.
 - PARKING REQUIREMENTS ARE BASED ON THE FOLLOWING CRITERIA:
 - A) MULTIFAMILY AND TOWNHOMES: 2.5 SPACES PER UNIT
 - B) RETAIL / COMMERCIAL: 1 SPACE PER 250 SF OF FLOOD SPACE.
 - C) OFFICE / COMMERCIAL: 1 SPACE PER 250 SF OF FLOOD SPACE.
 - "CALCULATIONS DO NOT INCLUDE HANDICAP ACCESSIBLE SPACES"
 - TOTAL NUMBER OF RESIDENTIAL UNITS IN "PROPOSED/FUTURE" SECTION: 989 UNITS
 - TOTAL AREA OF COMMERCIAL "PROPOSED/FUTURE" SECTION: 11,583,539 S.F.
 - TOTAL AREA OF OFFICE IN "PROPOSED/FUTURE" SECTION: 1,583,539 S.F.
 - TOTAL AREA OF OFFICE IN "PROPOSED/FUTURE" SECTION: 480,050 S.F.