



REGIONAL REVIEW FINDING

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

DATE: Nov 22 2006

ARC REVIEW CODE: R610231

TO: Chairman Michael Byrd
ATTN TO: Vicki Lee Taylor, Planning Director

FROM: Charles Krautler, Director *am illegible for CLE*

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

Submitting Local Government: Cherokee County

Name of Proposal: Willoughby and Sewell Tract

Review Type: Development of Regional Impact

Date Opened: Oct 23 2006

Date Closed: Nov 22 2006

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

Additional Comments: The developer, The Macauley Companies, Inc, in the attached letter dated November 19, 2006, has voluntarily agreed to the conditions listed below and their incorporation into Cherokee County's zoning conditions for the proposed development known as Village in the Forest. These conditions are considered to be the minimum necessary to mitigate potential negative regional impacts of the development described above.

1) This attachment shall be a condition of zoning by Cherokee County placed upon all property included in the DRI review completed by ARC on December 6, 2006.

2) In the event that application is made to vary these conditions, Cherokee County will submit the proposed changes to the ARC as a DRI for further review.

3) The applicant or future property owners if the property is sold to someone other than THE MACAULEY COMPANIES, INC. shall annually coordinate the submittal to Cherokee County and the ARC of a report describing the progress of the development. This report will list the progress made towards implementing the conditions of this attachment. The report will be due at the end of each calendar year. This requirement shall expire upon completion of the development.

4) The ARC staff will manage a corridor study of State Route 20, with participation from Cherokee County, Bartow County, and the Georgia Department of Transportation, that will analyze transportation deficiencies, land use, capacity constraints, safety concerns, intermodal and multimodal needs, and social and environmental resources, and recommend improvements along State Route 20 between Interstate 575 and Interstate 75 and will develop a plan to improve and preserve the capacity of the State Route 20 corridor and ensure implementation. Funding will be provided by THE MACAULEY COMPANIES, INC. funded at a level approved by ARC transportation staff but shall not exceed \$600,000. The ARC staff will seek matching funds to be spent on the corridor study if they are available.

5) The ARC staff will review and approve a water conservation plan created by the developer, THE MACAULEY COMPANIES, INC. that provides for efficient low indoor and outdoor water use in all residential and commercial buildings. This water conservation plan should employ best management practices. For example, prohibition of separate outdoor irrigation water meters and the use of multiple indoor showerheads in a single bathroom.

- 6) The developer, THE MACAULEY COMPANIES, INC., will fund construction costs for sewer treatment facilities necessary to meet the demand of the development as determined by the Cherokee County Water Authority.
- 7) A minimum of 41% of the total development area of the DRI will be in open space as reviewed by the ARC during the DRI review process completed on December 6, 2006.
- 8) A minimum 51% of the site in designated conservation subdivisions shall be reserved in open space as reviewed by the ARC during the DRI review process completed on December 6, 2006.
- 9) The developer, THE MACAULEY COMPANIES, INC., shall enter into an agreement with the Cherokee County School system and execute the agreement to provide to the Cherokee County School System on site, or through direct purchase at the applicant's expense, enough land to construct a minimum of four elementary schools.
- 10) The developer, THE MACAULEY COMPANIES, INC., shall prepare a park plan for the entire site in coordination with the U.S. Army Corps of Engineers. The park plan shall include designated passive and active greenspace, wildlife management corridors, trail system, and designated access to Lake Allatoona.
- 11) The developer, THE MACAULEY COMPANIES, INC., shall enter into an agreement with the Cherokee County Board of Commissioners and execute the agreement to fund intersection improvements immediately in the area. The intersections to be improved shall be determined by Cherokee County Public Works Department.
- 12) The developer, THE MACAULEY COMPANIES, INC., will limit the number of total residential units to 8,000 until State Route 20 is widened to a minimum of four lanes to either I75 or I575.
- 13) ARC staff commits to expedite widening of State Route 20 based on the results of the corridor study.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY	ARMY CORP OF ENGINEERS	CITY OF CANTON
BARTOW COUNTY	COOSA VALLEY RDC	CITY OF HOLLY SPRINGS
CHEROKEE COUNTY SCHOOLS		

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

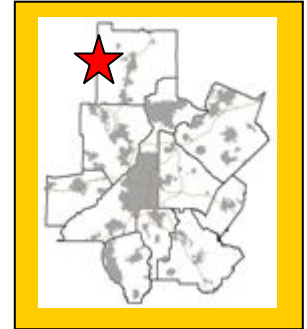
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	October 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Willoughby and Sewell Tract #1186
Final Report Due:	November 22, 2006		Comments Due By:	November 6, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Willoughby and Sewell Tract development is a 3,950 acre mixed use development located between Interstate 575 and Interstate 75 in Cherokee County. The proposed development will include 4,467 single family detached residential units, 1800 townhomes units, 1300 multifamily residential units, and 4433 residential units within the traditional neighborhood development nodes for a total of 12,000 residential units. The proposed development will also include 250,000 square feet of retail space. The neighborhood retail within the site is expected to only attract people living within the site. The proposed development is bounded by the Bartow County line to the west, Lake Allatoona to the south and east, and State Route 20 to the north. Vehicular access to the development is proposed at three locations along State Route 20. Two of the three driveways are proposed along existing road alignment and the third driveway is proposed along a new alignment.



PROJECT PHASING:

The project is being proposed to be completed in multiple phases, with full build-out by the year 2026.

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 agricultural. Proposed zoning for the site will be a combination of single family detached (R-20 conservation and R-15 conservation), single family detached (RD-3), townhomes (R-TH), multi-family (RM-16), and traditional neighborhood development (TND). Information submitted for the review states that the proposed zoning is not consistent with the Cherokee County's Future Land Use Map which designates the area as agricultural/forestry/undeveloped.

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

No comments were received concerning impacts to any potentially affected local government's comprehensive plan.

The project is adjacent to U.S Army Corps of Engineers property which has land use allocations and shoreline zoning similar to what a local jurisdiction would have. The Corps land use allocation for his

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area is classified as Forestry/Wildlife Management in the Corps Master Plan. The shoreline in this area is zoned as Protected in the Corps Shoreline Management Plan.

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

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

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

Yes, the proposed development would increase the need for services in the area for existing and future residents. The improvements made to the transportation system, according to the traffic study, with the build out of the proposed development are listed by intersection under transportation.

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
1994	Harbor View

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 undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The Willoughby and Sewell Tract development is a proposed 3,950 acre mixed use project that will include 4,467 single family detached residential units, 1800 townhome units, 1300 multifamily residential units, and 4,433 residential units within the traditional neighborhood development nodes for a total of 12,000 residential units. The proposed development will also include 250,000 square feet of retail space. The proposed development is located between Interstate 575 and Interstate 75 in Cherokee County and is bounded by Bartow County, Lake Allatoona (U.S Army Corps of Engineers property), and State Route 20. Vehicular access to the development is proposed at three locations along State Route 20.

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Several issues with the proposed development have been identified: the amount and quality of the open space, wastewater treatment capacity, alleviation of future educational facility demand, lack of adequate road infrastructure to handle associated vehicle trips with the proposed development and limited programmed road improvements along State Route 20, and inconsistency with adopted regional goals and policies.

The developer, The Macauley Companies, Inc, in the attached letter dated November 19, 2006, has voluntarily agreed to the conditions listed below and their incorporation into Cherokee County's zoning conditions for the proposed development known as Village in the Forest. These conditions are considered to be the minimum necessary to mitigate potential negative regional impacts of the development described above.

- 1) This attachment shall be a condition of zoning by Cherokee County placed upon all property included in the DRI review completed by ARC on December 6, 2006.
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- 10) The developer, THE MACAULEY COMPANIES, INC., shall prepare a park plan for the entire site in coordination with the U.S. Army Corps of Engineers. The park plan shall include designated passive and active greenspace, wildlife management corridors, trail system, and designated access to Lake Allatoona.
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ARC staff requested additional information and calculations concerning the open space. Based on information submitted by the developer, the site plan was revised to include 41% greenspace. Additionally, 51% of the site will be designated conservation subdivisions. Information also submitted for the review states that there will be no disturbance of wetlands or streams on the site.

Based on information submitted for the review, a new wastewater treatment plant is being proposed east of the project site, west of the City of Canton to serve this development and other developments proposed in the area. Information submitted for the review and attached at the end of this report states that there is sufficient wastewater capacity and potable water capacity to serve the development.

Based on information submitted for the review, several school sites could possible be proposed within the development. Information attached at the end of this report states that the developer and Cherokee County School District have reached a verbal agreement on a framework in which the developer will donate a number of school site acceptable to the Cherokee County School District for the construction of schools to educate the number of students projected to live in the proposed development.

State Route 20 is the east- west oriented roadway providing direct connection to Interstate 75 and Interstate 575. GDOT classifies the roadway as rural minor arterial with speed limits varying between 45 and 55mph and laneage varying between two and three travel lanes. State Route 20 is identified as part of the Regional Strategic Transportation System, which designated roadway and transit facilities that are significant to regional travel and mobility. Access management and operational improvements along the State Route 20 corridor between Interstate 575 and Interstate 75 are essential to maintaining an appropriate level of service sufficient to handle an acceptable percentage of regional travel.

The developer has agreed to fund the cost associated with a transportation corridor study that will analyze transportation deficiencies, land use, capacity constraints, safety concerns, intermodal and multimodal needs, and social and environmental resources, and recommend improvements along State Route 20 between Interstate 75 an Interstate 575. The study will also develop a plan for improving and preserving the capacity of the corridor and ensure implementation. Letters attached at the end of the report from Cherokee County, Bartow County, and Georgia Department of Transportation supporting the preparation of the study.

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The Atlanta Regional Commission completed updating the Regional Development Policies and Unified Growth Policy Map in May of 2006. The Unified Growth Policy Map illustrates different land uses in the region, as well as its infrastructure and transportation resources. Attached at the end of this document, is the adopted Unified Growth Policy Map indicating where the proposed development is located. As shown on the map, the proposed development is located in an area defined as rural. Rural areas are defined as having limited or no development. Housing development that has occurred is on large lots that are not served with sewer and agricultural uses can still be found the surrounding area. As defined by the attached Envision6 Regional Development Types Matrix, development types best suited for rural areas include regional parks, residential low density, and conservation subdivisions with 50% open space, where appropriate development is proposed. Based on staff review, the proposed development does not comply with the Unified Growth Policy Map.

The proposed development is currently zoned agricultural. The future land use map for Cherokee County designates the area as agricultural/forestry/undeveloped. The purpose of the agricultural zoned district is to maintain the integrity of agricultural activities predominate in the rural area of Cherokee County. The district zone and regulations essentially discourage the subdivision of land for urban development and encourage the maintenance of general rural characteristics of openness, low density residential use, and appropriate agribusiness and livestock production. Information submitted for the review does state that the future land use map would be updated concurrently with the rezoning of the development if the rezoning is approved.

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FINAL REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial, and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of 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 Cherokee County and is bounded by the Bartow County line to the west, Lake Allatoona to the south and east, and State Route 20 to the north.

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's boundaries; however, it abuts Bartow County and is less than 5 miles from the City of Canton and the City of Emerson in Bartow County.

The project is adjacent to U.S Army Corps of Engineers property which has land use allocations and shoreline zoning similar to what a local jurisdiction would have. The Corps land use allocation for this area is classified as Forestry/Wildlife Management in the Corps Master Plan. The shoreline in this area is zoned as Protected in the Corps Shoreline Management Plan.

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.

Based on comments received during the review, the proposed development will affect access to existing public lands for passive recreation such as hiking, wildlife viewing, and hunting.

Opportunities for access may either be eliminated or reduced; however, there are opportunities where access could increase due to increased population and developed parking areas. On the other side, the increase could potentially be disturb wildlife habitat and place increased pressures on undeveloped public lands.

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Land uses of Forestry/Wildlife Management would be negatively impacted, based on comments attached at the end of this report. Green space will be reduced, habitat values lost due to separation of habitat, degeneration of timber stands, harvesting timber for health of stands, sedimentation run-off onto adjacent lands, more urbanized pressure against wildlife and undeveloped lands.

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 \$3.05 billion with an expected \$32,326,340 in property taxes and \$3,000,000 in sales tax.

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?

The proposed development will increase demands on water resources of Allatoona Lake.

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 within the Allatoona Lake water Supply watershed, which classified as a large (greater than 100 square mile area) water supply watershed under the DNR Part 5 Minimum Planning Criteria. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no additional requirements apply. Based on information submitted by the developer and the USGS coverage for the area, a number of blue-line streams run through the property. The plans for the total site and the plans for the neighborhoods submitted in the application show buffers and open space around the streams, although they are not identified as such. The plans also cite County ordinances for buffers. Cherokee County 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 County.

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The proposed project will need to meet the County buffer requirements on all applicable streams on the property.

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.

Water Supply and Wastewater Demand

The DRI indicates that at full build-out, the proposed project would have a water demand of approximately 5.05 MGD and a wastewater flow of approximately 4.55 MGD. The application states that there is sufficient water capacity to serve the project. The Metropolitan North Georgia Water Planning District amended its Water Supply and Water Conservation Management Plan in July, 2006 to increase capacity at the Cherokee Etowah River Water Treatment Plant from 22 MGD to 36 MGD. For wastewater, the DRI indicates that there are plans to expand wastewater capacity through the construction of a new plant on the Etowah, east of the project site and west of the City of Canton, with permit and loading negotiations underway with EPD. The proposed plant is not included in the District's Long-Term Wastewater Management.

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. Except for the specified 140.8 acres of agricultural land, the open space is not factored because it was not separated out of the individual land uses listed. Likewise, no area or acreage was provided for the commercial areas shown in some neighborhoods, so that use was not factored into the estimates. 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
Agri./Pasture & Cropland	140.80	61.95	306.94	1830.40	46041.60	0.00	0.00
Low-Med SF (0.5-1 ac)	2031.10	2193.59	9586.79	69057.40	1297872.90	548.40	121.87
Med. SF (0.25-0.5 ac)	1570.66	2120.39	9282.60	67538.38	1258098.66	534.02	125.65
Townhouse/Apartment	380.00	399.00	4069.80	25460.00	229900.00	288.80	53.20
TOTAL	4122.56	4774.93	23246.13	163886.18	2831913.16	1371.22	300.72

Total % impervious 24%

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. A stormwater plan



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needs to be developed addressing how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual.

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?

Vehicle access to the development is proposed at three locations along SR 20.

- Driveway 1 is a proposed full-movement driveway along SR 20 in Bartow County, approximately 1,850 ft west of the Cherokee County line.
- Driveway 2 is a proposed full-movement driveway located along SR 20 in Cherokee County, approximately 5,000 ft east of the Bartow County line.
- Driveway 3 is a proposed full-movement driveway located along SR 20 in Cherokee County, directly across from Fincher Road (SR 108).

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:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
8,000 Single Family Homes	1402	4207	5609	3486	2047	5533	58584
2,000 Apartments	197	787	984	727	391	1118	12170
2,000 Condominiums	96	471	567	470	231	701	8190
TOTAL NEW TRIPS	1695	5465	7160	4683	2669	7352	78944

*Based on conversations with GRTA, it was decided that reductions would not be taken for this project. The above data represent gross trip generation numbers.

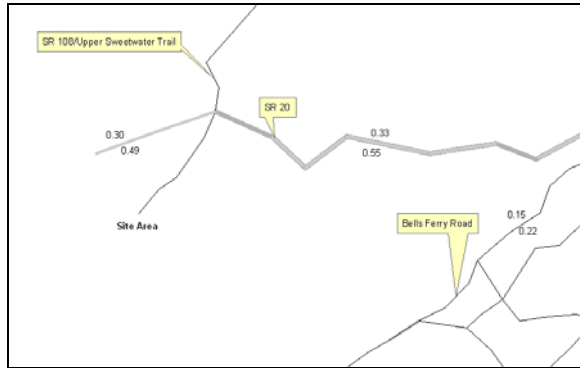
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

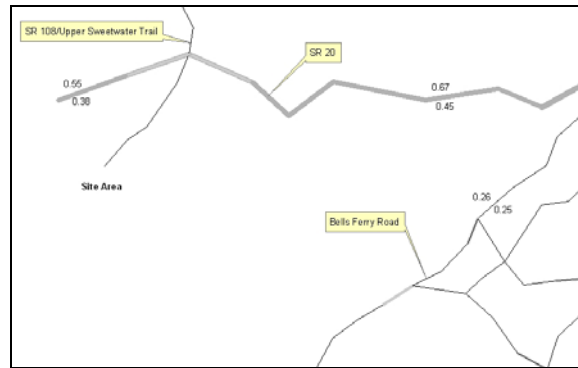
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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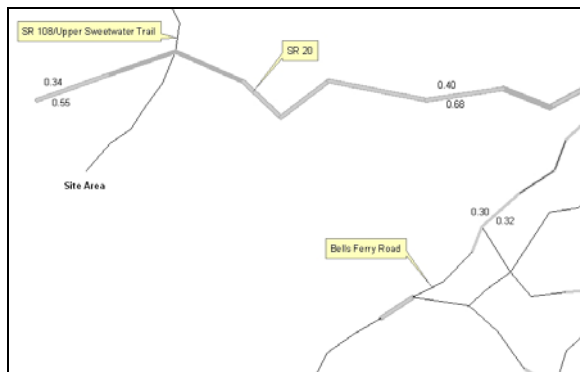
V/C Ratios



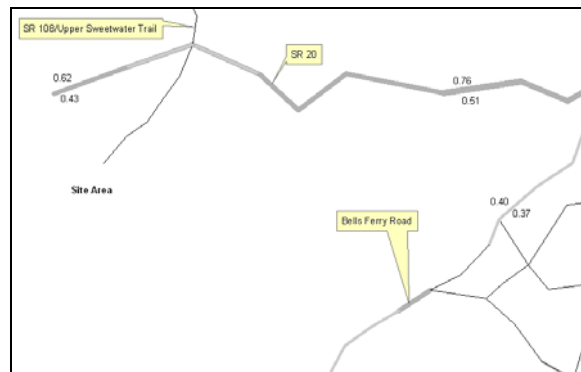
2005 AM Peak



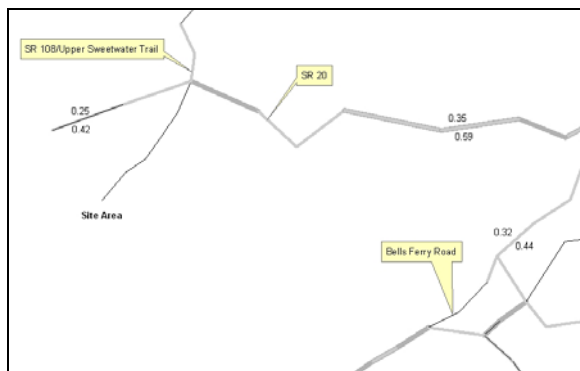
2005 PM Peak



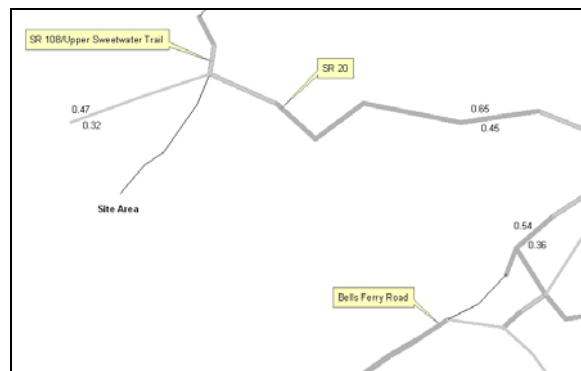
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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+

Legend

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.

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2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-004	SR 92	Roadway Capacity	2009
CH-010A2	BELLS FERRY ROAD: SEGMENT 1	Roadway Capacity	2010
CH-010B	BELLS FERRY ROAD: SEGMENT 2	Bridge Capacity	2008
CH-209	SR 20 (KNOX BRIDGE ROAD)	Roadway Operations	2011
CH-AR-231	I-575 NORTH	Interchange Capacity	2008
BT-027A	SR 113/OLD ALABAMA ROAD	Roadway Capacity	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-917	I-575	Roadway Capacity	2025
AR-H-006	I-575 HOV LANES	HOV Lanes	2024
CH-010C	BELLS FERRY ROAD: SEGMENT 3	Roadway Capacity	2015
CH-010D	BELLS FERRY ROAD: SEGMENT 4	Roadway Capacity	2025
CH-020A2	SR 20: SEGMENT 1	Roadway Capacity	2025
CH-020B	SR 20 (CUMMING HIGHWAY): SEGMENT 2	Roadway Capacity	2024
BT-015	GLADE ROAD	Roadway Operations	2020
BT-053	SR 293/OLD HIGHWAY 293	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 Willoughby and Sewell Tract.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic for phase 1. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 20 at Fincher Road (SR 108)/Upper Sweetwater Trail

- Signalize this intersection.

Bells Ferry Road (SR 205) at Sixes Road

- Construct a northbound right-turn lane along Bells Ferry Road (SR 205).

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic for phase 1. 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.

SR 20 at I-75 Northbound Ramp

- Convert the existing northbound right-turn lane along the I-75 Northbound Ramp to operate under free-flow conditions. This will require an additional receiving lane along SR 20 east of the intersection.

SR 20 at Woodall Road/Brooke Road



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- Signalize this intersection.
- Construct an eastbound left-turn lane, a second eastbound through lane, and an eastbound right-turn lane along SR 20.
- Construct a westbound left-turn lane and a second westbound through lane along SR 20.
- Construct two northbound left-turn lanes along Woodall Road.

SR 20 at Proposed Driveway 2

- Signalize this intersection.
- Construct an eastbound right-turn lane along SR 20.
- Construct a westbound left-turn lane and a second westbound through lane along SR 20.
- Construct two northbound left-turn lanes and one right-turn lane along proposed Driveway 2.

SR 20 at Fincher Road (SR 108)/Upper Sweetwater Trail

- Construct a second eastbound through lane and an eastbound right-turn lane along SR 20.
- Construct a second westbound left-turn lane and a second westbound through lane along SR 20.
- Construct a southbound left-turn lane along Fincher Road (SR 108).
- Construct a northbound left-turn lane and two northbound right-turn lanes along proposed Driveway 3.

SR 20 at Butterworth Road

- Construct a second eastbound left-turn lane and a second eastbound through lane along SR 20.
- Construct a third westbound through lane along SR 20.
- Construct a second northbound left-turn lane along Butterworth Road.

SR 20 at Marietta Highway

- Construct a southbound left-turn lane along SR 20 to form a separate left-turn lane and a shared left-turn/through/right-turn lane.

SR 20/Marietta Highway at SR 140/W. South Street

- Construct a westbound left-turn lane along SR 140/W. South Street to form a separate left-turn lane, a shared left-turn/through lane, and a separate right-turn lane.
- Construct a second southbound left-turn lane along SR 140/SR 5.

Marietta Highway at Butterworth Road/Univeter Road

- Construct a second northbound left-turn lane along Marietta Highway.

Bells Ferry Road at Butterworth Road

- Construct a westbound right-turn lane along Bells Ferry Road.
- Construct a second northbound through lane along Butterworth Road.
- Construct a second southbound through lane along Butterworth Road.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic for phase 2. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

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SR 20/Marietta Highway at SR 140/W. South Street

- Construct a westbound left-turn lane along SR 140/W. South Street.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic for phase 2. 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.

SR 20 at I-75 Southbound Ramp

- Construct a third westbound left-turn lane along SR 20.
- Construct a second southbound left-turn lane along the I-75 Southbound Ramp.

SR 20 at I-75 Northbound Ramp

- Construct a second northbound right-turn lane along the I-75 Northbound Ramp.
- Construct a third westbound through lane along SR 20.

SR 20 at SR 20 Spur

- Construct a third eastbound through lane along SR 20.

SR 20 at Woodall Road/Brooke Road

- Construct a third eastbound through lane along SR 20.
- Construct a third westbound through lane along SR 20.
- Construct a third northbound left-turn lane along Woodall Road/proposed Driveway 1.

SR 20 at proposed Driveway 2

- Construct a third eastbound through lane along SR 20.
- Construct a second westbound left-turn lane and a third westbound through lane along SR 20.
- Construct a second northbound right-turn lane along proposed Driveway 2.

SR 20 at Fincher Road (SR 108)/Upper Sweetwater Trail

- Construct a third and fourth eastbound through lane along SR 20.
- Construct a third westbound through lane along SR 20.
- Construct a third northbound right-turn lane along proposed Driveway 3.

SR 20 at Butterworth Road

- Construct a third and fourth eastbound through lane along SR 20.
- Construct a second westbound left-turn lane and a fourth westbound through lane along SR 20.
- Construct a third and fourth northbound left-turn lane along Butterworth Road.

SR 20 at Marietta Highway

- Construct a second southbound left-turn lane and a separate right-turn lane to form dual left-turn lanes, a shared left-turn/through lane, and a separate right-turn lane along the SR 20 southbound approach.

SR 20/Marietta Highway at SR 140/W. South Street

- Construct an eastbound left-turn lane.

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- Construct a second and third westbound left-turn lane to form triple-left lanes, one through lane, and one right-turn lane. This will require an additional receiving lane along SR 20 south of the intersection.

Marietta Highway at Butterworth Road/Univeter Road

- Construct a second eastbound right-turn lane along Butterworth Road.
- Construct a third northbound left-turn lane along Marietta Highway.

Marietta Highway at I-575 Southbound Ramp

- Construct a second eastbound right-turn lane along Marietta Highway.

Bells Ferry Road at Butterworth Road

- Construct a second eastbound left-turn lane along Bells Ferry Road.
- Construct a northbound right-turn lane along Butterworth Road.

Bells Ferry Road at Sixes Road

- Construct an eastbound left-turn lane along Sixes 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?

Cobb County Transit express bus route #575 provides service, Monday through Friday, from the Canton Boling park and ride lot, approximately 10 miles from the site, to Downtown Atlanta. Service from Canton to Downtown Atlanta is provided in the morning from 5:45 a.m. till 6:15 a.m. with a headway of 30 minutes. Return trips from Downtown Atlanta to Canton are provided from 5:15 p.m. till 6:00 p.m. with a headway of 45 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
Traditional Single Use- <i>SF Detached Dwellings</i>		
With all of the below: Has a neighborhood center or one in close proximity? Has Bike and Pedestrian Facilities that include connections between units in the site? connections to retail center and adjoining uses with the project limits?		
Total		15%

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

According to the impact section of the traffic study, 9 intersections fall below the acceptable level of service in the future year total condition for phase 1. The addition of the recommended improvements allows these intersections to return to an acceptable level of service. With the completion of phase 2, 13 intersections will function below the acceptable level of service. The implementation of the recommended improvements will allow all 13 intersections to return to an acceptable level of service. It is suggested that all recommended improvements be implemented prior to construction completion for each phase. Although the implementation of the recommended improvements enables the studied intersections to operate at acceptable levels of service, 14 of these intersections meet the minimum standard for an acceptable level of service.

The proposed development is located in an area with poor overall transportation connectivity to the regional roadway network. The area is largely landlocked by Lake Allatoona, greatly limiting the holding capacity of the area to accommodate large scale developments generating significant levels of traffic.

Access to the regional roadway network is via SR 20 to the north of the proposed development. SR 20 currently experiences peak period traffic congestion. Current 2005 daily traffic volumes (GDOT) on SR 20 range from 9,900 at the Bartow County line to 12,900 near the City of Canton. A project is in the regional transportation plan (RTP) to widen SR 20 in this area from 2 to 4 lanes. However, this project is currently programmed by the Georgia DOT as "long range" beyond 2011.

Accommodating a development of this magnitude, in an area with limited existing and proposed transportation infrastructure, will require extensive modifications to the proposed development concept. Consideration should be given to developing a grid circulation network for the area, with arterial routes planned approximately every 3-5 miles. Arterial routes should include extensive access management to preserve the capacity of the roadways. Consideration should be also given to future connections across the lake to other arterial routes, as well as an alternative route to Bartow County across the county line. The landlocked area will generate inefficient and long trip lengths for travelers with destinations outside of the development area.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 4.55 MGD.

Which facility will treat wastewater from the project?

The developer has been in contact with Cherokee County Water and Sewer Authority about expanding the wastewater system to serve this project. There are plans for a new wastewater treatment plant, east of the project site, along the Etowah River, west of Canton. This plant is planned to handle this development along with other new developments in the area. Permit and loading negotiations average

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underway with EPD. Force mains and gravity lines will be required to transfer the wastewater to the treatment plant. Sewer line extension to this project is 6.5 miles.

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

n/a

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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?

Not applicable

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 5.05 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 44,350 tons of solid waste per year and the waste will be disposed of in the City of Canton.

Will the project create any unusual waste handling or disposal problems?

No.



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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.)?**

Comments received from the Cherokee County Board of Education Planning and Zoning Department state that a residential development of this magnitude will require an extraordinary subsidy in the area of school construction. This subsidy will redirect critically inadequate construction funding from other areas of Cherokee County to this project. Also stated in the comments is that in order to accommodate the necessary infrastructure to support this development, the developer need to commit to donating or purchasing school site for at least six elementary schools, two middle schools, and two high schools, roughly 400 acres. Attached at the end of this review is documentation stating that Cherokee County School District and The Macauley Companies, Inc. have reached a verbal agreement on a framework in which the developer will donate a number of school site acceptable to the Cherokee County School District for the construction of schools.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 12,000 new housing units, including single family residential, townhomes, and multi-family residential.

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

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No.

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

The site proposed for the development is located in Census Tract 903. This tract had a 167.4 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 93 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.

MACAULEY

Mr. Tom Weyandt
Director of Comprehensive Planning
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

November 19, 2006

Re: Willoughby and Sewell / A Village in the Forest (DRI #1186)
ELUC Resolution / Conditions
Voluntary Agreement to Comply

Dear Tom:

At the recent November 9, 2006, Atlanta Regional Commission (ARC) Environment Land Use Committee (ELUC) meeting, ELUC passed the attached resolution which I understand will be voted on by the full ARC Board at its December 6, 2006 meeting.

As you and I discussed after the meeting and in a subsequent telephone conversation last week, it is our understanding that based on the ELUC vote, Director Krautler does plan to issue a Notice of Decision on or before November 22, 2006 stating that the above referenced DRI is in the best interest of the region and the state. It is my further understanding that this Notice of Decision will constitute final action upon which Cherokee County can rely in order to move forward with the scheduled Planning Commission workshop on November 27, 2006. Please let me know as soon as possible if any of these statements are inaccurate or incorrect.

Pursuant to the discussions we have had regarding the attached conditions contained in "Attachment A" of the ELUC resolution, Macauley hereby voluntarily agrees to be bound by all of the listed conditions and to include each of these conditions in the list of zoning conditions proposed for passage by the Cherokee County Board of Commissioners.

Thank you for your continued assistance and please do not hesitate to contact me with any questions or concerns.

Very respectfully yours,

THE MACAULEY COMPANIES, INC.



James L. Rhoden III

Vice President

Attachment

620 Miami Circle, Suite 500
Atlanta, GA 30324

678.904.7000

www.macauleycompanies.com

Cc: Sam Olens, ARC
Mike Byrd, Cherokee County Board of Commissioners
Chick Krautler, ARC
Steve Stancil, GRTA

SUBSTITUTE
RESOLUTION BY THE ATLANTA REGIONAL COMMISSION CONCERNING
THE WILLOUGHBY AND SEWELL TRACT DEVELOPMENT OF REGIONAL IMPACT

WHEREAS, pursuant to the Georgia Planning Act of 1989, and Georgia Department of Community Affairs Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission (ARC) has reviewed the proposed Willoughby and Sewell Tract, known as Village in the Forest; and

WHEREAS, the development is a proposed 3,950 acre mixed use project that will include 4,467 single family detached residential units, 1800 townhome units, 1300 multifamily residential units, and 4,433 residential units within the traditional neighborhood development nodes for a total of 12,000 residential units. The proposed development will also include 250,000 square feet of retail space; and

WHEREAS, the proposed development is located between Interstate 575 and Interstate 75 in Cherokee County and is generally bounded by Bartow County, Lake Allatoona, and State Route 20; and

WHEREAS, the proposed development is surrounded by land uses characterized as very low density rural residential and U.S. Army Corps of Engineers property; and

WHEREAS, the ARC staff identified issues with the proposed development plan including:

- the amount and quality of openspace,
- wastewater treatment capacity,
- alleviation of future educational facility demand,
- adequate transportation infrastructure,
- compliance with adopted Regional Goals and Policies; and

WHEREAS, the applicant has made a substantial effort to refine and improve the development plan during the regional review process to address regional goals and policies; and

WHEREAS, the proposed development plan has been revised by the applicant to further increase the amount of dedicated open space to approximately 41% of the total development area with 51% of the site in designated conservation subdivisions; and

WHEREAS, the applicant has provided documentation showing that adequate wastewater treatment capacity is available to meet the demand created by the development; and

WHEREAS, the applicant has agreed to provide to the Cherokee County School System on site, or through direct purchase at the applicant's expense, enough land to construct a minimum of four elementary schools; and

WHEREAS, the developer has agreed to fund a corridor study of State Route 20 and to fund improvements to critical intersections in the area and to limit development until such time as State Route 20 is widened in part to a limited access highway; and

WHEREAS, the development is located in an undeveloped area of the region to the north of Lake Allatoona which has limited access to the regional road network requiring all of the expected

ATTACHMENT "A"
Village of the Forest Development of Regional Impact

- 1) This attachment shall be a condition of zoning by Cherokee County placed upon all property included in the DRI review completed by ARC on December 6, 2006.
- 2) In the event that application is made to vary these conditions, Cherokee County will submit the proposed changes to the ARC as a DRI for further review.
- 3) The applicant or future property owners if the property is sold to someone other than THE MACAULEY COMPANIES, INC. shall annually coordinate the submittal to Cherokee County and the ARC of a report describing the progress of the development. This report will list the progress made towards implementing the conditions of this attachment. The report will be due at the end of each calendar year. This requirement shall expire upon completion of the development.
- 4) The ARC staff will manage a corridor study of State Route 20, with participation from Cherokee County, Bartow County, and the Georgia Department of Transportation, that will analyze transportation deficiencies, land use, capacity constraints, safety concerns, intermodal and multimodal needs, and social and environmental resources, and recommend improvements along State Route 20 between Interstate 575 and Interstate 75 and will develop a plan for to improve and preserve the capacity of the State Route 20 corridor and ensure implementation. Funding will be provided by THE MACAULEY COMPANIES, INC. funded at a level approved by ARC transportation staff but shall not exceed \$600,000. The ARC staff will seek matching funds to be spent on the corridor study if they are available.
- 5) The ARC staff will review and approve a water conservation plan created by the developer, THE MACAULEY COMPANIES, INC. that provides for efficient low indoor and outdoor water use in all residential and commercial buildings. This water conservation plan should employ best management practices. For example, prohibition of separate outdoor irrigation water meters and the use of multiple indoor showerheads in a single bathroom.
- 6) The developer, THE MACAULEY COMPANIES, INC., will fund construction costs for sewer treatment facilities necessary to meet the demand of the development as determined by the Cherokee County Water Authority.
- 7) A minimum of 41% of the total development area of the DRI will be in open space as reviewed by the ARC during the DRI review process completed on December 6, 2006.
- 8) A minimum 51% of the site in designated conservation subdivisions shall be reserved in open space as reviewed by the ARC during the DRI review process completed on December 6, 2006.
- 9) The developer, THE MACAULEY COMPANIES, INC., shall enter into an agreement with the Cherokee County School system and execute the agreement to provide to the Cherokee County School System on site, or through direct purchase at the applicant's expense, enough land to construct a minimum of four elementary schools.
- 10) The developer, THE MACAULEY COMPANIES, INC., shall prepare a park plan for the entire site in coordination with the U.S. Army Corps of Engineers. The park plan shall include designated passive and active greenspace, wildlife management corridors, trail system, and designated access to Lake Allatoona.
- 11) The developer, THE MACAULEY COMPANIES, INC., shall enter into an agreement with the Cherokee County Board of Commissioners and execute the agreement to fund intersection improvements immediately in the area. The intersections to be improved shall be determined by Cherokee County Public Works Department.
- 12) The developer, THE MACAULEY COMPANIES, INC., will limit the number of total residential units to 8,000 until State Route 20 is widened to a minimum of four lanes to either I75 or I575.

13) ARC staff commits to expedite widening of State Route 20 based on the results of the corridor study.



MACAULEY

November 3, 2006

Mr. Chick Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

**Re: Willoughby and Sewell Tract (DRI #1186)
Macauley Commitments**

Dear Chick:

The Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT) have identified State Route 20 (SR 20) in the metropolitan Atlanta area as a principal cross-regional transportation facility. The widening of SR 20 to a multi-lane roadway is a priority of GDOT with many sections of the overall corridor either under construction or included in the GDOT Construction Work Program. SR 20 between I-75 and I-575 is vital to providing east-west mobility as well as Interstate access to the residents of Bartow and Cherokee Counties.

The Macauley Companies, Inc. recognizes the local and regional importance of the SR 20 corridor. As a voluntary condition of zoning, pursuant to ARC's request at our October 30th meeting, Macauley hereby agrees to fund the costs associated with Cherokee County, Bartow County, and/or GDOT administering the preparation of a transportation corridor study. This corridor study will analyze transportation deficiencies and recommend improvements along SR 20 between I-575 and I-75. The corridor study would identify capacity constraints, safety concerns, intermodal and multimodal needs, as well as sensitive social and environmental resources.

This study would include a public involvement plan to identify citizen concerns and provide a forum for input and feedback. The results of the study would be a list of practical roadway and multimodal improvements, ultimate right-of-way widths, and access management recommendations for SR 20 within the study corridor.

The completion of a transportation corridor study is a critical step toward the development of preliminary and final roadway design, and will ultimately lead to the construction of critical improvements along this corridor. Once completed, the corridor study would enable enhanced control and management of the corridor as development occurs. Additionally, Macauley is committed to making roadway improvements at the three site access points along State Route 20.

MACAULEY

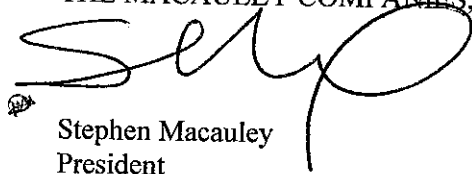
Macauley is committed to working with Cherokee County to identify other offsite intersection improvements where capacity, operational, or safety deficiencies exist. The location of offsite improvements and costs associated with making these improvements have not yet been determined. Although the location of off site improvements and costs associated with making these improvements have not been determined, Macauley fully anticipates contributing financially in the completion of these offsite intersection improvements.

In the absence of Macauley's planned community, the property will alternatively be developed in the future at a level of up to 8,000 lots. In this light, Macauley agrees as a voluntary condition of zoning to cap construction at 8,000 residential units until such time as SR 20 is 4-laned from the site to either I-575 or I-75.

We hope these conditions we are agreeing to further illustrate our commitment to pay our fair share of the impact resulting from this new development. It is our sincere hope that based upon these additional commitments, the Atlanta Regional Commission will find this DRI to be in the best interest of the state.

Very respectfully yours,

THE MACAULEY COMPANIES, INC.



Stephen Macauley
President

Cc: Sam Olens, ARC
Mike Byrd, Cherokee County Board of Commissioners
Tom Weyandt, ARC
Dan Reuter, ARC
Mike Alexander, ARC
Haley Fleming, ARC
Steve Stancil, GRTA
Gena Wilder, GRTA
Robin Cailloux, GRTA

690 Miami Circle, Suite 500
Atlanta, GA 30324

678.904.7000

www.macauleycompanies.com



MACAULEY

November 3, 2006

Mr. Chick Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

**Re: Willoughby and Sewell Tract (DRI #1186)
Response to ARC Concerns**

Dear Chick,

As a follow up to our meeting last week, I wanted to ensure that you and your staff had a complete picture of our company and our vision for a proposed planned community in Cherokee County.

Established a quarter of a century ago, Macauley has totally committed itself to quality development. We create communities, not subdivisions. Our nearly 30 communities throughout the metro area are known for their walkability, greenspace and housing choices. Legacy Park in Cobb County exemplifies our amenity-driven, but environmentally-sensitive way of creating communities that actually complements nature. Another Macauley development, Ridenour, was honored by the Atlanta Regional Commission (ARC) as its first "Community of Excellence" in 1999.

Having branded the town-like way to create communities with TownPark Planning®, we are now the trend-leader in incorporating arts and gardens into communities – as seen with Le Jardin in South Fulton County. We believe what we are creating is a new model of quality growth, because it is people-centric, promoting spirituality and connectivity through community gathering places.

Over the years, I have personally involved myself to understand and support quality growth policy through involvement in the Governor's Greenspace Commission, Urban Land Institute, the Georgia Conservancy, and the Metro Atlanta Chamber of Commerce. I am grateful for the opportunity to have attended ARC's LINK trips to learn from best practices around the country.

The Macauley philosophy has evolved over time and now centers around what we believe are the "five pillars" of design excellence – arts, gardens, inclusivity, intuitive design, and lifelong learning. The opportunity in Cherokee County with the Willoughby and Sewell property is special, because with it, we intend to put into place all five pillars of our philosophy. The community will be environmentally-sensitive and go beyond best management practices. The Macauley vision for this site is far better than the alternative.

MACAULEY

We have planned and invested in this project to absolutely ensure that it is more than in the best interest of the state. In fact, it will be a national model of sustainability and livability. Macauley assembled a top-tier team of consultants – retaining the internationally recognized land-planning firm of EDAW; the transportation consultant Kimley-Horn led by Ed Ellis, and Joe Tanner & Associates with Harold Reheis providing valuable environmental expertise.

At every turn of the planning, and at substantial expense to Macauley, we are working to “do it right” and have addressed all of ARC’s concerns. I am pleased to report the following:

- Nearly 41 percent of the site will be dedicated to greenspace, and 51 percent will be designated conservation subdivisions. This will preserve the natural character of the land.
- We have reached an agreement with the Cherokee County School System by way of donated sites.
- We will be donating sites for the Cherokee County Fire Department and Sheriff’s Office, to include precinct locations and emergency helipad landing sites.
- The development will bring sewer infrastructure to this area, avoiding up to 8,000 new homes on septic tanks adjacent to the critical ecological habitat that is Lake Allatoona. This will comply with the ARC emphasis and push to limit the use of septic in the region.
- There will be no disturbance of wetlands or streams on the property, thus eliminating the need to apply for an Individual Permit from the U.S. Army Corps of Engineers (for which Macauley has never had to apply on any of our properties since the Company’s inception).
- We are using best practices in non-point source water control so that we do not degrade the water quality of Lake Allatoona.
- The community will be pedestrian-oriented, incorporating approximately 1 million square feet of non-residential use, including retail establishments, commercial and office uses, churches and other civic structures. Therefore, Macauley’s plan undoubtedly will ensure a lower length and frequency of car trips compared to other traditional communities of this size. Additionally, a preliminary analysis conducted by Macauley consultants estimates the market for this community may include up to 30 percent pre-retirement and retirement buyers and up to 10 percent second-home buyers. In a recent analysis submitted to ARC and GRTA, the trips per day per unit in our plan will be reduced to 4.8 with our plan, compared to 9.5 trips per day per unit with the alternative of individual subdivisions along the SR 20 corridor.
- Regarding the capacity issue on SR 20, Macauley is committed to assisting with the needed improvements to SR 20, covering the access points to our property, as well as upgrades that are desperately needed today. These improvements would include enhancements at critical off-site intersections and “high-accident locations”. We have identified these as follows:

MACAULEY

- a. The intersection of Upper Sweetwater Road at SR 20 and SR 108 needs turn lanes and signalization.
- b. The intersection of SR 20 at Butterworth Road needs additional turn lanes and capacity enhancements.
- c. The intersection of SR 20 and SR 5 at Herndon Lane needs to be completely reconfigured.

Macauley is willing to negotiate with ARC in order to determine appropriate improvements at these critical intersections. We also have agreed to fund a transportation corridor study for SR 20 which will identify all needed improvements.

- Finally, and perhaps most importantly, in documentation citing all of the above commitments, we will include a cap on the number of units we will build – up to 8,000 – until SR 20 is four-laned to either I-75 or I-575. We view this as a significant accommodation to address ARC concerns regarding our community outpacing SR 20's capacity.

Given these changes, we believe ARC should change its preliminary determination and find that the project is in the best interest of the state. If we understand recent staff deliberations, the top concerns center on the capacity of SR 20 and the fact this land is designated "rural" on ARC's unified growth policy map. *The problem with the "rural" designation is that it compares our proposed use to an unrealistic future scenario.*

As ARC's census analysis projects, Cherokee County is forecast to grow by an additional 200,000 people by 2030. Based on that projection alone, we believe this land will be developed. As the current property owners have stated in a letter to ARC, they will sell the property. If we are not able to create our vision for this land, the property will be sold in small pieces, for projects that will fall under the current DRI threshold. As a result of alternative rezoning or litigation, up to 8,000 units could eventually be approved for this acreage. *The outcome would result in exactly what ARC is trying to avoid.*

In the alternative to our vision, the developed land will be on septic tanks, have no set-aside for greenspace, very little environmental sensitivity, and no contributions to the school system or the transportation infrastructure.

Without the Macauley vision, the same growth rate will be achieved through the type of sprawl ARC seeks to eliminate. This type of growth will not be quality – not on the level we are proposing.

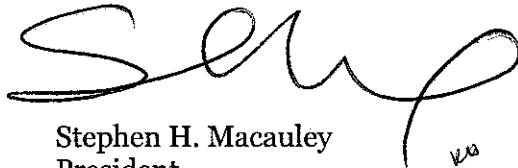
We all know growth is coming. Given this premise, we believe that our vision of planned growth is better than the alternative.

MACAULEY

It is our sincere hope that you will find the Willoughby and Sewell development to be in the best interest of the state.

Very respectfully yours,

THE MACAULEY COMPANIES, INC.



Stephen H. Macauley
President

Cc: Sam Olens, ARC
Mike Byrd, Cherokee County Board of Commissioners
Tom Weyandt, ARC
Dan Reuter, ARC
Mike Alexander, ARC
Haley Fleming, ARC
Steve Stancil, GRTA
Gena Wilder, GRTA
Robin Cailloux, GRTA

690 Miami Circle, Suite 500
Atlanta, GA 30324

678.904.7000

www.macauleycompanies.com

WILLOUGHBY & SEWELL DEVELOPMENT, LTD.

The Developers of Brookstone

1781 Brookstone Walk
Acworth, GA 30101
(770) 425-9980

November 2, 2006

VIA FEDEX

M.S. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Willoughby & Sewell Property, Cherokee County, Georgia

Dear Ms. Fleming:

We are the owners of approximately 4,000 acres of land in West Cherokee County. We have owned this land for 18 years and have a strong attachment to it. However, due to rapidly escalating property values in the area and our reaching retirement age with declining income, we know paying ad valorem taxes going forward will be a challenge.

We have been approached by numerous investors and developers wanting to buy this land. The Macauley Companies have been talking to us for about four years and over that course of time we have come to know and respect them as developers. We believe they will do the best job of developing this land and therefore we have contracted to sell it to them.

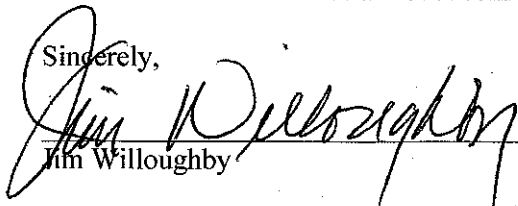
We believe the land use plan put together by Macauley and their land planners EDAW will be better for Cherokee County and the region than the alternative of traditional subdivision development. Please consider:

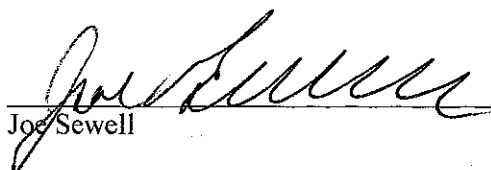
- Traditional development would utilize septic fields. Macauley will use a sewage treatment plant.
- Traditional development would be by multiple developers, with no financial ability or collective obligation to provide land for schools, parks, fire stations, sheriff's offices and the like.
- Traditional development will not be master planned and supported by retail stores, medical facilities and other such community needs.
- Traditional development will not be master planned to encourage walking, biking and golf carts in lieu of automobile trips.
- Traditional development would be a series of subdivisions, each of which would probably be under the 400 lot DRI threshold. Therefore ARC would have no influence on the development.

If Macauley does not succeed with their zoning application, we will be forced to sell the property off in pieces to small developers. We anticipate that over time this would create a series of subdivisions consisting of half-acre lots served by septic systems with the cost of schools, civic facilities, parks and roads all paid for by the taxpayers of Cherokee County.

We hope you will vote "yes" for this development. We believe it will set new standards for the County, State and United States. This will be a model community of which we can all be proud.

Sincerely,


Jim Willoughby


Joe Sewell

Cherokee County Water & Sewerage Authority

November 3, 2006

M. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Phone: 404.463.3311 Fax: 404.463.3254
E-mail: hfleming@atlantaregional.com

RE: Macauley Companies, Inc. DRI

Dear Ms. Fleming:

Please be advised that the Cherokee County Water and Sewerage Authority has had cursory discussions with Macauley Companies, Inc. regarding their proposed residential development in northwest Cherokee County. Pursuant to those discussions the Cherokee County Water and Sewerage Authority has informed Macauley Companies, Inc. that the Authority currently has sufficient assimilative capacity in the Authority's wastewater system to make service available to Macauley's proposed development, as we understand the conceptual plans, based upon a first come first served basis. Additionally, the Authority has sufficient potable water capacity to adequately serve the proposed development. As you know, until a zoning is approved the Authority cannot definitively respond nor engage in infrastructure planning and capacity requirements that will be based upon approved densities.

The proposed Macauley Companies, Inc. development is one of several proposed developments in the Authority's service area in Northwest Cherokee County. The Authority is exploring possible wastewater treatment options in this region, including the possibility of a new regional wastewater treatment facility to be located west of the city of Canton. Any such facility would, of course, have to be considered by the Metropolitan North Georgia Water Planning District for amendment to its Long-Term Wastewater Management Plan.

Thank you in advance for your cooperation in this matter.

Sincerely,



Tom Heard
General Manager

CC: CCWSA Board of Directors
Mike Byrd, Chairman Cherokee BOC
Macauley Companies, Inc.
Matt Harper, ARC
Pat Stevens, ARC
Tom Roach

Innovative Water Systems, LLC
7225 Bell Road
Duluth, Georgia 30097
770-476-8885 • Fax 770-476-8855

November 2, 2006

Mr. James L. Rhoden III
Vice President
Macauley
690 Miami Circle
Suite 500
Atlanta, GA 30324-3037

Dear Mr. Rhoden,

Per our conversation, I am writing to confirm the status of our ability to provide sewer treatment capacity and urban water reuse for irrigation to your proposed development in Northwest Cherokee County. As we have discussed the significant milestone that had to be met has finally been accomplished (see attached letter from EPD.) As you are aware after numerous meetings with IWS staff, Cherokee County Water & Sewerage Authority (Authority) staff and Chairman Don Stevens, and City of Canton Mayor Cecil Pruett, executives from Gold Kist, along with EPD Director Carol Couch and key EPD staff, EPD last week confirmed an adequate waste load allocation for the Gold Kist discharge. EPD is aware that this waste load allocation will be transferred to the Authority for use in the proposed Northwest Regional WRF. Based on the design treatment capability of the plant to treat phosphorus to an effluent limit of 0.10 mg/l or less, the facility will have an anticipated treatment capacity of 10.35 million gallons per day (MGD). The initial construction phase of the project will be 2.5 MGD and will be expanded based on capacity demand. The NPDES discharge permit will be issued in the Authority's name and the Authority will service as the EPD mandated Trustee. This public/private partnership will be structured along the same lines as our partnership with Fulton County in our highly successful 5 mgd Cauley Creek WRF and reuse facility. The proposed water reclamation facility will be located on a 50 acre parcel within a 645 acre tract owned by the Authority, which is located approximately 1 mile west of Canton. IWS has engaged the Engineering firm of ESI to develop preliminary collection infrastructure and urban water reuse distribution system for your project and others in the area of Northwest Cherokee County to be served by the proposed facility.

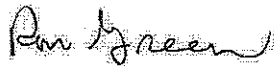
IWS has worked with Canton and the Authority to prepare draft Sewer Service Agreements. Your project is specifically addressed as part of the sewer service area in the draft Authority Sewer Service Agreement. Now that the critical EPD waste load has been allocated, IWS is hopeful that the Canton and Authority agreements can be executed by the end of this month. After meeting yesterday with our design/build team we believe that we would be able to submit a Design Development Report (DDR) to EPD within 6 to 8 weeks.

The Authority has sought and obtained approval from the Metropolitan North Georgia Water Planning District for the Northeast Etowah Wastewater Treatment Plant in Northeast Cherokee Canton just south of Ball Ground. The Metropolitan North Georgia Water Planning District Long-Term Wastewater Management Plan calls for one regional plant to serve all of Northern Cherokee County. It is our understanding that having received confirmation of the EPD waste load the Authority will now request an amendment to the Long-Term Wastewater Management Plan which will facilitate the proposed Northwest Regional WRF, thereby allowing two facilities rather than the initially anticipated sole treatment plant. We believe that this change would be classified as a Minor Amendment and therefore could be approved at the executive committee level. Several members of the executive committee have indicated to me that they would support this approach.

Jay, via this letter I am confirming that IWS has reserved the require sewer treatment capacity needed for the phased development of your project. However, as the final agreement with the Authority has not yet been executed I cannot, at this time, contractually guarantee that capacity. To that end, I have today spoken with Don Stevens, Chairman of the Cherokee County Water & Sewerage Authority and it is our understanding that the Authority will be able to provide you with confirmation that sewer capacity will be available for your development from the Authority in the event that the proposed NW Regional WRF with IWS does not go forward.

We look forward to working with you and your team. If you need any additional information please do not hesitate to ask. We will notify you when the agreements are executed.

Sincerely,



Ron Green
President

Cc: Don Stevens, Chairman, Cherokee Water & Sewerage Authority

Georgia Department of Natural Resources
Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354
Permitting, Compliance and Enforcement Program
404/362-2680
FAX: 404/362-2691

October 25, 2006

Ms. Katie Kirkpatrick, P.E.
Environmental Engineer
Gold Kist, Inc.
P.O. Box 2210
Atlanta, Georgia 30301-2210

RE: Gold Kist By Products Facility
Ball Ground, Cherokee County
NPDES Permit No. GA0000728

Dear Ms. Kirkpatrick:

The Georgia EPD has reviewed the additional information received during our meeting of August 14, 2006, and presented in your follow-up letter of August 17, 2006, providing comments regarding the total phosphorus load allocation recommended for the above referenced facility.

Based upon our analysis of the additional data, the Georgia EPD has determined that an annual phosphorus loading of 3000 pounds per year can be allowed. We propose to reissue your NPDES permit with this phosphorus limit in the near future. Please be advised that future nutrient loading studies and TMDL development for Lake Allatoona may result in modification of this phosphorus limit, as well as adjustments to other parameters in your NPDES permit.

Should you have any questions, please feel free to contact this office at 404.362.2680.

Sincerely,



Jeffrey H. Larson, Manager
Permitting, Compliance and Enforcement Program

JHL/jkm

Cherokee County Northwest WWTP EPD Waste Load Request

As part of the Metropolitan North Georgia Water Planning District Long Term Wastewater Management Plan, the projected growth in North Cherokee County is to be served by the new Cherokee Northeast Etowah Wastewater Treatment Plant (WWTP). Cherokee County Water & Sewerage Authority is in the process of permitting and design for this facility, the first phase of which is expected to come on line circa end of calendar year 2008. Topographical and political boundary issues make it more difficult for this new facility to serve the northwest quarter of Cherokee County. It is highly desirable, therefore, to situate an additional wastewater treatment plant lower in the Etowah River Basin to accommodate wastewater capacity demands for planned new development in that area.

A tentative (unsigned) agreement has been developed for joint participation in the proposed Northwest Regional WWTP among the Cherokee County Water & Sewerage Authority, the Cities of Canton, Gold Kist, and Innovative Water Solutions, Inc. to build a regional wastewater treatment plant that will serve the northwest quadrant of Cherokee County. Under this public/private partnership, Innovative Water Solutions, a private for-profit enterprise, would build and operate the new facility, thus leveraging local funding sources for new primary infrastructure. Because water quality concerns in the upper Etowah River/Lake Allatoona limit available waste assimilation capacity for new public wastewater treatment plants, the proposed Northwest Regional WWTP would derive its capacity from the transfer of waste assimilation capacity associated with the existing NPDES permit held by the Gold Kist, Inc. rendering plant (located near Ball Ground, GA). The tentative agreement for joint participation anticipates a minimum Phosphorous (P) waste load that could yield an equivalent 10.35 MGD of plant capacity at a treatment level of 0.10 mg/l for phosphorus. The Cherokee County Water & Sewerage Authority would be the owner of the facility's permit and would serve as the EPD mandated Trustee. Because of several large pending and approved developments in the northwest quadrant of Cherokee County, it is important that a final resolution to the waste load issue be reached.

Key positive aspects of the proposed public/private project are as follows:

- Leverages local funding resources for the construction of anticipated wastewater treatment capacity and primary infrastructure
- Consolidates an industrial wastewater discharge (Gold Kist) within public wastewater infrastructure, thereby improving treatment quality and reliability, and minimizing additional EPD enforcement oversight
- The tentative agreement and northwest WWTP concept have widespread local support – this entails highly desired joint efforts to address needed public infrastructure for the growing northwest quadrant of Cherokee County
- Coincides with the Governor's stated philosophy by supporting economic development, water conservation and public/private partnerships.
- Consistent with the DNR mission statement that promotes the development of commerce utilizing sound environmental practices
- Minimizes the potential need for thousands of septic tanks in the northwest quadrant of Cherokee County

- Reduces the significant consumptive loss of water associated with the use of septic tanks
- Maximizes the public benefit of available waste assimilation capacity in the Etowah River while concurrently providing strong cooperation for water resource protection
- Can provide significant quantities of reuse water for irrigation, offsetting the use of potable water for irrigation and limiting the need for additional withdrawals for surface water resources
- May eliminate an existing privately owned wastewater treatment plant (Lake Arrowhead) – furthering EPD's goal of regionalization of sewer services
- Utilize the same team and structure as the Public/Private partnership in the Fulton County/Cauley Creek WWTP which has proven very successful
- The concept of waste load transfer from private to public was successfully demonstrated by the efforts of the Cherokee County Water & Sewerage Authority and Con Agra Poultry Company.

In summary, the northwest quadrant of Cherokee County can be effectively provided with wastewater treatment services through a public/private partnership to develop, operate, and maintain the necessary public infrastructure. The regional cooperation potential for the proposed northwest WWTP is rarely attainable; it would be a shame to let this opportunity slip away. Time is of the essence regarding the tentative agreement, and we are asking, therefore, that Georgia EPD and Gold Kist arrive at a final agreement on phosphorus loading attributable to the Gold Kist NPDES permit in the immediate future. With the final answer on waste assimilation capacity, the cooperating parties are empowered to finalize the tentative agreement or to move in other directions to accommodate wastewater service demands in their service areas.

Key Stakeholders and their Representatives:

Dr. Carol Couch, Director Georgia EPD
 Chairman Don Stevens, CCWSA
 Mayor Cecil Pruett, City of Canton
 Mayor Rick Roberts, City of Ball Ground
 Don Mabe, Gold Kist
 Katie Kirkpatrick, Gold Kist
 Ron Green, IWS

Chairman
J. Michael Byrd

Western District
Derek V. Good
Karen Mahurin

County Manager
Jerry W. Cooper



County Attorney
R. Mark Mahler

Eastern District
Jim Hubbard
Harry B. Johnston

County Clerk
Sheila R. Corbin

Cherokee County Board of Commissioners

90 North Street ~ Suite 310 ~ Canton, Georgia 30114
678-493-6000 (Phone) ~ 678-493-6013 (Fax)

November 6, 2006

Ms. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

**RE: Transportation Corridor Study for the proposed widening of SR 20
 I-75 in Bartow County to I-575 in Cherokee County
 Project No. STP-0007-00(836), Bartow and Cherokee Counties
 P. I. Number 0007836**

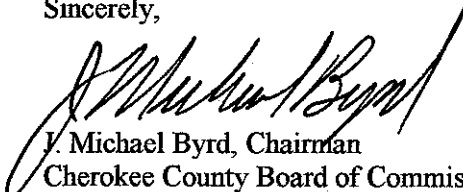
Dear Ms. Fleming:

The Georgia Department of Transportation (GDOT) has identified SR 20 as a principal cross-regional transportation facility. We understand that the widening of SR 20 to a multi-lane roadway is a priority of GDOT with many sections of the overall corridor either under construction or included in the GDOT Construction Work Program.

Cherokee County is of the opinion that SR 20 between I-75 and I-575 is vital to providing east-west mobility as well as interstate access to the residents of Bartow and Cherokee Counties.

Cherokee County supports the preparation of a Transportation Corridor Study to analyze transportation deficiencies and recommend improvements along SR 20 between I-75 and I-575. The corridor study would identify capacity constraints, safety concerns, intermodal and multimodal needs as well as sensitive social and environmental resources. This study would include a public involvement plan to identify citizen concerns and provide a forum for input and feedback. The results of this study would be a list of practical roadway and multimodal improvements as well as access management recommendations for SR 20 within the study corridor. The study would provide a critical step towards the ultimate design and construction of improvements to the SR 20 corridor.

Sincerely,


J. Michael Byrd, Chairman
Cherokee County Board of Commissioners

Cc: Board of Commissioners
Jerry W. Cooper, County Manager



Bartow County Commissioner's Office • Clarence Brown, Commissioner

November 2, 2006

M. Haley Fleming, AICPA
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

**RE: Transportation Corridor Study for the proposed widening of SR 20 from I-75 in Bartow County to I-575 in Cherokee County
Project DSTP-0007-00(836), Bartow and Cherokee Counties
P. I. Number 0007836**


Dear Ms. Fleming:

The Georgia Department of Transportation (GDOT) has identified SR 20 as a principal cross-regional transportation facility. We understand that the widening of SR 20 to a multi-lane roadway is a priority of GDOT with many sections of the overall corridor either under construction or included in the GDOT Construction Work Program.

Bartow County is of the opinion that SR 20 between I-75 and I-575 is vital to providing east-west mobility as well as Interstate access to the residents of Bartow and Cherokee Counties.

Bartow County supports the preparation of a transportation corridor study to analyze transportation deficiencies and recommend improvements along SR 20 between I-575 and I-75. The corridor study would identify capacity constraints, safety concerns, intermodal and multimodal needs as well as sensitive social and environmental resources. This study would include a public involvement plan to identify citizen concerns and provide a forum for input and feedback. The results of this study would be a list of practical roadway and multimodal improvements as well as access management recommendations for SR 20 within the study corridor. The study would provide a critical step towards the ultimate design and construction of improvements to the SR 20 corridor.

Sincerely,


CLARENCE BROWN
Commissioner
Bartow County, Georgia



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR.,
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

November 3, 2006

Mr. Chick Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

**RE: Transportation Corridor Study for the proposed widening of SR 20 from I-75 in Bartow County to I-575 in Cherokee County. Project CSSTP-0007-00(836), Bartow and Cherokee Counties
P.I. Number 0007836**

Dear Director Krautler:

The Georgia Department of Transportation (GDOT) shares the viewpoint of Bartow and Cherokee Counties that SR 20 between I-75 and I-575 is vital to providing east-west mobility as well as Interstate access to the residents of these counties. GDOT considers SR 20 in the metropolitan Atlanta area as a principal cross-regional transportation facility. The widening of SR 20 to a multi-lane roadway is a priority of the Department with many sections of the overall corridor either under construction or included in the GDOT Construction Work Program.

GDOT supports the preparation of a transportation corridor study to analyze transportation deficiencies and recommend improvements along SR 20 between I-575 and I-75. The corridor study would identify capacity constraints, safety concerns, intermodal and multimodal needs as well as sensitive social and environmental resources. This study would include a public involvement plan to identify citizen concerns and provide a forum for input and feedback. The results of this study would be a list of practical roadway and multimodal improvements as well as access management recommendations for SR 20 within the study corridor. It is our understanding that a Development of Regional Impact applicant with a community planned near SR 20 will fund this study and it will be administered by Cherokee County or Bartow County with oversight participation from GDOT.

The study would provide a critical step towards the ultimate design and construction of improvements to the SR 20 corridor. If you have any questions concerning the above, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Buddy Gratton", is written over a horizontal line.

Buddy Gratton, P.E.
Deputy Commissioner

cc: Chairman Mike Byrd, Cherokee County
Commissioner Clarence Brown, Bartow County

Cherokee County School District

P.O. Box 769
Canton, Georgia 30169
Phone 770-479-1871 ~ Fax 770-479-1236

MIKE CHAPMAN
CHAIRMAN

STEPHEN BENTLEY
VICE CHAIRMAN

JANET FLINT

GARY PUCKETT

DEBI RADCLIFF

ROBERT RECHSTEINER

JANET READ

DR. FRANK R. PETRUZIELLO
SUPERINTENDENT OF SCHOOLS

November 2, 2006

Ms. M. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303


RE: Macauley DRI Application – “A Village in the Forest”

Dear Ms. Fleming:

This letter is to advise you that The Macauley Companies and the Cherokee County School District have reached verbal agreement on a framework under which Macauley will donate a number of sites acceptable to the Cherokee County School District for the construction of schools to educate the students who are projected to live in the community temporarily known as “A Village in the Forest.”

Tom Roach, attorney for the Cherokee County School District, is currently drafting a definitive written agreement in this regard to be entered into between the parties.

Sincerely,



Dr. Frank Petruziello
Superintendent of Schools

Copy To: Tom Roach, Esq.
Don Brooks, The Macauley Companies

Education Today For A Better Tomorrow



REGIONAL REVIEW NOTIFICATION



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: Willoughby and Sewell Tract See the Preliminary Report .

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

The proposed Willoughby and Sewell Tract development does raise transportation and water quality concerns among the planning staff of the Coosa Valley Regional Development Center.

One concern is the current and future capacity of GA 20. Although the roadway is planned to be widened in the future, it can not be guaranteed. GA 20 traverses rolling hills and several water crossings in eastern Bartow County and western Cherokee county. Due to the roadway's close proximity to the Army Corps of Engineers' Lake Allatoona, it is possible that future environmental / endangered species issues could delay or prevent roadway improvements. Capacity and safety improvements will be needed at GA 20 and I-75. There is concern for future displacement of business due to the increasing commercial development in the area. Future property values prevent may prevent right-of-way acquisition for needed improvements. Before proposed project proceeds, it is advised that the Developer and Cherokee County Officials meet with the Bartow County Commissioner to discuss needed roadway improvements.

The Coosa Valley Regional Development Center advises that protecting the water quality of Lake Allatoona is very important. Best Management Practices (BMPs) on this site should exceed the minimum requirements and attempt to consider all possible problems in order to adequately protect water quality in streams and drainage-ways/State waters. The project should be reviewed for consistency with the draft Etowah River Habitat Conservation Plan including guidelines for stormwater and better site design, erosion and sedimentation control and stream buffers. The Etowah River Habitat Conservation Plan is published at www.etowahhchp.com.

Individual Completing form:

David Howerin, Planning Director

Local Government: Coosa Valley Regional Development Center

Department: Planning

Telephone: (706) 295-6485

Signature: *David M. Howerin*
Date:

Nov. 06, 2006

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: Nov 6 2006



REGIONAL REVIEW NOTIFICATION



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: Willoughby and Sewell Tract See the Preliminary Report.

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

Bartow County is concerned about the potential for traffic congestion on Georgia Highway 20 and negative impacts to the water quality in the Lake Allatoona Basin. Every reasonable effort should be made to mitigate any potential negative impacts.

Individual Completing form:

Clarence Brown

Local Government:


Bartow County

Department:

Telephone: (770) 387-5030

Signature:

Date:

 11/3/06

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: Nov 6 2006

WILLOUGHBY AND SEWELL TRACT
ARC REGIONAL REVIEW NOTIFICATION
ARC REVIEW CODE: R610231

General:

1. Allatoona Lake should be referred to as the U.S. Army Corps of Engineers (Corps) throughout the document. Not only will the waters of Allatoona Lake be affected but land owned in fee by the Corps is adjacent to the development.
2. Interested in seeing other local jurisdictions comprehensive plans and impacts of this development. (Bartow County)
3. Consideration of a future connection across the lake (bridge) will have major impact on Corps water areas and property to include parks, recreation, and lease areas as well as concerns of fill, degradation of water quality, re-alignment of roads and utilities. Corps no net loss policy regarding fill will have a significant impact on this type of project.
4. Consideration of alternate route to Bartow County would impact public lands if built south of Highway 20.
5. What will be the proposed uses of public lands to support amenities for the development?
6. Estimated water demand is 5.05 MGD while estimated wastewater is 4.55 MGD. Since this is all new construction recommend a dual piping system be installed and treated effluent be utilized for non-potable purposes such as irrigation. This could result in a 10% reduction in water demand.
7. Entire development may extend into Bartow County as well as public lands. Recommend developer have entire project reviewed at one time rather than piecemeal by County or area.
8. Extremely concerned with sedimentation and run off into Illinois Creek. Nearly half of project will flow into this one location.

Questions:

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?

Report states "Yes" and transportation is fully described in the transportation study. However, other infrastructure and facility improvements (and locations) are not discussed. (water/sewer/power/cable/gas/phone/storm water/roads/etc....)

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

What are "community facilities"? Are public lands "community facilities? Access to public lands for passive recreation such as wildlife viewing, hiking, and hunting will be affected, either eliminated or reduced. Or opportunities might increase due to increased population and developed parking areas but the wildlife habitat will be disturbed and there will be ever increasing pressure on the undeveloped public lands. More encroachments more damaging uses of the resource (off road vehicles, ATV's, higher usage of the land).

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.

Not a local government in this case but similar. Project is adjacent to U.S. Army Corps of Engineers property. We have land use allocations and shoreline zoning similar to what a local jurisdiction would have except for the categories of allocations and classifications. Adjacent public property to this project is managed as public property. The Corps land use allocation for this area is classified as Forestry/Wildlife Management in the Corps Master Plan. The shoreline in this area is zoned as Protected in the Corps Shoreline Management Plan.

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.

Land uses of Forestry/Wildlife Management would be negatively impacted. Green space reduced, habitat values lost due to separation of habitat, degeneration of timber stands, harvesting timber for health of stands, sedimentation run-off onto adjacent lands, more urbanized pressure against wildlife and undeveloped lands.

Water resources: impervious surface runoff of 20% will significantly affect water quality.

Recreation: (passive) hiking/hunting/wildlife viewing/bird watching.

Potential for future increased use of public lands for infrastructure improvements to support development. (road and utility easements)

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

Potential for industry and business to be located near development thus increasing demands on water resources of Allatoona Lake.

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.

Allatoona Lake Water Supply Watershed:

1. Recommend 100' stream buffer and 150' impervious surface setback.
2. Although most road improvements identified to meet transportation needs for this project are not located within the project however, they remain within the watershed, are a direct result of the project, and will impact the watershed. Therefore the increased impervious surface area of the road improvements should be included in the Impervious Surface Area calculations for the project.

Stormwater:

1. Would like to be able to review and have input in to a stormwater management plan for the project.
2. Developer should exceed the minimum requirements outlined in the Georgia Stormwater Management Manual.

INFRASTRUCTURE:

Wastewater and Sewage: A portion of this development will be in Bartow County, how will that wastewater be handled?

Water Supply and Treatment: A portion of this development will be in Bartow County, where will water for that portion come from?

Other government facilities: Impacts on public access to public lands, greenspace, recreation, wildlife, habitat, and natural resources.

Timothy A. Rainey
Operations Project Manager
Allatoona Lake and Dam



REGIONAL REVIEW NOTIFICATION



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: Willoughby and Sewell Tract See the Preliminary Report.

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

Please attach the following comments to the information sent by Tom Roach last week.

Individual Completing form:

Russ Sims

Local Government:

Cherokee County School District

Department:

Director, Planning & Forecasting

Telephone:

770-479-4268 x252

Signature:

Date:

Russ Sims

11-6-06

Please Return this form to:

Mike Alexander, Atlanta Regional Commission

10 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

malexander@atlantaregional.com

Return Date: NOV 6 2006

Information from the Cherokee County Board of Education
Cherokee County Planning & Zoning Department
 (Zoning Hearing to be held on October 3, 2006 at 7:00 p.m. in the Jury
 Assembly Room of the Cherokee County Judicial Center)

NOTE: A residential development of this magnitude will require an extraordinary subsidy in the area of school construction. This subsidy will redirect critically inadequate construction funding from other areas of Cherokee County to this residential project. Georgia law requires the Cherokee County School District to provide for every student that will ultimately reside in this development. The construction of the necessary infrastructure to support this development cannot be implemented unless the developer were to execute a legally binding agreement to donate or purchase school sites for at least six elementary schools, two middle schools and two high schools (roughly 400 acres). All of these schools would be necessary just to accommodate students who will reside in the proposed development. Such a written agreement must be in place prior to consideration by the Planning and Zoning Board and County Commission. Although the developer has met with the Superintendent and School District staff members relative to this topic, no such commitment or agreement has been made.

Case Number: 06-10-064-Revised

Applicant: The Macauley Companies, Inc.

Present Zoning: AG

Proposed Zoning: TND

Tax Map: 21N01/21N02

Parcels: 4, 5, 6, 8, 9, 11, 67, 73, 74/1, 1A, 1B, 2, 3

Land Description: 3,944.35 acres +/- All major road frontages including SR20, Upper Sweetwater Trl, Lovingood Rd, Oakridge Trl, Woodall Rd and Hardin Rd.

06-07 AREA SCHOOLS AFFECTED (Subject to Change)	2006-07 20 DAY ENROLLMENT	2006-07 % OVERCROWDING W/O PORTABLES	2006-07 % OVERCROWDING WITH PORTABLES
Liberty ES (K-5)	1,422	132%	105%
Freedom MS (6-8)	987	89%	89%
Cherokee HS	2,124	125%	114%

- Approximately how many students would be projected for this development?
 8,900 detached residential units x 0.725 students per residence = 6,452.50 or 6,453 students*
 3,100 attached residential units x 0.287 students per residence = 899.70 or 900 students*
Total number of Students: 7,353
- What additional costs to the school system would be necessary?
 \$7,033.00** annual cost per student x 7,353 students = \$51,713,649 Annual Cost
- What additional manpower, equipment or construction would be necessary?
 6,453 Students / 44 Students per class = 146.66 Portables & 147 Teachers
 146.66 Portables * \$60,000 (cost per Portable) = \$8,799,600 (Amount needed for Portables)
Donation Amount Per Detached Unit: \$988.72
 900 Students / 44 Students per class = 20.45 Portables & 21 Teachers
 20.45 Portables * \$60,000 (cost per Portable) = \$1,227,000 (Amount needed for Portables)
Donation Amount Per Attached Unit: \$395.81
- Additional remarks: Please recommend to the Residential Zoning applicant to contact Russ Sims at 770-479-4268 ext. 252 to discuss the mitigation of their subdivision impact prior to appearing before the Zoning Board.

*All increases to student enrollment should be considered to be cumulative in nature. All recent cases will impact the affected schools. The school system may have to transport the students of any given development to an alternate district due to over-enrollment.

**This number is based on the 2005 general fund operating expenditure budget amount per student and does not account for inflation. A substantial increase in enrollment would result in the construction of new schools. The 2006 estimated cost of building an elementary school is 20 to 22 million dollars, middle school is 25 to 28 million, and the cost of building a high school is 50 to 55 million dollars.

Your DRI ID NUMBER for this submission is: **1186**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/10/2006 4:27:35 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. Taylor Lee 130 East 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:	Willoughby & Sewell Tract	
Development Type	Description of Project	Thresholds
Mixed Use	Project will exceed 120 acres	View Thresholds
Developer / Applicant and Mailing Address:	The McCauley Companies, Inc. 690 Miami Circle Suite 500 Atlanta, Georgia 30324	
Telephone:	678-904-7000	
Fax:		
Email:	jay.rhoden@maccauleycompanies.com	
Name of property owner(s) if different from developer/applicant:	Willoughby & Sewell	
Provide Land-Lot-District Number:	various; all parcels are located in District 21	
What are the principal streets or roads providing vehicular access to the site?	Sweetwater Road; State Highway 20	
Provide name of nearest street(s) or intersection:	Sweetwater Trail	
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.):	http://www.wands.maccauleycompanies.com	
Is the proposed project entirely located within your local government's jurisdiction?	N	

If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	Bartow County, Georgia
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: 76
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?	Y
If yes, what percent of the overall project does this project/phase represent?	76
Estimated Completion Dates:	This project/phase: TBD Overall project: 2026

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?	Y
If amendments are needed, when will the plan/map be amended?	concurrently

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 10/10/2006 4:36:14 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cherokee County
Individual completing form:	Vicki Taylor
Telephone:	678-493-6105
Fax:	678-4936111
Email (only one):	vtaylor@cherokeega.com

Proposed Project Information

Name of Proposed Project:	Willoughby and Sewell
DRI ID Number:	1186
Developer/Applicant:	The Macauley Companies, Inc.
Telephone:	678-904-7000
Fax:	678-904-7099
Email(s):	wands@macauleycompanies.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:	\$3.05 billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$32,326,340 in property taxes \$3,000,000 for sales taxes (based on Cherokee County at 6%)
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): No existing uses will be displaced. The property is undeveloped with no active uses or structures.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cherokee County 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)?	5.05 MGD
Is sufficient water supply capacity available to serve the proposed project?	N
If no, are there any current plans to expand existing water supply capacity?	Y

If there are plans to expand the existing water supply capacity, briefly describe below:

The developers have been in contact with CCWSA about expanding the water system to serve this project. There is a large water main along GA 20 just north of the site. There is capacity in the system to handle some portions of the site based on the available pressure and the site elevations. A water tank will eventually be required on site and connected to the large water main for supply. This tank will become part of the CCWSA system.

If water line extension is required to serve this project, how much additional line (in miles) will be required? 2 miles

Wastewater Disposal

Name of wastewater treatment provider for this site: CCWSA

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 4.55 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? N

If no, are there any current plans to expand existing wastewater treatment capacity? Y

If there are plans to expand existing wastewater treatment capacity, briefly describe below: The Developers have been in contact with CCWSA about expanding the wastewater system to serve this project. There are plans for a new wastewater treatment plant, east of the project site, along the Etowah River, west of Canton. This plant is planned to handle this development along with other new developments in the area. Permit and Loading negotiations are underway with EPD. Force mains and gravity lines will be required to transfer the waste water to the treatment plant.

If sewer line extension is required to serve this project, how much additional line (in miles) will be required? 6.5 miles

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.) 7,160 am peak, 7,352 pm peak

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? Y

If yes, has a copy of the study been provided to the local government? N

If transportation improvements are needed to serve this project, please describe below:

Please refer to the DRI traffic study for this DRI. The traffic study will be provided to the local government upon completion.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 44,350 tons

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? 20%

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:

A variety of buffers and other measures will be utilized. Cherokee County has a copy on file of the specific measures proposed.

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?	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:
Increased development in the watershed results in increased impervious area runoff, as well as additional volumes of runoff. The increased volume of runoff will be detailed and a portion returned to the groundwater system. Water quality of the water supply watershed will be maintained through Best Management Practices (BMP) implemented by the development.

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?	Y

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:
Development contains portions of the Etowah River and Lake Allatoona floodplain. The development is located within the limits of the Etowah River Habitat Conservation Area and is complying with the requirements of this area.

D

C

B

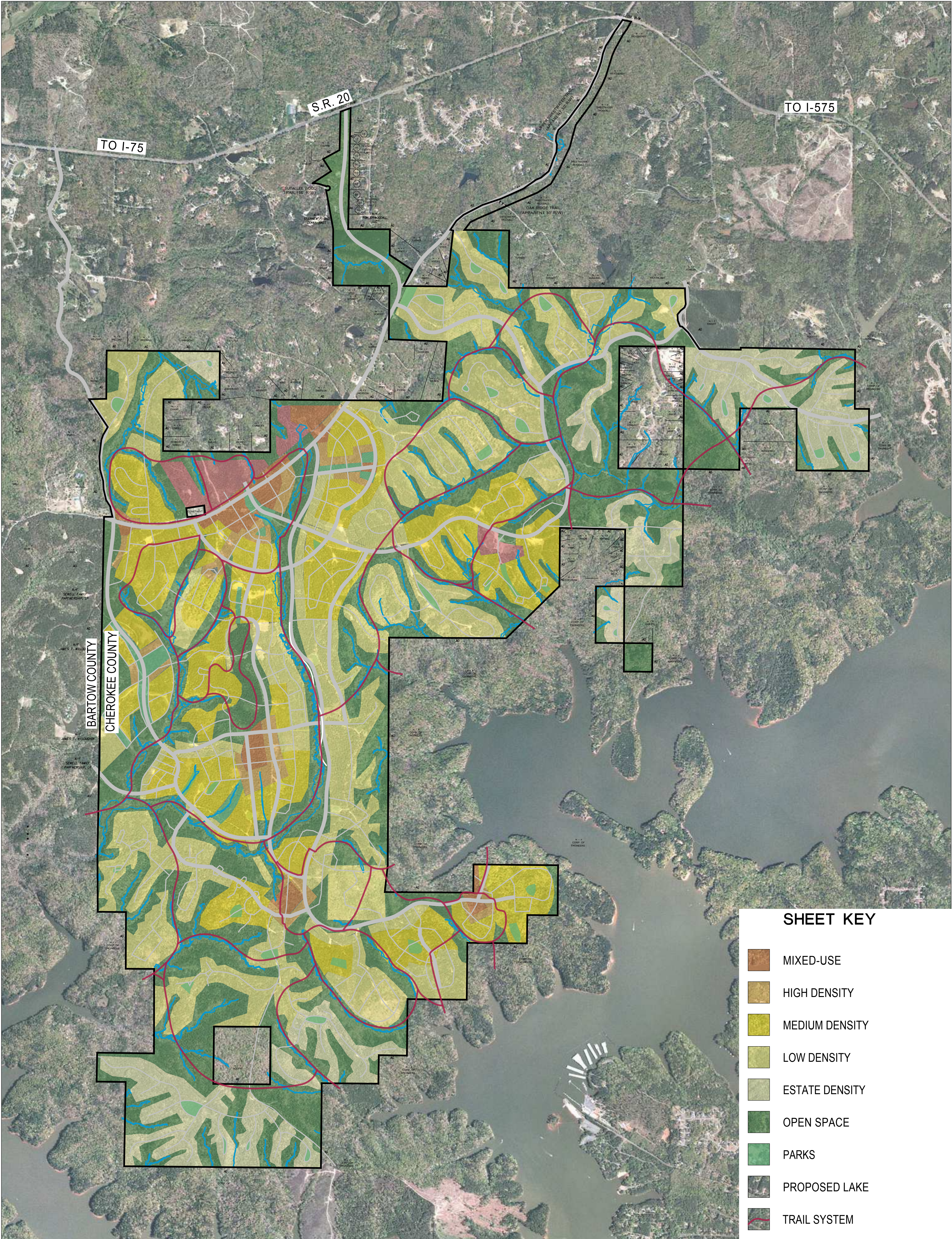
A

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B

A



TO I-575

TO I-75

S.R. 20

BARTOW COUNTY
CHEROKEE COUNTY

SHEET KEY

- MIXED-USE
- HIGH DENSITY
- MEDIUM DENSITY
- LOW DENSITY
- ESTATE DENSITY
- OPEN SPACE
- PARKS
- PROPOSED LAKE
- TRAIL SYSTEM

NOTES:
1. SEE SHEET 2 FOR AREAS AND DENSITIES OF ZONING CATEGORIES OTHER THAN TND.
2. SEE SHEETS 3 THROUGH 8 FOR AREAS AND DENSITIES OF TND ZONING CATEGORY.
3. SEE TRAFFIC STUDY BY KIMLEY-HORN AND ASSOCIATES FOR TRAFFIC AND R.O.W. INFORMATION.

SCALE: 1"=1000'
0 500 1000 2000



A VILLAGE IN
THE FOREST
CHEROKEE COUNTY
GEORGIA

THE MACAULEY
COMPANIES, INC.
690 MIAMI CIRCLE
SUITE 500
ATLANTA, GEORGIA 30324
P 678 904 7000

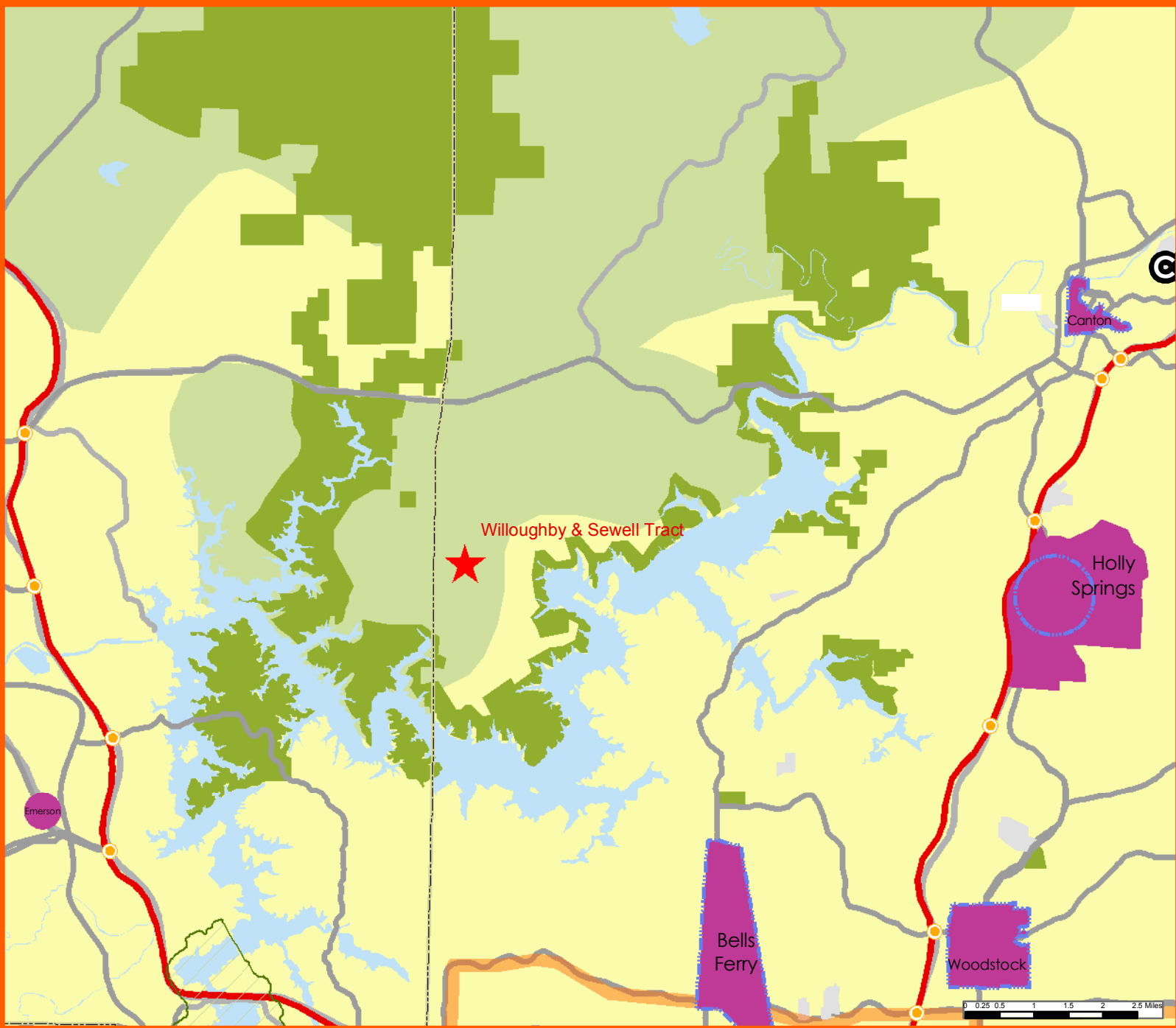
EDAW
817 W. PEACHTREE ST.
SUITE 770
ATLANTA, GEORGIA 30308
P 404 870 5339
F 404 870 6590
WWW.EDAW.COM

REV.	COMMENT	DATE
- 1	REVISE RD NMS	10-19-06
	ADD PRPTY OWNERS	

SEAL:

DATE: OCTOBER 13, 2006
JOB NO.: 06070005
DRAWN BY: EDW
CHECKED BY:
DRAWING TITLE:
**LAND USE
PLAN**
SHEET NO.:
1
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Atlanta Region Unified Growth Policy Map








Envision6 Regional Development Types Matrix




- City Center
- Regional Center
- Town Center
- Station Communities
- Mega Corridors
- Urban Neighborhoods
- Suburban Neighborhoods
- Rural Areas
- Regional Parks
- Freight Corridors
- Urban Redevelopment Corridors
- LCI Areas 2000-2006
- Interchange Nodes
- MARTA Stations
- Future Transit Stops
- ~ Stream/River
- ~ Regional Water Resources
- Environmental Areas
- Regional Transportation Strategic System
- Interstates & Ltd Access Facilities
- Regional Strategic Facilities
- High Capacity Regional Transit
- Strategic New Alignments

Envision6 Regional Development Types Matrix

	Mixed Use				Single Use Employment			Parks
								
	City Center	High Residential Mixed Use	Activity Center Mixed Use	Town Center Mixed Use	General Commercial	Office Park	Industrial	Regional Parks
Residential Density per acre	40	80	30	15				N/A
Job Density per acre	180	25	70	13	13	40	9	
Average Height	8 to 50	8 to 50	5 to 40	2 to 5	1 to 4	2 to 4	1	
Regional Places								
Central City								
Regional Centers								
Town Centers								
Station Communities								
Interchange Nodes								
Interstates & Limited Access Facilities								
Freight Corridors								
Urban Redevelopment Corridors								
Regional Strategic Facilities								
Urban Neighborhoods								
Mega Corridors								
Suburban Neighborhoods								
Rural Areas								
Regional Environmental Protection Areas								
Regional Parks								
	Residential Areas							
								
	Medium Rise	Low Rise	Townhome	Residential Small Lot	Residential Med Lot	Residential Large Lot	Residential Very Low	Conservation 50% Open Space
Residential Density per acre	44	22	12	7	5	3	1	0.5
Job Density per acre								
Average Height	6	4	2	2	2	2	2	2
Regional Places								
Central City								
Regional Centers								
Town Centers								
Station Communities								
Interchange Nodes								
Interstates & Limited Access Facilities								
Freight Corridors								
Urban Redevelopment Corridors								
Regional Strategic Facilities								
Urban Neighborhoods								
Mega Corridors								
Suburban Neighborhoods								
Rural Areas								
Regional Environmental Protection Areas								
Regional Parks								

 Conditionally Recommended

Recommended if appropriate contextual development is proposed.

 Strongly Recommended

Recommended development for Regional Places.

Central City	City Centers will have the most intense residential and commercial land uses. They serve a regional population and are easily accessible by different transportation modes. In the Atlanta Region, Downtown and Midtown Atlanta are examples of this land use.
Regional Centers	Regional Centers are areas of intense retail, office and residential uses. The uses can be integrated or separate. They have a higher density of residential uses but lower job densities than a Central City. Buckhead and Cumberland are examples of a Regional Center in the Atlanta region.
Town Centers	Town Centers are low-intensity centers that serve a local area. They have a mixture of residential and commercial land uses. Snellville and Smyrna are examples within the Atlanta region.
Station Communities	Station Communities are communities that are built around transit. A mixture of uses is fundamental to good Station Communities. In the Atlanta region, Lindbergh Center is an example.
Interchange Nodes	Interchange Nodes have subregional commercial districts with appropriate residential and/or office development.
Interstates & Limited Access Facilities	Interstates and Limited Access Facilities serve as major commuter corridors. They are illustrated on the map as part of the regional strategic transportation system. Stone Mountain Freeway is an example.
Freight Corridors	Freight Corridors are corridors that serve freight and industrial areas. Fulton Industrial Boulevard is an example.
Urban Redevelopment Corridors	Urban redevelopment corridors are corridors that have potential to be redeveloped into an activity corridor. An example is Old National Highway.
Regional Strategic Facilities	Regional Strategic Facilities are corridors that serve as backbone of our capacity road network. They have limited development between the nodes. An example is SR 92 in Fayette County.
Urban Neighborhoods	Urban Neighborhoods are distinct areas that are located in an urban area. They may have a small commercial component that serves the local area. An example would be Grant Park.
Mega Corridors	Mega Corridors are most intensely developed radial corridors in the region. They may include multiple regional centers. The Area surrounding GA 400 is an example of a mega corridor
Suburban Neighborhoods	Suburban Neighborhoods are areas that are located outside the Central City or Activity Centers. They will be developed at a more of a suburban scale with appropriate commercial development and low intensity mixed-use serving the local area. An example would be North Fulton.
Rural Areas	Rural Areas have limited or no development. Housing development that has occurred is on large lots that are not served with sewer. Agriculture uses still can be found in the surrounding area. An example would be Northern Cherokee County.
Regional Environmental Protection Areas	These are areas where development is restricted due to the sensitive nature of the environment. An example would be water-supply watersheds
Regional Parks	Regional Parks serve a regional population. Stone Mountain is an example of this in the Atlanta region.