

## **REGIONAL REVIEW NOTIFICATION**

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

#### DATE: October 23 2006

### ARC REVIEW CODE: R610231

TO:Chairman J. Michael ByrdATTN TO:Vicki Taylor, Planning DirectorFROM:Charles Krautler, Director



NOTE: This is digital signature. Original on file.

### SUPPLEMENTAL MEETING SCHEDULED

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

<u>Name of Proposal:</u> Willoughby and Sewell Tract <u>Review Type:</u> Development of Regional Impact

<u>Meeting Date:</u> Wednesday, November 8, 2006 <u>Time:</u> 2:30PM Location: Harry West Conference Room, C Level, ARC Offices

**Description:** 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.

<u>Submitting Local Government</u>: Cherokee County <u>Date Opened</u>: October 23, 2006 <u>Deadline for Comments</u>: November 6, 2006 <u>Earliest the Regional Review can be Completed</u>: November 22, 2006

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

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES GEORGIA CONSERVANCY BARTOW COUNTY CHEROKEE COUNTY SCHOOLS ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION U.S. ARMY CORPS OF ENGINEERS COOSA VALLEY RDC ARC Environmental Planning Georgia Department of Community Affairs Georgia Regional Transportation Authority City of Canton City of Holly Springs

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

## **REGIONAL REVIEW NOTIFICATION**

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### **DATE:** Oct 23 2006

### ARC REVIEW CODE: R610231

TO:Chairman Michael ByrdATTN TO:Vicki Lee Taylor, Planning DirectorFROM:Charles Krautler, Director



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

#### Name of Proposal: Willoughby and Sewell Tract

**<u>Review Type:</u>** Development of Regional Impact

**Description:** 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.

<u>Submitting Local Government</u>: Cherokee County <u>Date Opened</u>: Oct 23 2006 <u>Deadline for Comments</u>: Nov 6 2006 <u>Earliest the Regional Review can be Completed</u>: Nov 22 2006

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

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES GEORGIA CONSERVANCY BARTOW COUNTY CHEROKEE COUNTY SCHOOLS ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION U.S ARMY CORPS OF ENGINEERS COOSA VALLEY RDC ARC Environmental Planning Georgia Department of Community Affairs Georgia Regional Transportation Authority City of Canton City of Holly Springs

### Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463–3302. If the ARC staff does not receive comments from you by 2006–11–06, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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Individual Completing form:

### **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: <u>Willoughby and Sewell Tract</u> See the Preliminary Report.

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

Local Government:	Please Return this form to:
Department:	40 Courtland Street NE Atlanta, GA 30303 Ph. (404) 463 3302 Fax (404) 463 3254
Telephone: ( )	malexander@atlantaregional.com
Signature: Date:	Return Date: <i>Nov 6 2006</i>

Preliminary	October 23,		
Report:	2006		
Final Report	November		
Due:	22, 2006		

### PRELIMINARY 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.

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

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

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



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

Yes, the proposed development would increase the need for services in the area for existing and future residents. 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 to1991) 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?

Based on preliminary staff review and pending comments from affected parties, the staff preliminary recommendation is not in the best interest of the region; and therefore, of the State.

The proposed project is a 3,950 acre mixed use development located in western Cherokee County that includes single family residential surrounding five mixed use commercial nodes. 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. 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.



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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.

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.

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. ARC staff is working to confirm with Cherokee County future wastewater capacity.

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.

Based on information submitted for the review, several school sites could possible be proposed within the development. ARC staff would like an update on where the developer and Cherokee County are in the process of determining school sites as well as the required minimum acreage for a school site as determined by Cherokee County.

Finally, ARC staff requests additional information and calculations concerning the open space. ARC staff would like total acreage of proposed open space and total open space acreage minus the stream buffers, floodplains, and wetlands on site.

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### PRELIMINARY REPORT

#### **Regional Development Plan Policies**

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

#### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.



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 bicvclists 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<sup>TM</sup> landscaping. Xeriscaping<sup>TM</sup> 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 soutbh 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.

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

To be determined during the review.

### **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

### What new taxes will be generated by the proposed project?

Estimated value of the development is \$3.05 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?



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Short-term jobs will depend upon construction schedule.

### Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

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

To be determined during the review.

### NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

### Watershed Protection and Stream Buffers

The project property is 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 requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on streams in the County. 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.

### 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



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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.

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

### **Estimated Pounds of Pollutants Per Year:**

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 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 (<u>www.georgiastormwater.com</u>) 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.



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- 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Lisa	A.M. Peak Hour			P.M. Peak Hour			24-Hour
Land Use	Enter Exit 2-Way Enter Exit		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



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

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



#### 2006-2011 TIP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-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 30<sup>th</sup>, 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 leftturn 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-		
SF Detached Dwellings		
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?		
		15%
Total		15%



# 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.

<sup>1</sup> 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

### **<u>INFRASTRUCTURE</u>** 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?



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

None stated.

### INFRASTRUCTURE

### **Other facilities**

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- · Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

To be determined during the review.

### **HOUSING**

### Will the proposed project create a demand for additional housing?

No, the proposed development will add 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?

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.



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# Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 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 <b>(only one)</b> :	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**

Development TypeDescription of ProjectThresholdsMixed UseProject will exceed 120 acresView ThresholdsDeveloper / Applicant and Mailing Address:The McCauley Companies, Inc. 690 Miami Circle Suite 500 Atlanta, Georgia 30324Telephone:678-904-7000Fax:Image: State Sta	Name of Proposed Project:		Willoughby & Sewell Tract			
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:         iav.rhoden@maccauleycompanies.com           Remail:         jav.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):         f available, provide a link to a website providing a general location map of the proposed project (optional).           Interproposed project entirely located within your local government's jurisdiction?         N	Development Type		Description of Project	Thresholds		
Developer / Applicant and Mailing Address:The McCauley Companies, Inc. 690 Miami Circle Suite 500 Atlanta, Georgia 30324Telephone:678-904-7000Fax:iay.rhoden@maccauleycompanies.comEmail:jay.rhoden@maccauleycompanies.comName of property owner(s) if different from developer/applicant:Willoughby & SewellProvide Land-Lot-District Number:various; all parcels are located in District 21What are the principal streets or roads providing vehicular access to the site?Sweetwater Road; State Highway 20Provide name of nearest street(s) or intersection:Sweetwater TrailProvide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):http://www.madues.comIf available, provide a link to a website proposed project (optional).http://www.macauleycompanies.comIts the proposed project entirely located within your local government's jurisdiction?N	Mixed Use	Proje	ct will exceed 120 acres	View Thresholds		
Telephone:678-904-7000Fax:jay.rhoden@maccauleycompanies.comEmail:jay.rhoden@maccauleycompanies.comName of property owner(s) if different from developer/applicant:Willoughby & SewellProvide Land-Lot-District Number:various; all parcels are located in District 21What are the principal streets or roads providing vehicular access to the site?Sweetwater Road; State Highway 20Provide name of nearest street(s) or intersection:Sweetwater TrailProvide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):http://www.wands.macauleycompanies.comIf available, provide a link to a website proposed project (optional).http://www.wands.macauleycompanies.comIs the proposed project entirely located within your local government's jurisdiction?N	Developer / Applicant and Mailing Address:		The McCauley Companies, Inc. 690 Miami Circle	e Suite 500 Atlanta, Georgia 30324		
Fax:       jay.rhoden@maccauleycompanies.com         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):       Sweetwater Trail         If available, provide a link to a website provoking a general location map of the proposed project (optional).       http://www.wands.macauleycompanies.com         http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):       N	Telephone:		678-904-7000			
Email:jay.rhoden@maccauleycompanies.comName of property owner(s) if different from developer/applicant:Willoughby & SewellProvide Land-Lot-District Number:various; all parcels are located in District 21What are the principal streets or roads providing vehicular access to the site?Sweetwater Road; State Highway 20Provide name of nearest street(s) or intersection:Sweetwater TrailProvide 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.wands.macauleycompanies.comIts the proposed project entirely located within your local government's jurisdiction?N	Fax:					
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What are the principal streets or roads providing vehicular access to the site?Sweetwater Road; State Highway 20Provide name of nearest street(s) or intersection:Sweetwater TrailProvide 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.macauleycompanies.comIs the proposed project entirely located within your local government's jurisdiction?N	Provide Land-Lot-District Number:	·	various; all parcels are located in District 21			
Provide name of nearest street(s) or       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       http://www.wands.macauleycompanies.com         (http://www.mapquest.com or http://www.       http://www.wands.macauleycompanies.com         Is the proposed project entirely located within your local government's jurisdiction?       N	What are the principal streets or roads providing vehicular access to the site?		Sweetwater Road; State Highway 20			
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.macauleycompanies.com         Is the proposed project entirely located within your local government's jurisdiction?       N	Provide name of nearest street(s) or intersection:		Sweetwater Trail			
If available, provide a link to a website         providing a general location map of the         proposed project (optional).         (http://www.mapquest.com or http://www.         mapblast.com are helpful sites to use.):         Is the proposed project entirely located within         your local government's jurisdiction?	Provide geographic coordinates (latitude/ longitude) of the center of the proposed proj (optional):	ect	/			
Is the proposed project entirely located within your local government's jurisdiction?	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.macauleycompanies.com			
	Is the proposed project entirely located within your local government's jurisdiction?	in	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	Name: Cherokee County (NOTE: This local government is responsible for initiating the DRI review process.)
project located (give percent of project)	Percent of Project: 76
Is the current proposal a continuation or expansion of a previous DRI?	Ν
	Name:
If yes, provide the following information (where applicable):	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 ( <b>only one</b> ):	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.)

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:	\$32,326340 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. Thereis capacity in the system to handle som protions 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?						
Wastewater	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 proproject?	posed	N				
If no, are there any current plans to expand existing wastewater treat capacity?	ment	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 srve this project. There are plans for a new wastwater 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 underway with EPD. Force mains and gravity lines will be required to transfer the waste water to the treatment plant.					ct , east ew	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?						
Land Transportation						
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 7,160 am peak, 7,352 pm provide.					peak	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?						
If yes, has a copy of the study been provided to the local government?						
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	Disp	osal				
How much solid waste is the project expected to generate annually (in	n tons)?	?		44,350 tor	าร	
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:						
Stormwater M	anag	ement				
What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 20%					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**

Υ

N

Ν

Ν

Ν

Y

Υ

N

Y

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

1. Water supply watersheds?

2. Significant groundwater recharge areas?

3. Wetlands?

4. Protected mountains?

5. Protected river corridors?

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?

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

1. Floodplains?

2. Historic resources?

3. Other environmentally sensitive resources?

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: 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.



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- 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.

A VILLAGE IN THE FOREST CHEROKEE COUNTY GEORGIA	THE MACAULEY COMPANIES, INC. 690 MIAMI CIRCLE SUITE 500 ATLANTA, GEORGIA 30324 P 678 904 7000	BDDAW 817 W. PEACHTREE ST. SUITE 770 ATLANTA, GEORGIA 30308 P 404 870 5339 F 404 870 6590 WWW.EDAW.COM	<b>REV.</b> - 1	COMMENT REVISE RD NMS ADD PRPTY OWNERS	DATE 10-19-06	SEAL	DATE: OCTOBER 13, 2006 JOB NO.: 06070005 DRAWN BY: EDAW CHECKED BY: DRAWING TITLE: <b>LAND USE</b> <b>PLAN</b> SHEET NO.: <b>1</b> ©EDAW INC. ALL RIGHTS RESERVED
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## **Atlanta Region Unified Growth Policy Map**





- City Center
- Regional Center
- Town Center
- **Station Communities**
- Mega Corridors
- **Urban Neighborhoods**
- **Suburban Neighborhoods**
- **Rural Areas**
- Regional Parks
- **Freight 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
- Urban Redevelopment Corridors —Strategic New Alignments



### **Envision6 Regional Development Types Matrix**

		Mixe	d Use		Sin	Parks		
							an-Realism	
	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 Job Density per acre	40 180	80 25	30 70	15 13	13	40	9	N/A
Average Height	8 to 50	8 to 50	5 to 40	2 to 5	1 to 4	2 to 4	1	
Regional Places								
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								
				Residen	tial Areas			
	The	AT P						A Sector
	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
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								
	Recommended if appr			ided	Recommended develo	Strongly Rec	commended	



Land Use • Transportation • Water



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.