



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: Apr 10 2007

ARC REVIEW CODE: R701311

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

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Canton
Name of Proposal: Canton West

Review Type: Development of Regional Impact

Date Opened: Jan 31 2007

Date Closed: Apr 10 2007

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: According to the Unified Growth Policy Map, the proposed development is located in both rural areas and suburban neighborhoods. Rural areas are defined as having limited or no development. Housing development in rural areas that has occurred is on large lots and is not served with sewer, and agricultural uses can still be found. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be developed at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area. The proposed development is too intense according to the regional place designation and definition on the Unified Growth Policy Map and can therefore be considered inconsistent with the Map. During the review, staff identified several concerns with the SR108- SR5 Connector Road proposed through the development. With the exception of one access point in the far north-west portion of the site, the SR 108-SR 5 Connector is the single route linking all uses within the development to points outside of the proposed project. The proposed East-West Connector will function as the spine road of the proposed development and will become a heavily traveled route for trips between I-575 and Downtown Canton to points west of the proposed development. According to the Georgia Department of Transportation's Highway Functional Classification System Justification Sheet, the SR 108-SR 5 Connector will operate as an Urban Collector and will need to be modeled in the Atlanta Regional Commission's Travel Demand Model for air quality conformity purposes. The City of Canton has formally requested the proposed roadway project be included in the RTP for air quality conformity purposes and has showed financial constraint by demonstrating that funding for the project will be achieved through a public-private partnership. Attached at the end of this report are the City of Canton and the developer's commitment to fund the SR108- SR5 Connector Road without the use of state or federal funds. The total cost of construction is estimated to be \$33.7 million. The developer is agreeing to fund \$15 million of the construction and engineering cost and will contribute \$2.7 million in ROW costs. The balance of the associated costs will come from the City of Canton through road impacts fees, and establishment of a Community Improvement District and a Special Municipal Tax District.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY
GEORGIA CONSERVANCY
CITY OF HOLLY SPRINGS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CHEROKEE COUNTY SCHOOLS
U.S. ARMY CORPS OF ENGINEERS
BARTOW COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
NATIONAL PARK SERVICE
CITY OF WALESKA

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

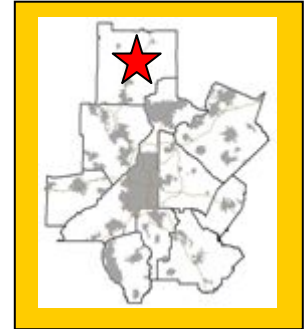
The ARC review website is located at: <http://www.atlantaregional.com/landuse>

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Canton West #1212
Final Report Due:	March 2, 2007		Comments Due By:	February 14, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Canton West mixed use development is located on 2341.95 acres in the City of Canton and Cherokee County. Pending rezoning and annexation, 997.2 acres will be located within the City of Canton and the remaining 1,344.5 acres will be located in Cherokee County. The development is proposing 479,000 square feet of retail space, 149,700 square feet of office space, 3,507 residential units, and a 1200 student elementary school. The residential units will include 2,050 single family detached units, 624 residential townhome condominiums, 313 high rise residential condominiums and 520 senior adult attached units. A new roadway, referred to as the SR 5-SR 108 Connector is being proposed through the site that will connect SR108 to the west and SR 5 to the east. The development will have access to the public roadway network at either end of the SR 5-SR 108 Connectors, plus an additional site access proposed on SR 108 to the northeast of the connector road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2020.

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 AG in Cherokee County. Proposed zoning is PUD in the City of Canton and R-80, R-30, and R-40 in Cherokee County. The trigger for the DRI review is a rezoning and annexation into the City of Canton. Information submitted for the review states that the proposed zoning is consistent with the City of Canton and Cherokee County's Future Land Use Map.

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

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

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

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

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**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. According to information submitted for the review, the proposed development will generate 7,103 residents and generate 1,473 potential jobs.

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
2006	Willoughby and Sewell Tract
2006	Riverstone
2005	Hickory Log Creek Reservoir
2004	Etowah Shoals
2004	Canton Place
2001	The Bluffs at Technology Park
2000	Viewpoint
2000	Laurel Ridge
1999	Broadway Bay
1995	Summit Ridge

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

Based on information submitted for the review, the site is currently mostly undeveloped with seven houses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in both rural areas and suburban neighborhoods. Rural areas are defined as having limited or no development. Housing development in rural areas that has occurred is on large lots and is not served with sewer, and agricultural uses can still be found. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be developed at a more suburban scale with appropriate

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commercial development and low intensity mixed use serving the local area. The proposed development is too intense according to the regional place designation and definition on the Unified Growth Policy Map and can therefore be considered inconsistent with the Map.

During the review, staff identified several concerns with the SR108- SR5 Connector Road proposed through the development. With the exception of one access point in the far north-west portion of the site, the SR 108-SR 5 Connector is the single route linking all uses within the development to points outside of the proposed project. The proposed East-West Connector will function as the spine road of the proposed development and will become a heavily traveled route for trips between I-575 and Downtown Canton to points west of the proposed development. According to the Georgia Department of Transportation's Highway Functional Classification System Justification Sheet, the SR 108-SR 5 Connector will operate as an Urban Collector and will need to be modeled in the Atlanta Regional Commission's Travel Demand Model for air quality conformity purposes.

Based on initial information submitted for the review and attached at the end of this report, the project was to be constructed through funding by GDOT and the developer; 50% each. The East-West Connector, at the time the proposed development was submitted for review, was not included in the RTP and the identification of \$15 million of federal transportation funds, which is currently not available, was needed for construction. The City of Canton has formally requested the proposed roadway project be included in the RTP for air quality conformity purposes and has showed financial constraint by demonstrating that funding for the project will be achieved through a public-private partnership.

Attached at the end of this report are the City of Canton and the developer's commitment to fund the SR108- SR5 Connector Road without the use of state or federal funds. The total cost of construction is estimated to be \$33.7 million. The developer is agreeing to fund \$15 million of the construction and engineering cost and will contribute \$2.7 million in ROW costs. The balance of the associated costs will come from the City of Canton through road impacts fees, and establishment of a Community Improvement District and a Special Municipal Tax District.

Additionally, during a preliminary review of the site plan and submitted information, ARC staff expressed internal road design and lack of connectivity, lack of a trail system, and the design of the town center.

Revisions to the site plan included additional connectivity between the residential pods; therefore, all of the major single-family residential pods have at least two access points onto the proposed SR108-SR5 Connector Road. Based on a staff preliminary review of public safety standards around the region, residential subdivisions with more than 30 to 200 lots require second access points. ARC staff understands that Cherokee County requires a second access point for every 150 lots. Due to the topography and other environmental constraints, additional connections are limited. However, based on public safety concerns and environmental constraints, ARC staff recommends that the City of Canton and Cherokee County carefully consider the size of the residential subdivisions and appropriate access points.

Attached at the end of this report is the proposed trail system for the development. The proposed development will include a variety of trails, sidewalks, and multi-use bicycle paths. This system of

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pedestrian and bicycle facilities is intended to provide connectivity between and within the neighborhoods and commercial areas. The developer will work with the City of Canton and Cherokee County to determine the specific facility and location as the site plan is revised throughout the development review process.

Although the town center area was not revised to address ARC's comments about the internal connectivity, location of parking, and overall layout, the City of Canton has indicated that the same concerns and is committed to working with the developer to improve the overall design of the town center.

As indicated on the site plan, the proposed development will provide a minimum of 936.0 acres or 40% of open space. ARC considers conservation subdivisions to have at least 40% open space throughout the site. The site plan does reflect providing a higher density of residential composition close to the town center while providing a lower density in the areas outside of the town center, primarily within Cherokee County. ARC promotes open space and preservation through the Regional Development Policies. The proposed development strives to meet these policies by protecting environmentally sensitive- areas on the site, particularly stream crossing and steep slopes. As the site plan is revised, additional open space provided to protect the environmentally sensitive areas on site is recommended.

The proposed development is providing an elementary school site. Based on information submitted for the review and attached at the end of this report, the developer has agreed to provide a suitable school site for 1200 elementary school students. It is estimated that the proposed development will bring 1,906 students to the Cherokee County School District.

The area surrounding the proposed project is developing rapidly with few capacity adding improvements to ease increasing congestion. The traffic consultant has identified 18 planned transportation projects within the vicinity of the site. Of these 18, only 7 planned projects will add roadway capacity and all 7 of these projects are scheduled for long range construction, to be completed in 2020 or later.

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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 to the north of the Etowah River between SR 108 and SR 5 in the City of Canton and Cherokee County.

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 located with Cherokee County. 997.2 acres will be annexed into the City of Canton.

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.

The site is surrounded by low density residential uses to the north and east, single family residential to the west, and agricultural uses to the south and southwest. The site is adjacent to US Army Corps of Engineers property.

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 \$1.1 billion with an expected \$9 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is partly 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 the site plan information submitted by the developer and the USGS coverage for the area, a number of blue-line and other perennial streams run through the property. The project site plan shows 50-foot buffers along the streams. However, the Cherokee County Stream Buffer Ordinance, which meets the model ordinance requirements of the Metropolitan North Georgia Water Planning District, 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 all relevant 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 148.8 acres that was not accounted for by the proposed land use areas, the open space shown on the plans has not been factored into these estimates because it was not

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separated out of the individual land uses listed. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	159.40	272.57	2773.56	17215.20	156690.20	196.06	35.07
Forest/Open	148.88	11.91	89.33	1339.92	34986.80	0.00	0.00
Low Density SF (1-2 ac)	108.10	64.86	298.36	2378.20	48320.70	15.13	3.24
Low-Med SF (0.5-1 ac)	1493.90	1613.41	7051.21	50792.60	954602.10	403.35	89.63
Med. SF (0.25-0.5 ac)	41.80	56.43	247.04	1797.40	33481.80	14.21	3.34
Townhouse/Apartment	388.80	408.24	4164.05	26049.60	235224.00	295.49	54.43
TOTAL	2340.88	2427.42	14623.55	99572.92	1463305.60	924.24	185.71

Total % impervious 27%

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 (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?

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A total of four main access points will be associated with this development.

- Two full-access driveways will be located along Fincher Road.
- One full-access driveway will be located along Riverstone Parkway.
- One full-access driveway will be located along the SR 5-SR 108 Connector.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
2,050 Single-Family Homes	361	1083	1444	1024	601	1625	16740	991	844
624 Town Homes	38	185	223	181	89	270	3043	121	103
313 Condominiums	23	97	120	305	188	493	1404	53	70
520 Senior Adult Units	19	23	42	35	22	57	1810	70	86
479,600 sq Retail Space	245	156	401	846	916	1762	18815	1247	1151
149,700 sq Office Space	228	31	259	42	204	246	1820	28	23
1,200 Student Elementary School	255	209	464	14	17	31	1548	0	0
Reductions	-286	-125	-410	-669	-805	-1473	-18048	-967	-893
TOTAL NEW TRIPS	883	1659	2543	1778	1232	3011	27132	1543	1384

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

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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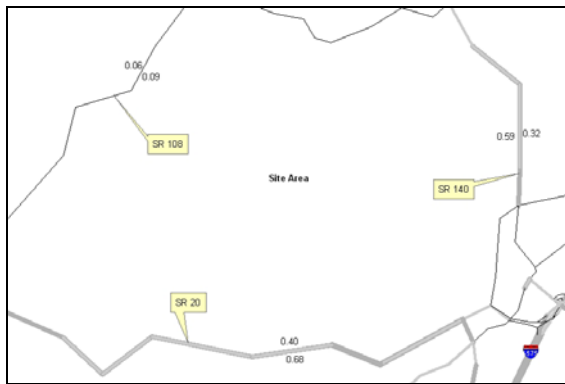
V/C Ratios



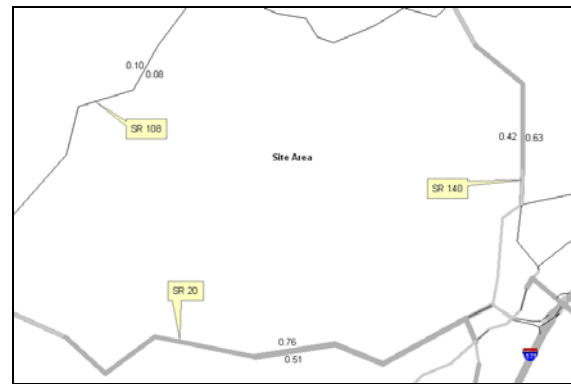
2005 AM Peak



2005 PM Peak



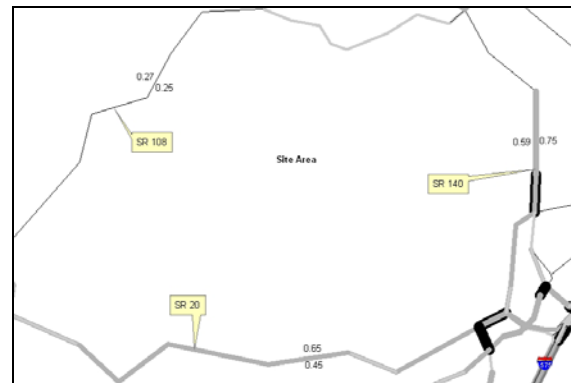
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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

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

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-207	SR 5 BUSINESS (MARIETTA HIGHWAY/RIVERSTONE PARKWAY) SIGNAL COORDINATION	Roadway Operations	2006
CH-209	SR 20 (KNOX BRIDGE ROAD)	Roadway Operations	2011
CH-216	EAST MAIN STREET PEDESTRIAN LIGHTING	Pedestrian Facility	2007
CH-AR-240	HICKORY FLAT ROAD PEDESTRIAN FACILITY	Pedestrian Facility	2008
CH-AR-241	WALESKA STREET TRAIL/PEDESTRIAN FACILITY	Pedestrian Facility	2008
CH-AR-242A	RAILROAD STREET TRAIL/PEDESTRIAN FACILITY	Pedestrian Facility	2007
CH-AR-261	CANTON INTERMODAL FACILITY	Transit Facility	2008
CH-AR-BP011	MARIETTA ROAD SIDEWALKS	Pedestrian Facility	2008
CH-020A1	SR 20 TRUCK CLIMBING LANES/INTERSECTION IMPROVEMENTS	Roadway Operations	2010
CH-206	MARIETTA ROAD	Roadway Operations	2008
CH-203	SR 20 (KNOX BRIDGE HIGHWAY)	Bridge Upgrade	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-214	NORTH CANTON PARKWAY	Roadway Capacity	2020
CH-020B	SR 20 (CUMMING HIGHWAY): SEGMENT 2	Roadway Capacity	2024
CH-010D	BELLS FERRY ROAD: SEGMENT 4	Roadway Capacity	2025
CH-140D2	SR 140 (HICKORY FLAT ROAD): SEGMENT 4	Roadway Capacity	2025
CH-202	HICKORY FLAT ROAD EXTENSION	Roadway Capacity	2020
CH-020A2	SR 20: SEGMENT 1	Roadway Capacity	2025
CH-140C	SR 140 (REINHARDT COLLEGE PARKWAY): SEGMENT 3	Roadway Capacity	2020

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Canton West.

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

Cumming Highway (SR 20) at I-575 Southbound Ramp

- Add a dedicated westbound right-turn lane with free phasing on Cumming Highway (SR 20).

Marietta Street at Hickory Flat Highway

- Add an additional southbound left-turn lane on Marietta Street creating dual left-turn lanes and change the phasing from protected permissive to protected only phasing.
- Add a westbound receiving lane on Hickory Flat Highway.

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Marietta Highway (SR 20) at SR 140

- Add a dedicated westbound left-turn lane on SR 140.
- Change the existing westbound right-turn phase from permissive to permissive overlap.
- Add an additional northbound through lane on Marietta Highway.
- Add an additional receiving lane on Marietta Highway.
- Add an additional southbound left-turn lane on Marietta Highway creating dual left-turn lanes.
- Add a receiving lane on SR 140.

Riverstone Parkway at I-575 Northbound Ramp

- Change the existing northbound right-turn phase from permissive to permissive overlap.

Riverstone Parkway at Waleska Road

- Add a dedicated eastbound right-turn lane with free phasing on Riverstone Parkway.
- Add a dedicated westbound right-turn lane on Riverstone Parkway.
- Change the existing southbound right-turn phase from permissive to permissive overlap.

College Street (SR 108) at Reinhardt College Parkway

- Signalize this intersection.
- Add a dedicated southbound left-turn lane on Fincher Road.

Knox Bridge Highway at Fincher Road

- Signalize this intersection.

Riverstone Parkway at N Etowah Drive

- Add a dedicated eastbound and westbound right-turn lane on N Etowah Drive.

Marietta Highway at Bells Ferry Road

- Add a dedicated eastbound left-turn lane on Bells Ferry Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Riverstone Parkway at I-575 Northbound Ramp

- Add an additional eastbound left-turn lane on Riverstone Parkway and change the phasing from protected permissive to protected only.

Riverstone Parkway at Waleska Road

- Add additional eastbound and westbound left-turn lanes on Riverstone Parkway and change the left-turn phasing from protected permissive to protected only.
- Add a dedicated eastbound right-turn lane on Riverstone Parkway and provide permissive + overlap phasing for the eastbound right-turn movement.
- Add an additional northbound left-turn lane on Waleska Street and change the phasing from protected permissive to protected only.

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- Provide a dedicated northbound right-turn lane with permissive + overlap right-turn phasing.

Waleska Road at Reinhardt College Parkway

- Add an additional southbound left-turn lane on Waleska Road and provide protected only southbound left-turn phasing for the southbound left-turn movement.
- Provide permissive + overlap phasing for the westbound right-turn movement on Reinhardt College Parkway.

Marietta Highway at Bells Ferry Road

- Add dedicated westbound left and right-turn lanes on Bells Ferry Road.
- Add a dedicated eastbound left-turn lane on Bells Ferry Road with protected + permissive left-turn phasing.

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 Community Transit (CCT) express bus route #575 provides service from the Canton Bolling Park and Ride Lot, approximately 3 miles from the proposed site, to Downtown Atlanta, Monday through Friday. Service is provided in the morning at 5:45 a.m. and at 6:15 a.m. Returning service is provided in the evening at 5:15 p.m. and at 6:00 p.m.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail and 10% Office		9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		14%

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

According to the impact analysis in the traffic study, nine intersections will operate below the acceptable level of service in the future year background condition prior to implementing the recommended improvements. Implementing the recommended improvements allows all but one intersection to return to an acceptable level of service. In the future year total condition, eleven intersections will operate below the acceptable level of service. Implementing the recommended improvements will allow all eleven intersections to operate at the acceptable level of service.

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Although implementing the recommended improvements will allow the majority of the identified intersections to operate at an acceptable level of service, six intersections in both the future year background and future year total conditions operate at the minimum level of service standard, LOS D, even after the recommended improvements are implemented. The area surrounding the proposed project is developing rapidly with few capacity adding improvements to ease increasing congestion. The traffic consultant has identified 18 planned transportation projects within the vicinity of the site. Of these 18, only seven planned projects will add roadway capacity and all seven of these projects are scheduled for long range construction, to be completed in 2020 or later. The site plan for Canton West provides extremely poor connectivity, including over 100 cul-de-sacs, and 19 dead-end streets. The site plan shows at least 12 median breaks along the proposed SR 108-SR 5 Connector, many of which are clustered within close proximity of each other indicating poor access management.

With the exception of one access point in the far north-west portion of the site, the SR 108-SR 5 Connector is the single route linking all uses within the development to points outside of the proposed project. The site plan identifies 11 “potential” connections to surrounding properties, through roadways within the development, but none of these connections are currently scheduled to be provided during any specific phase of construction or upon construction completion.

The proposed SR 108-SR 5 Connector will function as the spine road of the proposed development and will become a heavily traveled route for trips between I-575 and Downtown Canton to points west of the proposed development. According to the Georgia Department of Transportation’s Highway Functional Classification System Justification Sheet, the SR 108-SR 5 Connector will operate as an Urban Collector and will need to be modeled in the Atlanta Regional Commission’s Travel Demand Model prior to construction.

The traffic study mentions the extension of the City of Canton’s transit system into the proposed development though no route or schedule information for the new or expanded service is provided. As shown on the site plan, half of the proposed development is located within the city limits of Canton while half is located in unincorporated Cherokee County. Portions of the proposed development are located over two and a half miles from the City of Canton limits. This calls to question how the expanded transit service will adequately serve the entire proposed project if the proposed transit expansion is only provided within the city limits of Canton. Although providing a transit option to the development by the City of Canton will be a valuable asset, the City of Canton Transit system does not currently provide a connection to express bus service offered within the vicinity of the site. Additionally, individual buses operated by the City of Canton Transit System have a seating capacity of no more than 20 passengers, limiting their effectiveness in reducing congestion.

The roadway network surrounding the proposed site has very limited capacity with no plans for increasing capacity in the near future. As demonstrated in the impact section of the traffic study, the addition of the project’s traffic onto the surrounding roadway network challenges existing capacity. It is suggested that all recommended improvements be implemented prior to completion of construction. Additionally, it is suggested the developer work with the City of Canton Transit system to ensure transit access is provided to the entire site and that a connection to existing express bus service within the vicinity of the site is established.

INFRASTRUCTURE



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Wastewater and Sewage

Based on regional averages, wastewater is estimated at 1 mgd.

Which facility will treat wastewater from the project?

The Canton facility will provide wastewater treatment for the proposed development.

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

The capacity of Canton Site is listed below:

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

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.05 MPD 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?

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Information submitted with the review 3.1 tons of solid waste per year and the waste will be disposed of in the City of Canton.

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

No.

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

None stated.

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.)?**

The proposed development is providing an elementary school site. Based on information submitted for the review and attached at the end of this report, the developer has agreed to provide a suitable school site for 1200 elementary school students. It is estimated that the proposed development will bring 1,906 students to the Cherokee County School District.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 3,507 new housing units.

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 206.7 percent increase in number of housing units from 2000 to 2006 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.



March 30, 2007

Mr. David Haynes
Senior Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear David:

I am writing you to request inclusion of the SR 108 / SR5 Connector in Cherokee County to the Regional Transportation Plan. Details of the project are included in the attached documents prepared by Croy Engineering. The proposed 4 lane connector road will connect State Route 108 and State Route 5 West of the City of Canton in Cherokee County. This project is scheduled for completion by the end of 2010. The total cost estimate for construction of the SR 108 / SR5 Connector is \$33.7 million. This cost estimate includes ROW acquisition of \$2.7 Million, PE of \$1.0 Million and Construction Costs of \$20 Million.

PEC Development Group (Little Creek Associates / Canton West community) and a group of private developers will fund \$15 million of the construction and engineering cost and will contribute the \$2.7 Million in ROW that PEC has obtained. The remainder of the funds for the project will be contributed by the local governments.

Sincerely,

Todd A. Hager
President

CC: Ms. Haley Fleming - Principal Planner - ARC
Mr. Tom Weyandt - Department Director - Comprehensive Planning - ARC

SR-108 / SR 5 CONNECTOR

Short Title

SR-108 / SR 5 CONNECTOR

Detailed Description and Justification

The project would construct a new location, four-lane roadway from SR-108 in western Cherokee County to SR-5 in the City of Canton, as shown on the attached map. It will provide an east-west travel corridor west of Canton that should serve as an alternate to the existing SR-20 and SR-140, improving the level of service and safety on those travel corridors. The roadway will also serve to collect the traffic from the proposed developments west of Canton including Lake Arrowhead, Canton West and others.

Cherokee County is included in Atlanta's 10-county region and is one of Georgia's fastest growing communities. According to Atlanta Regional Commission (ARC), Cherokee County's estimated 2005 population of 179,300 makes up approximately 4.7% of the total Atlanta region population; however, the population has increased by almost 26% since 2000, which constitutes the second highest growth rate in the 10-county Atlanta region. The ARC forecast a population of approximately 362,400 by the year 2030, representing 155% increase from the 2000 population. With rapid historic and projected population growth, there are increasing travel demands on the transportation infrastructure. By the year 2030, ARC projections anticipate an additional 180,000 vehicles in Cherokee County and approximately 5,300,000 more vehicle miles traveled.

The City of Canton, the county seat and the largest city in Cherokee County, is a significant traffic generator in the project area. Other traffic generators in the project area include Red Top Mountain State Park and Lake Arrowhead. In addition, there are currently several Developments of Regional Impact (DRI's) at various states of the DRI process that would significantly affect traffic projections and travel demands in the area.

Service Type

Under Canton's classification system, the proposed roadway would designate a Minor Collector.

Sponsor

City of Canton and Cherokee County

Jurisdiction

City of Canton and Cherokee County

Existing Thru Lane

None

Planned Thru Lane

Four (4)

Corridor Length

32,500 feet (6.16 miles)

Open to Service

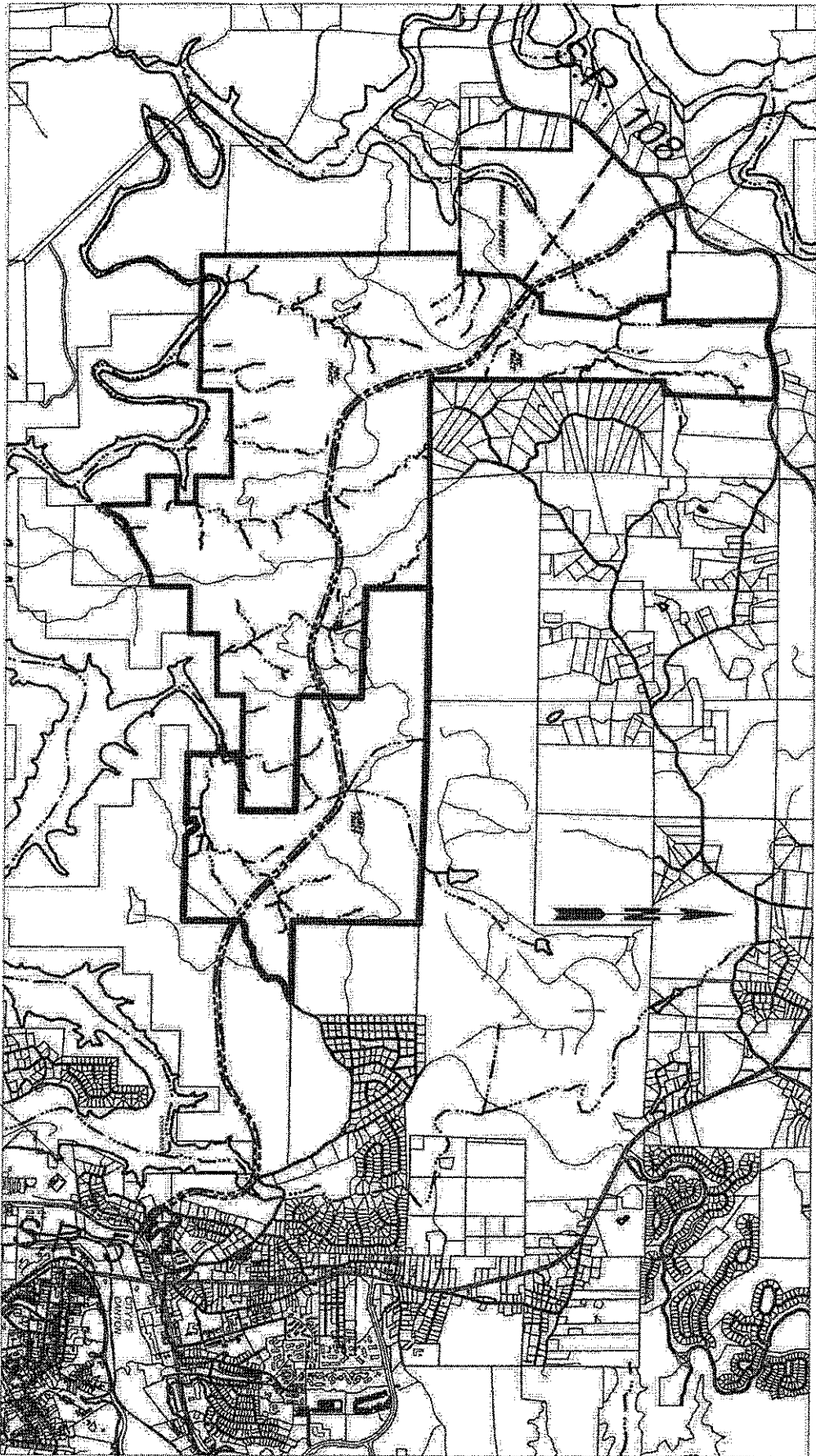
2010 Fiscal Year

Cost and Funding

Project Cost	PE	\$ 1,000,000
	RW	2,700,000
	CST	30,000,000

TOTAL PROJECT COST	\$33,700,000
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All funding will be Local/Other.



BEGIN PROJECT STA. 0+00

END PROJECT STA. 32+90.81

City of Canton

April 2, 2007

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



Re: Regional Transportation Plan
SR 108-SR5 Connector

Dear Chick:

151 Elizabeth Street
Canton, Georgia 30114

770 704 1500 phone
770 704 1538 fax
www.canton-georgia.com

Cecil Pruett
Mayor

Wade Buchanan
Lester Cantrell
Wally Fowler
Amelia Rose
Pat Tanner
Jo Ellen Wilson
City Council

William J. Werner
City Manager

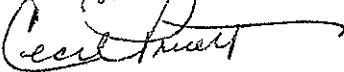
Diana G. Threewitt
City Clerk

Please accept this letter as our formal request to have the above referenced roadway, a minor collector, modeled and included in the ARC Regional Transportation Plan you plan to update this fall.

As you and I discussed, the City of Canton has submitted the Canton West DRI Forms 1 and 2 for consideration and have been meeting with both GRTA and your staff in preparation for a decision of finding. We understand that this roadway must be included in the updated Regional Transportation Plan so that air quality and conformity standards can be met in the region. We also understand that the funding for such projects is limited and I wanted to assure you that the City of Canton has identified other sources of funds to fund this roadway. The City of Canton is not dependent upon state or federal aid for this project. This roadway is 6.16 miles in length, has a 120 ft. right-of-way, designed to be four lanes with a divided median, and is estimated to cost \$33,700,000. Funding for this project will come from both the developer and the city in a public-private partnership. The developer, PEC, will contribute \$15,000,000 towards the construction, \$1,000,000 in engineering, and \$2,700,000 for right-of-way. The balance of \$15,000,000 will come from road impact fees in the amount of \$6,000,000 with the remaining \$9,000,000 coming from a combination of two tax districts, which include a Community Improvement District and a Special Municipal Tax District. Both of these tax districts will be established this year in preparation for our next property tax collection. This project exemplifies a true public-private partnership and one that I am personally proud to be associated with. The anticipated open to traffic date is fiscal year 2010.

The City of Canton is excited about this roadway and with its construction will be of great benefit not only to the city but also to the entire county. I look forward to working with you as you include this important roadway in your Regional Transportation Plan update. Please contact me if you need any additional information from me.

Sincerely,


Cecil Pruett
Mayor

cc: Tom Weyandt
Haley Fleming
Paul Corley
Todd Hager
Marie Garrett

State of Georgia
City of Canton
County of Cherokee
Resolution No. 200608171

Whereas, the City of Canton has made a request to the Cherokee County Board of Commissioners; and

Whereas, said request is in the nature of an amendment to the Growth Boundary Agreement entered into between Cherokee County and the City of Canton; and

Whereas, specifically the City of Canton requests that the Growth Boundary Map be amended; and

Whereas, the Cherokee County Board of Commissioners at their meeting on June 20, 2006 approved the Growth Boundary Agreement and the Growth Boundary Map of the City of Canton as shown on the attached map.

Now, Therefore, be it Resolved that the City of Canton Mayor and Council do hereby approve the amendment to the Growth Boundary Map between the City of Canton and the Cherokee County Board of Commissioners and incorporate Exhibit A (the Growth Boundary Map) to be made a part of this resolution.

Approved this 17th day of August, 2006.



Cecil Pruett, Mayor

Attest: 

Diana Threewitt, City Clerk



January 30, 2007

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

RE: Canton West DRI #1212; Cherokee County

Dear Ms. Fleming:

As representative for the applicant, PEC, please accept this statement at present in lieu of subsequent material from the Cherokee County School District. This statement is intended to resolve the current impasse, so you can proceed further with review. If not adequate, please let me know:

The applicant has met several times with the District and believes concerns of the District and City with respect to schools have been resolved. The applicant has forwarded a statement of understanding for District concurrence. The District has replied with minor clarifications, and has committed in writing to prepare a letter to ARC/GRTA. The letter is forthcoming, and will almost certainly be further prompted during the comment/review period, if not received sooner.

Thank you for your help in this matter. Please let me know, if you need anything else.

Sincerely,

ROCHESTER & ASSOCIATES, INC.

William E. Schmid, AICP
Vice President

cc: Robin Cailloux - GRTA
Todd Hager - PEC

Haley Fleming

From: Marie Garrett [marielg@bellsouth.net]
Sent: Tuesday, January 30, 2007 8:51 PM
To: Haley Fleming
Cc: Brannon Sabbarese; Bill Schmid; Paul Corley; Abdul K. Amer; Robin Cailloux
Subject: Re: Canton West- Connector Road

Haley:

Wanted to confirm that we will not need approval from FTA or FHWA for the Canton West Connector road which intersects with S.R. 108 and S.R. 5. Mayor Pruett and I have been working with the Harold Linnenkohl as well as our D.O.T. board rep Garland Pinholster. The funding that is being used to construct this road is coming from D.O.T. at 50% and the remaining 50% will come from Paul Corley and his partners. The cost of construction is estimated at \$30M. All engineering and R/W acquisition costs are being paid for by Paul Corley and his partners. The city has included this connector road in their thoroughfare plan which was adopted in 2001. My understanding is that D.O.T. will seek funding through TIP for this project and plan to file their application shortly to ARC if they haven't already. The city will also create a CID for the nonresidential portion of the project in addition to creating a special tax district for the residential side of the project in order for Paul Corley and his partners to recapture their side of the \$15M along with engineering fees. We plan to have the tax districts in place sometime this summer in preparation for billing of taxes at the end of this year. We can only create these tax districts in the incorporated portion of the project. The county has the ability to create a CID and special tax district as the city but they have to do this separately from us as we can't tax or collect taxes that are generated in the county. Last week Paul and his attorney Doug Dillard met with the superintendent to discuss their agreement to offset the impact the project will have on the school system. I should be getting a letter confirming this agreement very soon but as I understand the terms they include the gifting of land for an elementary site which has been hand-picked by the school board and, in addition, the donation of \$350 per residential unit. The city will not collect this money but will acknowledge this agreement in the list of conditions we will create and assign to this project. Payments will be made directly from Mr. Corley and/or his builders to the school board. The letter of agreement between the school system and Paul Corley will also be included in the city's planning analysis. Once I receive the letter of agreement, I will forward the same to you.

Haley, please let me know if you need anything else.

Thanks,

Marie

On Jan 29, 2007, at 2:30 PM, Haley Fleming wrote:

Marie,

I need confirmation that the SR 5-SR 108 Connector Road does not need FTA or FHWA approval or action in order to be constructed and that federal funds are not being sought for this road project. It is our understanding that this road would need to be modeled in ARC's Travel Demand Model prior to construction, as it could possibly be considered regionally significant, and I am trying to get a grasp on what this means for the DRI.

Could someone please confirm and provide a statement about the road project funding- my notes indicate creating a special tax district to fund the parkway.

And the only thing that I am still waiting on is the letter concerning the agreement with Cherokee County Schools; however, I would also like to be able to answer the above question before issuing a

City of Canton

March 13, 2007

Haley Fleming
Atlanta Regional Commission
401 Courtland Street NW
Atlanta, GA 30303



151 Elizabeth Street
Canton, Georgia 30114

RE: DRI 1212 - Canton West / Hwy 5 - Hwy 108 Connector Road

770 704 1500 phone
770 704 1538 fax
www.canton-georgia.com

Dear Ms. Fleming:

Cecil Pruett
Mayor

This letter is to inform you that due to the lack of federal funding currently available in the TIP, alternate sources of funding have been identified for the Hwy 108 - Hwy 5 Connector Road. The City of Canton will modify our Road Improvement Impact Fee program and also implement a special tax district for this area of the City to fund the Hwy 108 - Hwy 5 Connector Road. We feel that construction of this connector road is vital to the City of Canton and Cherokee County and believe that it will provide much needed relief for Georgia Hwy 20, Georgia Highway 108 and Georgia Highway 140.

Wade Buchanan
Lester Cantrell
Wally Fowler
Amelia Rose
Pat Tanner
Jo Ellen Wilson
City Council

This commitment by the City of Canton eliminates the current need for federal funding under the TIP. We would however like to reserve the option of funding the project through the TIP in the future if such funds become available. I believe that the Canton West project and the construction of the Hwy 5 - Hwy 108 Connector road are vital to the future economic growth and transportation needs of the City of Canton and I urge you to find this DRI in the best interest of the state. Thank you for all of your hard work on this project.

William J. Werner
City Manager

Diana G. Threewitt
City Clerk

Sincerely,


Mayor Cecil Pruett

CC: Mr. Charles Krautler - Director - ARC
Mr. Dan Reuter, AICP - Land Use Division Chief - ARC
Mr. Mike Alexander - Land Use Review Coordinator - ARC



March 12, 2007

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

Dear Haley:

I am writing you to address the ARC staffs concern related to the funding of the East-West Connector project from SR 5 to SR 108 in Cherokee County. As you are aware this project will not only serve the Canton West community but also provide much needed relief for Georgia Hwy 20, Georgia Highway 108 and Georgia Highway 140. The connector will in addition provide traffic capacity for future development in North West Cherokee County. The cost estimate for construction of the East-West Connector is \$28 to \$30 million dollars not including the ROW and engineering of the parkway.

PEC Development Group (Little Creek Associates / Canton West community) and a group of private developers has committed to fund 15 million of the construction and engineering cost and will dedicate all of the associated right of way necessary for the construction of this regionally significant road. The remainder of the funds will be contributed by a combination of federal, state and/or local dollars. At this time we realize that federal funds through the TIP are not available, however their may in the future be some federal funding of the project through the TIP if such funds become available and are approved by the ARC and the local governments that will benefit from this project. The city of Canton has indicated to us that they have identified several sources of funding outside of the TIP to fund the full build out of the East-West connector if TIP funds do not become available in the future.

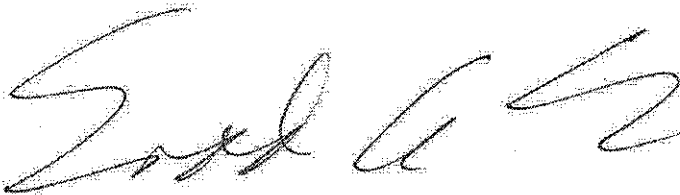
If the City and/or County elect to wait on alternative sources of funding for the East-West Connector when the Canton West project is scheduled to begin, PEC Development and the group of private developers would build the initial two lanes of the proposed connector. Our traffic consultant A & R Engineering has indicated that approximately 60% of our project can be served by the two lane parkway. A&R will have a full study completed by this Wednesday indicating the exact capacity of the two lane section. We anticipate a minimum of 10 years to build out the Canton West project, so this will allow us four to five years to replace some of the local government funds with state or federal funds should they become available. PEC Development would commit to only developing 60% of the total project until such time that the four lane parkway is fully funded and construction of the project has begun. With this commitment in mind, we strongly believe that any objection to our project based on the funding of the East-West Connector is eliminated and urge you to approve our Canton West project.

As indicated in the letter from our attorney, Doug Dillard, we feel that the ultimate source of funding for the parkway should have no bearing on the ARC's recommendation for our Canton West community. We do however agree that the connector must ultimately be

March 12, 2007

completed prior to the completion of the project regardless of how it is funded. I believe that the Canton West project is unique since it not only addresses the projects impacts on the transportation and school system in the area but also helps alleviate existing and future road and school capacity problems. With this in mind we hope that you concur with our position in this matter and recommend our project "In the best interest of the state". I will follow up with you on Monday afternoon to answer any questions that you may have or to further discuss our proposal. We appreciate your willingness to work with us on this issue and look forward to continuing our work with you on our Canton West project.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd A. Hager". The signature is stylized with a large, sweeping initial "T" and a long, horizontal stroke extending to the right.

Todd A. Hager
President

CC: Mr. Charles Krautler – Director - Atlanta Regional Commission

Mr. Dan Reuter, AICP - Land Use Division Chief – Atlanta Regional Commission

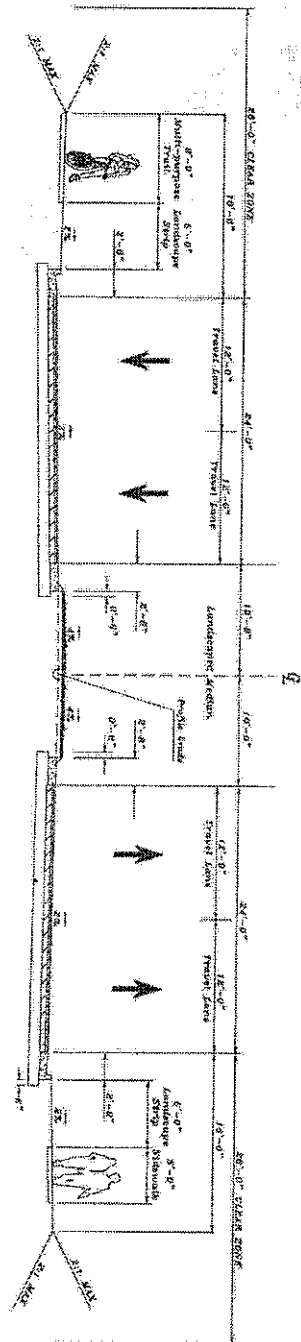
Mr. Mike Alexander – Land Use Review Coordinator – Atlanta Regional Commission

Pedestrian and Bicycle Facilities – Canton West

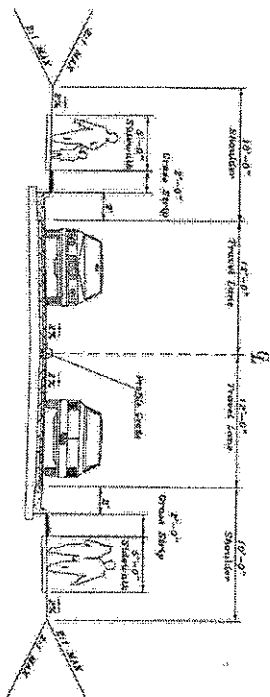
Canton West will contain a wide variety of trails, sidewalks and multi-use bicycle paths of different purpose, location and material composition. These various pedestrian and bicycle facilities will provide connectivity between and within neighborhoods and commercial areas, and facilitate recreational alternatives and mobility alternatives other than by automobile. Specific location of these pedestrian systems and other trails will be determined in consultation with the City of Canton and Cherokee County. A description of each type of pedestrian and bicycle facility is listed below and typical road cross sections for the Connector road and standard internal roads are attached.

SR5 –SR108 Connector Multiuse Neighborhood Connecting Trail – This consists of an 8' foot hard surface multi-use trail along one side of the Connector along with a five foot sidewalk along the other side. Both are to be built at time of Connector construction. These will serve primarily to link neighborhoods, which have presence near the Connector, with the Town Center, amenities, and the school site.

Intra- and Inter-Neighborhood Connector Trails and Sidewalks – Sidewalks are planned along both sides of internal roads within all neighborhoods, commercial areas, amenity areas, and the school site. In areas where road interconnectivity is not possible between adjacent neighborhoods, hard surface and/or soft surface trails will be used to connect these developed areas through undeveloped greenspace areas, utilizing sanitary sewer and other utility easements where appropriate to minimize additional tree removal. Additional trails will connect southward to the Fish and Wildlife / Corps of Engineers property to the south and connect the open spaces throughout the site.



SR 5 / SR 108 CONNECTOR TYPICAL SECTION



RESIDENTIAL STREET TYPICAL SECTION

NOT TO SCALE		CROY ENGINEERING 100 PARK, 2ND FLOOR, 1000 1ST AVE SUITE 100, ST. LOUIS, MO 63102 PHONE: (314) 371-1100 FAX: (314) 371-1101	
REVISION DATES		SR 5 / SR 108 CONNECTOR	
TYPICAL SECTIONS		DRAWING NO. 1-1	

DILLARD & GALLOWAY, LLC

ATTORNEYS AT LAW

3500 LENOX ROAD, N.E.
SUITE 760
ATLANTA, GEORGIA
30326

G. DOUGLAS DILLARD

Direct Dial Number:

(404) 965-3682

TELEPHONE
(404) 965-3680
FACSIMILE
(404) 965-3670

January 24, 2007

Thomas A. Roach, Jr.
Roach, Geiger & Caudill
111 West Main Street
P.O. Box 677
Canton, GA 30114-0677

Re: Canton West

Dear Tom:

Thank you for taking the time to meet with us yesterday. The purpose of this letter is to confirm the agreement that was reached yesterday between our client, PEC Development Group ("PEC"), and the Cherokee County Board of Education (the "Board"). The following is an outline of the agreement:

1. PEC agrees to provide a suitable site for a prototype elementary school for 1200 students. Additionally, within the next two (2) weeks, the site will be staked and PEC will provide access to the site so that a decision regarding suitability of Canton West may be made quickly.
2. PEC agrees to provide suitably wide streets through the lower part of its site for school bus access to the proposed middle school and high school on the Cherokee County water and sewer property.
3. PEC agrees to give the Board a donation of \$375.00 per lot for the development. The payment of the donations will be on a per lot basis as the final plat is approved for each group of lots.
4. In return, the Board agrees to provide a DRI letter indicating that the Board does not object to the PEC development. Additionally, at least one member of the Board agrees to discuss the PEC development with Cherokee County Commissioner Harry Johnston and express support for additional lots elsewhere in the master plan to replace those forty-seven (47) lots that were lost in connection with the donation of the elementary school site.

DILLARD & GALLOWAY, LLC

Thomas A. Roach, Jr.
Roach & Geiger
January 24, 2007
Page Two

We look forward to completing the terms of the above-mentioned agreement and to working with you in the future during the course of the development of Canton West.

Very truly yours,

DILLARD & GALLOWAY, LLC



G. Douglas Dillard

GDD/drd

Cherokee County School District

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

MIKE CHAPMAN
CHAIRMAN

JANET READ
VICE CHAIRMAN

STEPHEN BENTLEY

JANET FLINT

GARY PUCKETT

DEBI RADCLIFF

RICK STEINER

DR. FRANK R. PETRUZIELLO
SUPERINTENDENT OF SCHOOLS

February 14, 2007

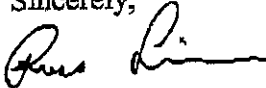
ARC Atlanta Regional Commission
Attn: Haley Fleming, Review Coordinator
40 Courtland Street, NE
Atlanta, GA 30303

Dear Ms. Fleming:

The proposed Canton West development (ARC Review Code: R701311) will bring approximately 1,906 students into the Cherokee County School District (CCSD). The developers of this project have met with CCSD to discuss the impact of their development.

The developers have provided a letter of agreement to donate a usable school site and make a financial contribution to CCSD. In light of this donation to CCSD, the developer is acting reasonably and responsibly towards the future residents of the proposed development.

Sincerely,



Russ Sims
Director, Planning & Forecasting

cc: Charles Krautler, ARC Executive Director
Dr. Frank R. Petruziello, Superintendent of Schools
Luther Jones, Assistant Superintendent Support Services and Facilities/Construction Management

Information from the Cherokee County Board of Education

06-07 AREA SCHOOLS AFFECTED (Subject to Change)	2006-07 20 DAY ENROLLMENT	2006-07 % OVERCROWDING W/O PORTABLES	2006-07 % OVERCROWDING WITH PORTABLES
Hasty ES	1,322	120%	99%
Teasley MS	777	113%	88%
Cherokee HS	2,124	125%	114%

- Approximately how many students would be projected for this development?
 $2,050 \text{ detached residential units} \times 0.725 \text{ students per residence} = 1,486.25 \text{ or } 1,487 \text{ students}^*$
 $1,457 \text{ attached residential units} \times 0.287 \text{ students per residence} = 418.15 \text{ or } 419 \text{ students}^*$
 Total # of Students: 1,906
- What additional costs to the school system would be necessary?
 $\$7,033.00^{**} \text{ annual cost per student} \times 1,906 \text{ students} = \$13,404,898 \text{ annual cost}$
- Additional remarks: It is the position of Cherokee County School System that all developers should attempt to mitigate as much of the impact of their proposed development as possible. In every such case, the school system designates a minimum contribution expected to help provide adequate facilities for the school age children who will occupy residences in the development. Please recommend to all Residential Zoning applicants 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. If the applicant can not meet during that time period, we request that the Zoning Board put a condition on the zoning so they must meet with Russ prior to the County Commission Meeting.

*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.

DILLARD & GALLOWAY, LLC

ATTORNEYS AT LAW
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30326

TELEPHONE
(404) 965-3680
FACSIMILE
(404) 965-3670

Direct Dial Number:

(404) 965-3682

March 8, 2007

Via Facsimile and U.S. Mail

Mr. Mike Alexander
Atlanta Regional Commission
Land Use Planning
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Re: Canton West DRI

Dear Mike:

As you know, this firm represents PEC Development Group ("PEC") with regard to the above referenced 2,342 acre mixed-use project which will be partially located within the City of Canton and partially within unincorporated Cherokee County. The proposed mixed-use development will include 479,000 square feet of retail space, 149,700 square feet of office space, 3,507 residential units, and a 1,200 student elementary school. As part of the project, PEC is proposing a new roadway, referred to as the SR5-SR108 Connector, that will connect SR108 to the west and SR5 to the east.

It is my understanding, based on the preliminary report issued by the Atlanta Regional Commission ("ARC"), that the ARC is concerned about the source of funding for the SR5-SR108 Connector and is considering issuing a negative public finding with respect to its Development of Regional Impact ("DRI") review based on this concern. As you know, the Georgia Planning Act of 1989 authorized the Department of Community Affairs ("DCA") to establish procedures for intergovernmental review of DRIs. Accordingly, the DCA promulgated such rules in 110-12-3.01 et seq. Of particular importance and relevance here are the rules and procedures set forth in 110-12-3-.06, which set forth the guidelines for the ARC's evaluation and analysis of a DRI as follows:

Evaluation and Analysis. The RDC shall prepare a written analysis of the proposed DRI based upon evaluation of information provided by the applicant and the local government. This evaluation shall address the following items:

- (a) Impact of the project on neighboring jurisdictions;
- (b) Impacts on the natural environment, including water resources;
- (c) Impacts on the economy of the region including factors such as the projected changes in the number of additional permanent jobs, the amount of disposable income, governmental taxes and fees and costs of governmental facilities and services associated with the proposed project;

DILLARD & GALLOWAY, LLC

Mr. Mike Alexander

March 8, 2007

Page Two

- (d) Impacts on public transportation, water supply, sewer, solid waste or other public facilities;
- (e) Impacts on the availability of adequate housing reasonably accessible to places of employment; and
- (f) Project consistency with the Department's Quality Community Objectives. Alternatively, the RDC may evaluate the project for consistency with specific regional development objectives identified in the Regional Plan, provided this policy is approved by a majority of its board of directors and is approved by the Department.

While the foregoing criteria include "impacts on public transportation," there is no reference to the consideration of funding such transportation. Certainly, there is no indication that some uncertainty regarding funding is something that should form the basis for a negative public finding from the ARC. ARC's review should be limited to the impact that the proposed development and new roadway will have and should not foreclose any potential funding options that the City of Canton or Cherokee County may have available to them. If the ARC is concerned about the funding of the SR5-SR108 Connector, perhaps a recommendation that the road must be phased in as the development of the project progresses regardless of how the road is funded might be more appropriate than a negative recommendation based on speculation concerning funding. It is my opinion, after consideration of the above criteria as set forth by Georgia law, that whether or not a road can be funded should be irrelevant to the consideration of the merits of this land use application. This project will not be completed unless the SR5-SR108 connector is built. To cause this development not to have a positive recommendation from the ARC based on a current lack of funding does not address the issues and is not an appropriate consideration for the ARC's analysis under Georgia law and the DCA rules.

I urge you to find that this application is in the best interest of the State, particularly in light of the contribution that this developer is making to the State by connecting two State highways. It is my understanding that Georgia Department of Transportation ("Georgia DOT") Commissioner Harold Linnerkohl, supports the SR5-SR108 Connector road as well as Dr. Garland Pinholster, the District Board member of the Georgia DOT. We plan to be present at the Environment and Land Use Committee ("ELUC") meeting next week, and we expect to be allowed to respond to this report. We hope you will consider these changes so that our position will not be adversarial.

Very truly yours,

DILLARD & GALLOWAY, LLC


G. Douglas Dillard

GDD/drd

cc: Charles "Chick" Krautler
Dan Reuter
M. Haley Fleming
Paul E. Corley
Todd Hager

115640



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

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

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

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

EARL L. MAHFUZ
TREASURER
(404) 656-5224

February 20, 2007

The Honorable Cecil Pruett
Mayor, City of Canton
151 Elizabeth Street
Canton, Georgia 30114

Subject: East-West Connector from SR 108 to SR 5 in Cherokee County, PI # 0008477.

Dear Mayor Pruett:

This is a follow up letter regarding the East-West Connector project from SR 108 to SR 5 in Cherokee County. The project is now programmed in GDOT's Construction Work Program as P.I. # 0008477. As you are aware, both the Department and ARC work under financial constraints when identifying projects for the next plan update. The construction funds for this project in the amount of \$15M is presently scheduled in long range. In order to advance this project into the next ARC's Regional Transportation Plan (RTP) and TIP, we will need to work together in determining the projects that can move out to long range to identify the \$15M needed for construction. Once these funds are identified, we will request to incorporate the project into the next ARC RTP / TIP.

Please review ARC's current RTP / TIP, identify and send us the project(s) you would like to move out into long range to advance the East-West Connector project into the next RTP / TIP. The current RTP / TIP could be found at http://www.atlantaregional.com/cps/rde/xchg/SID-3F57FEE7-C944FF4D/arc/hs.xml/357_ENU_HTML.htm

Please contact me at 404-656-5411 or the Department's planner for this area, Ms. Roxana Ene, at 404-651-5326 if you have any questions.

Sincerely,

Cindy VanDyke
for Angela T. Alexander,
State Transportation Planning Administrator

ATA: rre

Cc: Geoff Morton, Cherokee County, Commissioner Linnenkohl, GDOT, [REDACTED]

Haley Fleming

From: Haley Fleming
Sent: Thursday, February 15, 2007 4:06 PM
To: 'angela.alexander@dot.state.ga.us'
Cc: 'Ene, Roxana'; 'Cindy VanDyke (E-mail)'; 'Marie Garrett'; 'Jeff Watkins'; 'Geoff Morton'; sgreen@grta.org; 'RCailloux@grta.org'; David Haynes; Kris Morley-Nikfar; Dan Reuter; 'Bill Schmid'; 'Todd Hager'; 'aamer@areng.com'
Subject: Canton West DRI
Importance: High
Attachments: GDOT Comments.pdf; gdot 092807.pdf

Angela,

ARC is currently reviewing the Canton West DRI in Cherokee County. The proposed development will be partially located within the City of Canton and Cherokee County between State Route 108 and State Route 5. The development includes 479,000 square feet of retail space, 149,700 square feet of office, space, 3,507 residential units, and a 1200 student elementary school on 2341.95 acres. The development is proposing an SR 108- SR5 Connector Road/Parkway.

We are concerned about the funding of this connector road project. Based on the correspondence we have received, it is our understanding that the road project will cost \$30 million of which \$15 million will come from the developer and \$15 million from GDOT. As you can see from the information attached, GDOT committed to program the road project in the RTP. However, the project number, 0008477, is not in the RTP, not in the GDOT status update from mid December, and there has been no communication from GDOT to include the project in the TIP/RTP. In order for ARC and GRTA to evaluate the DRI, we need to confirm the facts on this road project.

Could you please confirm the project number, the status of where it is in the process, and GDOT's commitment to funding the project with state transportation funds.

Thank you,

Haley



GDOT
Comments.pdf (16 KB)



gdot 092807.pdf
(62 KB)

M. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Phone: 404.463.3311 | Fax: 404.463.3254
E-mail: hlfleming@atlantaregional.com
Visit ARC's New Web site at: www.atlantaregional.com



Department of Transportation

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TREASURER
(404) 656-5224

September 28, 2006

The Honorable Cecil Pruett
Mayor, City of Canton
151 Elizabeth Street
Canton, Georgia 30114

Re: Cherokee County Programming of SR 5/SR 108 Connector

Dear Mayor Pruett:

Thank you for your letter concerning a new location roadway between SR 108 and SR 5 in Cherokee County. This roadway would link SR 108 south of Lake Arrowhead with SR 5 in north Canton. It is our understanding that your request is for this project to be programmed in the Regional Transportation Plan (RTP) scheduled for Spring 2007. You also desired to program the Preliminary Engineering (PE), Right of Way (R/W), and Construction (Const.) phases as soon as possible for implementation and construction immediately after the RTP is approved in Spring 2007.

The Department appreciates your initiative in taking the lead on this project. In addition, your commitment to fully fund PE and R/W, and partially funding the construction will assist the Department in implementing the project. The Department is committed to working with ARC to include this project in the program with a limited GDOT Construction participation of \$15 million. Please be reminded that the construction and right-of-way costs for this project are very preliminary and any additional cost would be the responsibility of the City. Also, any additional cost for relocation of public utilities would be your responsibility.

While we share your desire to implement this project as expeditiously as possible, I must caution you that due to the nature of developing preliminary plans and obtaining an environment document for a project on new location, a program year of 2008 for right-of-way may be a bit aggressive. A right-of-way year of 2009 is proposed as a more achievable goal.

Please also be reminded that we are obligated to balance our program by Congressional Districts. As funds are limited, the implementation of this project may require that some projects in your District are delayed. We will work with you to determine which projects are agreeable to you to delay or delete from the program.

We look forward to working with you to develop this important project. Our office of Planning will contact you to gather the information needed for modeling and submitting this project to ARC. If the Department can be of further assistance, please contact Joe Palladi, State Transportation Planning Administrator at joe.palladi@dot.state.ga.us or 404-657-5226.

Sincerely,

A handwritten signature in dark ink, appearing to read "Harold E. Linnenkohl". The signature is fluid and cursive, with the first name "Harold" being more prominent.

Harold E. Linnenkohl
Commissioner

HEL:ATA

Cc: Commissioner Mike Byrd
Boardmember Garland Pinholster
Steve Stancil, Director, GRTA

Haley Fleming

From: Ene, Roxana [Roxana.Ene@dot.state.ga.us]
Sent: Wednesday, February 14, 2007 4:23 PM
To: Haley Fleming
Cc: Kassa Jr., Tamrat; VanDyke, Cindy
Subject: Canton West DRI # 1212

Ms. Fleming,

Following up our discussion yesterday, I reviewed the subject proposal and have the following comments:

The proposed development would have a major impact on the existing transportation system along SR 108/Fincher Road, the only existing access roads to the development.

Presently, the traffic volume along SR 108/Fincher Road, a Major Collector Road, is 1,790 AADT with an acceptable LOS A. The proposed development will generate an additional 27,132 vehicles per day and that would change the LOS to an unacceptable LOS F. Presently, there are no planned improvements along SR 108 in ARC's existing RTP/TIP and/or GDOT's CWP. Project 0008477, is a proposed East-West Connector from SR 108 to SR 5. The construction of this project is presently in LR.

A traffic impact study was developed for the proposed project. We highly recommend the applicant/developer first implement the recommended road improvements in the traffic study, to either support or mitigate the transportation demands of the proposed development initially and at build out. Any additional road improvements by the developer should be done before the build out of the development in order to improve congestion and facilitate multi-modal transportation possibilities. The applicant/developer is also encouraged to preserve additional ROW along the access road for proposed road improvements including widening with a median.

Please let me know if any questions. Thanks.

Roxana Ene,

Urban Planning Engineer - GDOT

phone - 404.651.5326

fax - 404.463.4379

#2 Capitol Square, Atlanta GA 30334.

Your DRI ID NUMBER for this submission is: **1212**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 9/8/2006 9:39:35 AM

DEVELOPMENT OF REGIONAL IMPACT

Cherokee County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Canton and Cherokee County
*Individual completing form and Mailing Address:	Marie Garrett 151 Elizabeth Street Canton, GA 30114
Telephone:	770-752-8988
Fax:	770-442-3489
E-mail (only one):	marielg@bellsouth.netjwatkins@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:		Canton West
Development Type	Description of Project	Thresholds
Mixed Use	This is a mixed use project comprised of 2341.95 acres located within the city limits of Canton and unincorporated Cherokee County combined. The project contains 3080 residential units 449100 s.f. of retail 149700 s.f. of office and 30500 s.f. of commercial.	View Thresholds
Developer / Applicant and Mailing Address:		Todd Hager Little Creek Road Partners, Lp c/o PEC Development Group 2018 Powers Ferry Road, Suite 650 Atlanta, GA 30039 Howard Williams Old Shoal Creek, LLC c/o RHD Partners, LLLP 50 Hurt Plaza, Suite 1214 Atlanta, GA 30303
Telephone:		770)541-5250 and 404) 368-9097
Fax:		
Email:		
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:		9, 10, 11, 12, 13, 24, 25, 48, 49,50 60,61, 84,85,96,97,121, and 158 of the 14th District, 2nd Section
What are the principal streets or roads providing vehicular access to the site?		S.R. 5 and S.R. 108
Provide name of nearest street(s) or intersection:		S.R. 5 west of S.R. 140 and south side and east of S.R. 108 respectfully
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	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?	Cherokee County
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: 57%
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, Other annexation and master plan
What is the name of the water supplier for this site?	City of Canton
What is the name of the wastewater treatment supplier for this site?	City of Canton
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 10 to 15 years

Local Government Comprehensive Plan

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

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.)?	N

Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): City of Canton Thoroughfare Study	Y

Submitted on: 1/15/2007 4:53:28 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

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

Proposed Project Information

Name of Proposed Project:	Canton West
DRI ID Number:	1212
Developer/Applicant:	Paul Corley, Todd Hager
Telephone:	770-541-5250
Fax:	
Email(s):	toddhager@pecdevelopment.net; paulcorley@pecdevelopment.net

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:	\$1.1 billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$9 million
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Canton
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.05 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	City of Canton water is available at the intersection of S.R. 5 and the proposed Canton West Parkway

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Canton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	Sewer lines are available at the subject property

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.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: This project will include a new parkway/collector road connecting S.R. 5 and S.R. 108. The parkway will serve to relieve traffic along the S.R. 140 and S.R. 108 corridors. The proposed parkway is easily accessible to four separate interchanges at I-575. All traffic improvements are contained in the traffic plan as prepared by A&R Engineering.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3.1 millions 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?	24%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The City of Canton requires 20% open space for mixed-use development and by ordinance buffers along streams and creeks. However, the master plan application reflects 30% of the gross acreage assigned to open space. Additionally, the City will require that all detention/retention ponds be on-site and that they be accessible for maintenance purposes. The City requires regional detention ponds on projects of this size and scale for the purpose of reducing the number of small ponds throughout the development. The City of Canton recently created a stormwater utility of which this development will be included.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y

2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	Y
<p>If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: The project is located in the Uppper Etowah River basin and is also included in the Metropolitan North Georgia Water Planning District</p>	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
<p>If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: There are a number of tributaries that feed into the Etowah River which have floodplain identified on the subject property. These areas are protected in the city's adopted Etowah River Protection Ordinance.</p>	