



REGIONAL REVIEW NOTIFICATION

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

DATE: Jan 31 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.

SUPPLEMENTAL MEETING SCHEDULED

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

Name of Proposal: Canton West

Review Type: Development of Regional Impact

Meeting Date: Tuesday, February 13th

Time: 3:00pm

Location: Harry West Conference Room, C Level, ARC Offices

Description: 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.

Submitting Local Government: City of Canton

Date Opened: Jan 31 2007

Deadline for Comments: Feb 14 2007

Earliest the Regional Review can be Completed: Mar 2 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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 Mike Alexander, Review Coordinator, at (404) 463-3302.



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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-02-14 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Canton West** *See the Preliminary Report* .

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

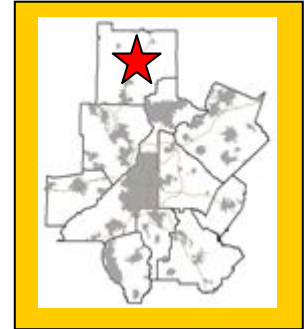
Return Date: Feb 14 2007

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

PRELIMINARY 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.

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

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

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

Will the proposed project generate population and/or employment increases in the Region?

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

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

ARC staff has scheduled a meeting to discuss concerns outlined in the preliminary report with the developer, City of Canton, and Cherokee County. During a preliminary review of the site plan and submitted information, ARC staff is concerned about the SR 5- SR108 Connector road, internal road design and lack of connectivity, lack of a trail system, potential transit options, and the design of the town center.

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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 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. Based on information submitted for the review, the project will be constructed through funding by GDOT and the developer; 50% each. ARC is seeking GDOT's confirmation and progress of identifying the source of GDOT's \$15 million contribution.

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. It is Cherokee County's and the City Of Canton's responsibility to have the road modeled in the next RTP update this fall, subject to the proposed development's approval at the local level. ARC needs to know the year the road will be opened for traffic, PE, ROW, and construction dates, and source of funds. Therefore, Cherokee County and the City of Canton should contact ARC for inclusion in the RTP update once the project is approved at the local level.

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.

Based on a preliminary review by ARC staff, the proposed development consists of approximately 100 cul-de-sacs, 5 median openings on the SR5-SR108 Connector road at the town center and a potential of 7 other median breaks along with connector road within the development. The proposed development is also showing two amenity centers on the site plan; however, neither seems to be centrally located with the development. A multi use trail path is not shown on the site plan; however, is indicated to be proposed throughout the development on the submitted site plan. The proposed development is preserving 40% of the site as open space.

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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PRELIMINARY REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is 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?

To be determined during the review.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is 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



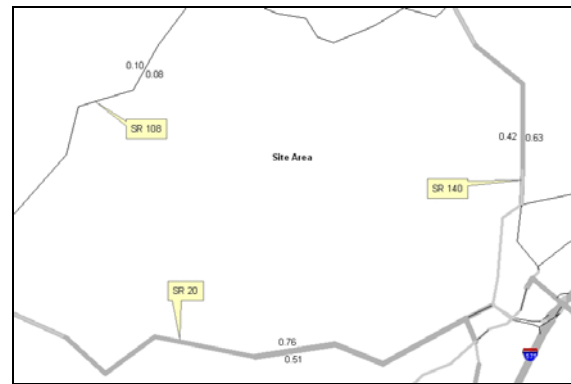
2005 AM Peak



2005 PM Peak



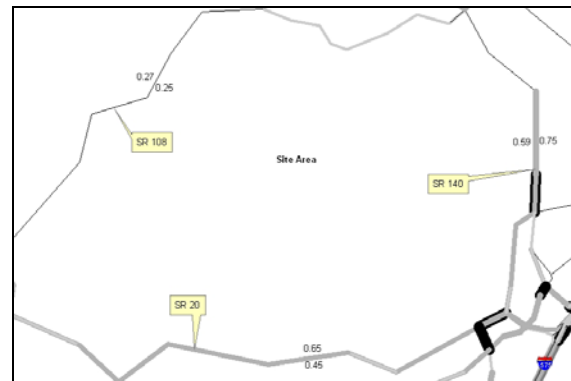
2010 AM Peak



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	WALESA 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, 9 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 1 intersection to return to an acceptable level of service. In the future year total condition, 11 intersections will operate below the acceptable level of service. Implementing the recommended improvements will allow all 11 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, 6 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 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. 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 2 and 1/2 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.)?**

To be determined during the review.

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?

No.

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



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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.

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

January 24, 2007

Mr. Paul Corley
Manager
Little Creek Road Associates, LLC
2018 Powers Ferry Rd.
Suite 650
Atlanta, GA 30339

Dear Mr. Corley,

Per our conversation, I am writing to confirm the status of our ability to provide sewer treatment capacity to your proposed development in Northwest Cherokee County. As we have discussed the significant milestone that had to be met has finally been accomplished (see attached letter from EPD.) As you are aware after numerous meetings with IWS staff, Cherokee County Water & Sewerage Authority (Authority) staff and Chairman Don Stevens, City of Canton Mayor Cecil Pruett, executives from Gold Kist, along with EPD Director Carol Couch and key EPD staff, EPD has confirmed an adequate waste load allocation for the Gold Kist discharge. EPD is aware that this waste load allocation will be transferred to the Authority for use in the proposed Northwest Regional WRF. Based on the design treatment capability of the plant to treat phosphorus to an effluent limit of 0.10 mg/l or less, the facility will have an anticipated treatment capacity of 10.35 million gallons per day (MGD). The initial treatment capacity of the facility will be 1.25 MGD which will be expanded based on capacity demand. The NPDES discharge permit will be issued in the Authority's name and the Authority will serve as the EPD mandated Trustee. This public/private partnership will be structured along the same lines as our partnership with Fulton County in our highly successful 5 mgd Cauley Creek WRF and reuse facility. The proposed water reclamation facility will be located on a 50 acre parcel within a 642 acre tract owned by the Authority, which is located approximately 1 mile west of Canton.

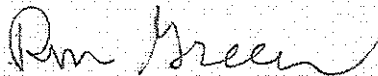
IWS has worked with Canton and the Authority to prepare draft Sewer Service Agreements and it is anticipated these will be executed in the near future. After meeting with our design/build team we believe that we would be able to submit a Design Development Report (DDR) to EPD within 6 to 8 weeks after execution of all agreements.

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

Via this letter I am confirming that IWS has reserved 750 taps for Little Creek Road Associates, LLC representing the required sewer treatment capacity needed for the initial phase of development for your project. This reservation will also provide Little Creek Road Associates, LLC with the right of first refusal for the same capacity reservation in the expansion of the NW Regional WRF. However, we must wait until the final agreements with the Authority and Canton have been executed before we can provide a contractual guarantee of that reservation.

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

Sincerely,



Ron Green
President

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

Cherokee County Northwest WWTP EPD Waste Load Request

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

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

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

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

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

In summary, the northwest quadrant of Cherokee County can be effectively provided with wastewater treatment services through a public/private partnership to develop, operate, and maintain the necessary public infrastructure. The regional cooperation potential for the proposed northwest WWTP is rarely attainable; it would be a shame to let this opportunity slip away. With an acceptable waste assimilation capacity finally approved by EPD, the cooperating parties are now empowered to finalize the tentative agreement or to move in other directions to accommodate wastewater service demands in their service areas.

Key Stakeholders and their Representatives:

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

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

October 25, 2006

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

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

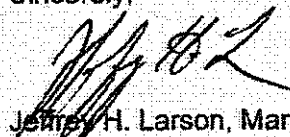
Dear Ms. Kirkpatrick:

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

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

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

Sincerely,



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

JHL/jkm

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

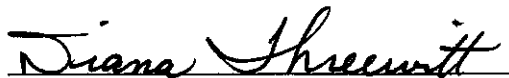
Whereas, the Cherokee County Board of Commissioners at their meeting on June 20, 2006 approved the Growth Boundary Agreement and the Growth Boundary Map of the City of Canton as shown on the attached map.

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

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>	