



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: Jul 11 2007

ARC REVIEW CODE: R707111

TO: Chairman Buzz Ahrens
ATTN TO: Vicki Taylor, Zoning Administrator
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Name of Proposal: Etowah River Tract (Newland Communities)

Review Type: Development of Regional Impact

Description: The proposed Etowah River Tract, also known as Newland Communities, is a mixed use development on 1,363 acres in Cherokee County. The proposed development will consist of 1,800 single family dwelling units and 110,500 square feet of commercial space. The development is also proposing an amenity areas and a river park connecting to the adjacent county park. Access to the proposed at two primary location along SR 369 (Hightower Road) and SR 372 (Ball Ground Road). There are additional access points proposed along SR 372 and Creighton Road.

Submitting Local Government: Cherokee County

Date Opened: Jul 11 2007

Deadline for Comments: Jul 25 2007

Earliest the Regional Review can be Completed: Aug 10 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 SCHOOLS
CITY OF BALL GROUND
NATIONAL PARK SERVICE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FORSYTH COUNTY
U.S. ARMY CORPS OF ENGINEERS
DAWSON COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA MOUNTAINS RDC
GEORGIA CONSERVANCY

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 2007-07-25 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: **Etowah River Tract (Newland Communities)** *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

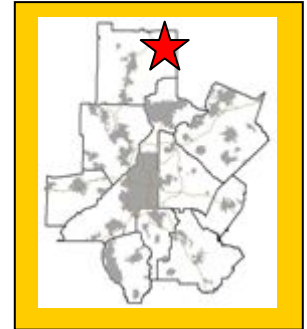
Return Date: *Jul 25 2007*

Preliminary Report:	July 11, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Etowah River Tract (Newland Communities) #1416
Final Report Due:	August 10, 2007		Comments Due By:	July 25, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Etowah River Tract, also known as Newland Communities, is a mixed use development on 1,363 acres in Cherokee County. The proposed development will consist of 1,800 single family dwelling units and 110,500 square feet of commercial space. The development is also proposing an amenity areas and a river park connecting to the adjacent county park. Access to the proposed at two primary location along SR 369 (Hightower Road) and SR 372 (Ball Ground Road). There are additional access points proposed along SR 372 and Creighton Road.



PROJECT PHASING:

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

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned PUD in Cherokee County. The zoning will remain the same. The trigger for the DRI review is a land disturbance permit. Information submitted for the review states that the proposed zoning is consistent with Cherokee County's Future Land Use Plan which designates the area as residential medium density.

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

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

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

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

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

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

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

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

YEAR	NAME
2004	CW Matthews Asphalt Plant
2003	Belmont Downs

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.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located in an area identified as rural on the Atlanta Region Unified Growth Policy Map. Rural areas are defined as areas that have limited or no development where housing development that has occurred is on large lots and is not sewered. Agricultural uses can still be found in the surrounding area. Recommended land uses on the Regional Development Type Matrix include regional parks, residential very low of one unit per acre, and conservation subdivisions with 50% open space. The development is proposing a gross residential density of 13.2 units per acre. The residential mix includes both townhomes and single family detached. The site is surrounded by very low density residential, recreational and wildlife management areas, and undeveloped land. The development is proposing 663.9 acres (48.7%) of open space. The proposed development is too intense for the area according to the Unified Growth Policy Map. Cherokee County's Future Land Use Plan designates the surrounding area as agricultural/forestry and parks and recreation. Current zoning surrounding the site includes agricultural with a small portion designated as industrial adjacent to the site on the west. *Due to the existing and projected future land uses surrounding the development, revisions to the site plan should increase open space and decrease the gross density.*

Information submitted for the review and attached at the end of this report states that the proposed development intends to comply with the Etowah Aquatic Habitat Conservation Plan (ECHP).

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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.

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

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

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

Practice 9: Provide networks for pedestrians and 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.

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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.

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

The proposed project is located north of intersection Highway 369 and Highway 372.

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 in northeast Cherokee County. The proposed development is approximately within four miles of the City of Ball Ground, Forsyth County, and Dawson County.

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

The site is bounded by residential houses and undeveloped areas to the west and south and the Etowah River to the north and east.

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?



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Estimated value of the development is 675,000,000 with an expected \$6,693,700 in annual local tax revenues.

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 located on the Etowah River upstream of both the City of Canton's and Cherokee County's water supply intakes on the Etowah River, placing the property in the Etowah River Water Supply Watershed. The watershed upstream of both intakes is greater than 100 square miles, making it a large water supply watershed under the DNR Part 5 Minimum Planning Criteria. The property is within seven miles of the Cherokee County intake. Under the Part 5 Criteria, the only requirement for development within seven miles upstream of a direct river intake in a large watershed is restrictions on hazardous material handling. The project is also within the Allatoona Lake water Supply watershed, which is also a large water supply watershed. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no additional requirements apply.

The USGS coverage for the area shows four blue-line streams, including Cane Creek, crossing the property. The site plans shows other streams that are not shown on the USGS coverage. One stream, along the southeastern property boundary near Creighton Road, shows a 75-foot buffer. For the other streams on the property, fifty-foot buffers are shown. The project's river frontage shows a minimum 200-foot buffer, and the entire river frontage of the property is identified as parkland. Cherokee County has adopted a stream buffer ordinance to meet the model ordinance requirements of the Metropolitan North Georgia Water Planning District. The ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on streams in the County. Where the County stream buffer requirements apply on this property, the applicable buffers should be shown. Any non-exempt development (stream crossings would be exempt, as an example) within the buffers would require a variance from the County.

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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. Office Light Industrial was chosen for the Municipal tract because there is no institutional category. Residential was classified as townhouse/apartment because of the stated gross densities and because different lot sizes were not broken out.

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	13.00	22.23	226.20	1404.00	12779.00	15.99	2.86
Forest/Open	664.00	53.12	398.40	5976.00	156040.00	0.00	0.00
Office/Light Industrial	2.00	2.58	34.26	228.00	1416.00	2.96	0.38
Townhouse/Apartment	683.00	717.75	7314.93	45761.00	413215.00	519.08	95.62
TOTAL	1362.00	795.08	7973.79	53369.00	583450.00	538.03	98.86

Total % impervious 25%

There is the potential for major impacts on the Etowah River and project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. The project stormwater plan needs to address 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.

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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?

There are two full movement driveways at signalized intersections. One is a proposed driveway at SR 369 along the south side of the development and the other driveway is at SR 372 along the west side of the development. There are also two additional driveways proposed at SR 372 providing access to the West Retail Area. In the Town Center area, there are five driveways proposed along Creighton Road.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Homes 1,800 units	317	952	1,269	910	535	1,445	14,852
Shopping Center 110,500 square feet	101	65	166	321	348	669	7,246
<i>Mixed-Use Reductions</i>	-25	-25	-50	-100	-100	-200	-2,174
<i>Pass-By Reductions</i>	-	-	-	-62	-62	-124	-1,240
TOTAL NEW TRIPS	393	992	1,385	1,069	721	1,790	18,684

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

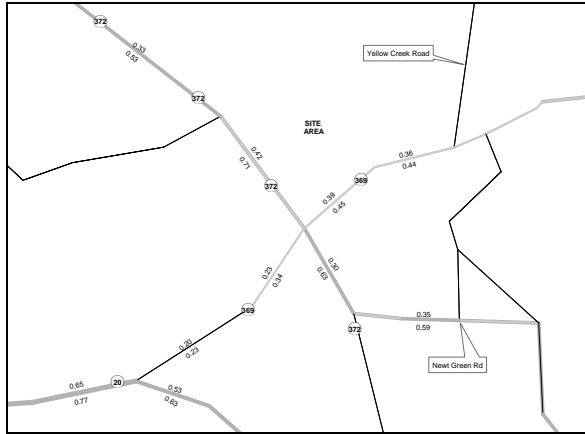
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exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

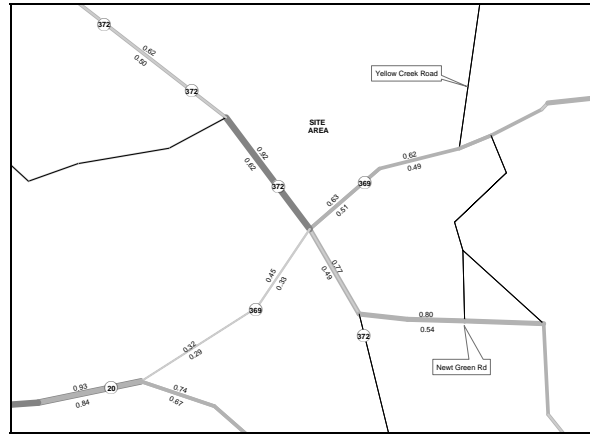
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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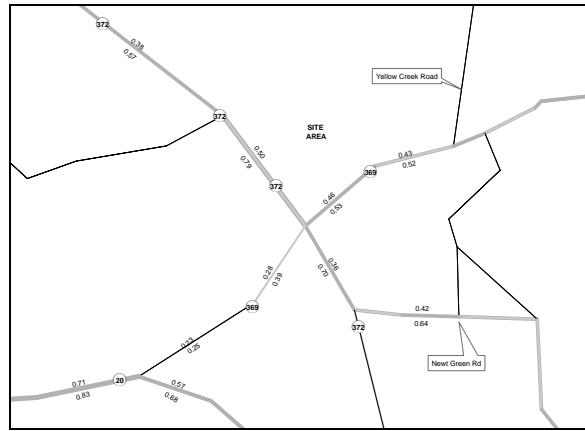
V/C Ratios



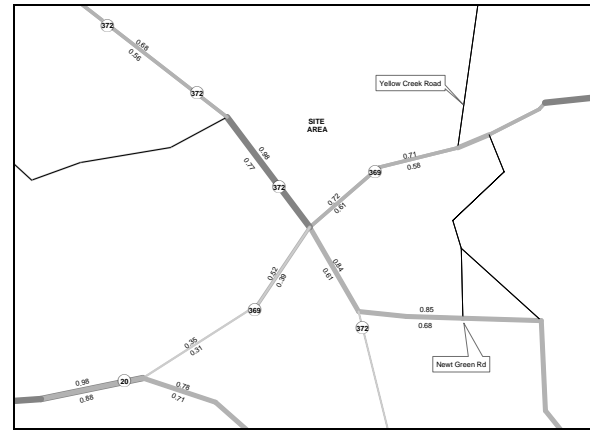
2010 AM Peak



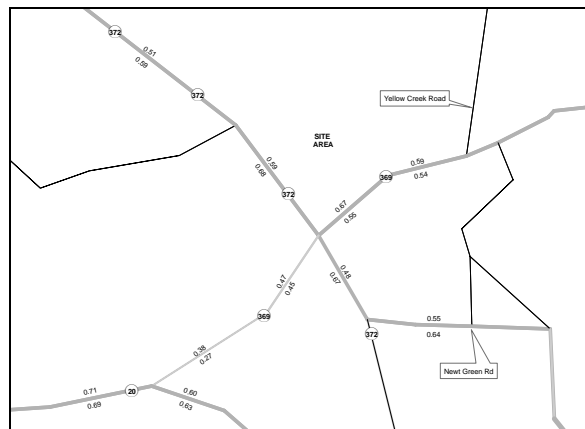
2010 PM Peak



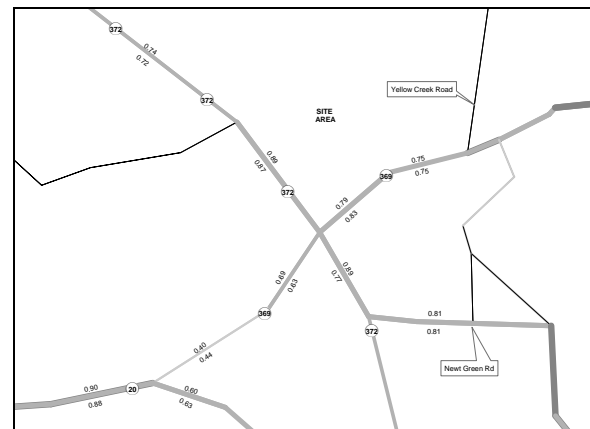
2015 AM Peak



2015 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 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

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incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-020A1	SR 20 Truck Climbing Lanes/Intersection Improvements from I-575 to CR 238 (Old Orange Mill Road) [See also other CH-020 series line items]	Roadway Operational Upgrades	2010
FT-086	SR 369 From Cherokee County Line to Hightower Circle (Western Intersection)	Roadway Operational Upgrades	2011

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-020B	SR 20 (Cumming Highway): Segment 2 from I-575 to SR 369 (Hightower Road) [See also CH-020A]	General Purpose Roadway Capacity	2024
CH-165	SR 372 (Ball Ground Road) From SR 5 Business (Canton Highway) to SR 20 (Cumming Highway)	Roadway Operational Upgrades	2016
CH-180	SR 372 Spur (Ball Ground Bypass) From SR 5 Business (Intersection of Canton Highway and Howell Bridge Road) to SR 372 (Ball Ground Road) South of Ball Ground	General Purpose Roadway Capacity	2030
FT-061A	SR 20 (Canton Highway/Cumming Highway): Segment 1 From SR 369 (Hightower Road) in Cherokee County to SR 371 (Post Road) in Forsyth County [See also FT-061B, FT001D, FT-061C and FT-061D]	General Purpose Roadway Capacity	2030
AR-917	I-575 From I-75 North to SR 5 Business in Cherokee County	General Purpose Roadway Capacity	2025
AR-920	SR 20 From SR 371 (Post Road) to SR 400	General Purpose Roadway Capacity	2020

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Etowah River Tract.

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.

SR 372 (Ball Ground Road) @ SR 369 (Hightower Road)

- Install a traffic signal when warranted.

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- Install an eastbound left-turn lane along SR 369 (Hightower Road).
- Install a westbound left-turn lane along SR 369 (Hightower Road).
- Install a northbound right-turn lane along SR 372 (Ball Ground Road).
- Install a southbound left-turn lane along SR 372 (Ball Ground Road).
- Install a northbound left-turn lane along SR 372 (Ball Ground Road).

Hightower Road (SR 369) @ Lower Creighton Road

- Install a traffic signal when warranted.
- Install an eastbound right-turn lane along SR 369 (Hightower Road).
- Install a westbound left-turn lane along SR 369 (Hightower Road).
- Install a northbound right-turn lane along Lower Creighton Road.

SR 20 (Cumming Highway) @ SR 369 (Hightower Road)

- Install a traffic signal when warranted.
- Install a westbound right-turn lane along SR 20 (Cumming Highway).
- Provide additional storage length for the southbound left-turn lane along SR 369 (Hightower Road).

SR 20 (Cumming Highway) @ SR 372 (Ball Ground Road)

- Install a westbound right-turn lane along SR 20 (Cumming Highway).

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.

SR 372 (Ball Ground Road) @ Hogan Pond Road

- Install a westbound right-turn lane along Hogan Pond Road (to make two approach lanes).
- Install a northbound right-turn lane along SR 372 (Ball Ground Road).
- Install a southbound left-turn lane along SR 372 (Ball Ground Road).

SR 20 (Cumming Highway) @ East Cherokee Drive

- Install a northbound right-turn lane along East Cherokee Drive.
- Install a southbound left-turn lane along East Cherokee Drive.

SR 20 (Cumming Highway) @ SR 369 (Hightower Road)

- Install a channelized free-flow southbound right-turn lane along SR 369 (Hightower Road) into a westbound acceleration lane along SR 20.

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?

Preliminary Report:	July 11, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Etowah River Tract (Newland Communities) #1416
Final Report Due:	August 10, 2007		Comments Due By:	July 25, 2007

The immediate vicinity of the site area is not serviced by local transit. However, GRTA Xpress Route 490 from Canton and Woodstock to Downtown Atlanta during AM and PM peak periods. The Cherokee Area Transportation System (CATS) offers vanpool service as well.

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
Traditional Single-Use		
<i>SF Detached Dwellings</i>		15%
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
Bike/ped networks connecting uses w/in the site		2%
Total		17%

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

To be determined upon completion of review.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.39 mgd.

Which facility will treat wastewater from the project?

Information submitted for the review states that Cherokee County Water and Sewer Authority anticipates constructing the Northeast Cherokee Regional Wastewater Treatment Facility. The wastewater treatment facility is to be constructed of sufficient size and capacity to accommodate the anticipated flows of the Etowah River Tract development.

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

Preliminary Report:	July 11, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Etowah River Tract (Newland Communities) #1416
Final Report Due:	August 10, 2007		Comments Due By:	July 25, 2007

N/A

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

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

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

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

N/A

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.44 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?

Information submitted with the review 1392 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?



Preliminary Report:	July 11, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Etowah River Tract (Newland Communities) #1416
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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 1800 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?

The site proposed for the development is located in Census Tract 905.01. This tract had a 49.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 94 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?

Preliminary Report:	July 11, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Etowah River Tract (Newland Communities) #1416
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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.



AT THE HEART OF GREAT LIVING

June 27, 2007

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

Dear Ms. Fleming:

As you requested, this letter serves to further detail our approach to exploring feasibility of compliance with the May 4, 2007 *Draft Etowah Aquatic Habitat Conservation Plan* (EHCP). We believe further drafts of the EHCP will incorporate changes already under discussion and the public comment period will yield substantive change to the current document. Nevertheless, we applaud the EHCP goals of better water quality to assure survival and recovery for species covered under this plan.

While we are unable to predict the final form the EHCP will take, nor can we commit at this early stage to items that are more appropriately studied after the EHCP is finally approved, it is our clear aim to comply appropriately with as many of the EHCPs underlying tenets as we feasibly can.

Primary concepts of the EHCP are minimization and avoidance of impacts that might affect listed species of fish and their habitats. Newland Communities has already undertaken measures and anticipated future work goals to minimize and avoid such impacts. Many, but not all of these, are summarized in the attachment entitled *Design Considerations related to the Etowah Habitat Conservation Plan*. We intend to investigate the appropriateness of several other measures we might do, which might also include other mitigation measures not part of the current EHCP.

Please recall from our presentation this property was originally zoned by Cherokee County for 2,800 units in 1990. A subsequent rezoning in 2004 reduced the number of residences to 1,800, but added the environmental impacts of a golf course. Our master plan replaces the golf course with substantial open space in a conservation subdivision setting. It will be developed under the Metropolitan North Georgia Water Planning District (MNGWPD) standards by Newland Communities, which has won multiple awards for environmentally sensitive developments in Arizona, California, Florida, North Carolina & South Carolina.

Ms. M. Haley Fleming
June 27, 2007
Page 2

We have field identified and located all streams and wetlands. As a result of careful design we anticipate minimal direct stream and buffer impacts, we have open space of 40% or more on the site, we propose creation of a linear park along the Etowah River, and we have reserved substantial stream buffers on the project site, particularly in the portion of the site where Cherokee darters might be found. We are exploring other measures we might appropriately incorporate as we approach a local land development permit from Cherokee County. The other two species (Etowah and Amber darter) proposed for coverage by the EHCP are Etowah River mainstem species. We anticipate no activity which would be of direct impact to them or their habitat.

As we mentioned, we met informally with Mr. Eric Prowell of the U.S. Fish & Wildlife Service (USFWS) Athens office before our submittal of Form 1 material required by Cherokee County. While we cannot speak for him, he seemed genuinely pleased with our approach to the land and our proposed development of the site. We will be having on-going discussions with his agency as the project moves forward.

Our overall aim and hope with Etowah is to set a standard against which other projects are evaluated. Please contact me, if you have any further questions in this regard.

Sincerely,

Patrick Clark
Vice President, Operations

A handwritten signature in black ink, appearing to be 'Patrick Clark', followed by a diagonal slash.

cc: E. Prowell, FWS

Etowah River Tract - Design Considerations Related to the Etowah Habitat Conservation Plan (EHCP)

Etowah HCP Elements	Current Site Master Plan	Follow Up & Future Actions
Land Planning	<ul style="list-style-type: none"> Newland Communities held a 3-day design charrette utilizing a team of project design and environmental disciplines. Changed from approved 1,800 unit golf course subdivision to a conservation community oriented to river and tributary protection. The site Master Plan clusters development with reduced lot sizes and gathers density over a smaller net area. This allows sewered community with overall density of only 1.3 units/gross acre and substantial open space. Informal meeting with FWS Athens for feedback/input. 	<ul style="list-style-type: none"> Continue to adhere to Newland Communities environmental standards and guidelines. The design development phase will include consideration of various BMPs including: <ul style="list-style-type: none"> Wet/extended detention Inline detention/infiltration Offline detention/infiltration Biofiltration trenches
Better Site Design	<ul style="list-style-type: none"> Significant riparian buffers have been planned. The project will utilize sanitary sewer versus septic, thus greatly reducing long term ecosystem degradation. 	<ul style="list-style-type: none"> Explore use of non-standard design elements, including: rural section, narrower pavement, smaller footprint, pervious pavement, etc. Evaluate alternate design guidelines for use throughout project, including: reducing setbacks, shorten driveways, etc. Study strategic landscape design for surface nutrient uptake.
Stormwater Management	<ul style="list-style-type: none"> Conceptual areas of infiltration for further study have been included in the Master Plan at the lot, pod, and subdivision levels. 	<ul style="list-style-type: none"> Further evaluation of potential infiltration areas will be made prior to Land Disturbance Permit (LDP) Hydrological and hydraulic routing will be included in the final engineering design.
Erosion & Sedimentation Control	<ul style="list-style-type: none"> Erosion control design has not been initiated at this time, but will meet state and local government requirements. 	<ul style="list-style-type: none"> Establish maintenance criteria based on EHCP SOP (pre-construction, reporting, bonding, inspections, E&S checklist, emergency on-call) for: Contractors, Lot Builders and Home Owners Association (HOA)
Stream Buffers	<ul style="list-style-type: none"> Compliance with Cherokee County Stream Buffer Ordinance (MNGWPD-based) Limited number of stream crossings Use existing breaks in buffer or poor buffer quality, where feasible. 	<ul style="list-style-type: none"> Combine purposes for crossings of stream buffers to reduce number (roads, utilities, trails, etc.) Augment poor quality stream buffers post development. Have HOA ownership of open space under a Forestry Management Plan.
Road Crossings of Streams	<ul style="list-style-type: none"> Prior to the development of the plan, streams have been assessed and prioritized in terms of habitat and the presence of darters. Initial site layout respected stream crossings by minimizing the number required. No crossings of Etowah (no impact to mainstem species). 	<ul style="list-style-type: none"> Detailed design on these elements will incorporate low impact principles. Imbedded culverts, pre-cast spans or bridges intended for Darter habitat.
Utility Crossings	<ul style="list-style-type: none"> Sanitary sewer and other crossings have been minimized by design. Cherokee County Water and Sewerage Authority (CCWSA) consulted during schematic design phase. 	<ul style="list-style-type: none"> Final engineering plans will detail these crossings based on field and aerial topography. Evaluation of directional boring, isolation crossing or wet open trench feasibility in Darter habitat areas. Continue coordination with CCWSA during design of construction documents.
Water Supply Planning	<ul style="list-style-type: none"> Will use CCWSA public water supply and return waste water to public treatment facility. Capacity has been purchased in regional waste water pump station. 	<ul style="list-style-type: none"> No need for additional reservoirs or reservoir capacity occasioned by this development. On-site ponds, if any, are not in areas which would cause habitat fragmentation.
Optional Conservation Subdivision Design	<ul style="list-style-type: none"> Current Master Plan shows good continuity of green space. Appropriate open space has been provided in sensitive areas. 	<ul style="list-style-type: none"> Link space with pedestrian, wildlife, and hydrologic connectivity during LDP design.

Developments of Regional Impact

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DRI #1416

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Cherokee County

Individual completing form: Vicki S. Taylor

Telephone: 678-493-6105

E-mail: vtaylor@hotmail.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: Etowah River Tract

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): North of the intersection of Highways 369 and 372, Cherokee County

Brief Description of Project: 1362 acres of residential and commercial. Zoned PUD

Development Type:

(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):		1800 homesites and 15 acres of commercial	
Developer:		NNP IV Etowah, LLC.	
Mailing Address:		3885 Crestwood Parkway	
Address 2:		Suite 250	
		City:Duluth State: GA Zip:30096	
Telephone:		770-638-4094	
Email:		pclark@newlandcommunities.com	
Is property owner different from developer/ applicant?		(not selected) Yes No	
If yes, property owner:			
Is the proposed project entirely located within your local government's jurisdiction?		(not selected) Yes No	
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?		(not selected) Yes No	
If yes, provide the following information:		Project Name:	
		Project ID:	
The initial action being requested of the local government for this project:		Rezoning Variance Sewer Water Permit Other	
Is this project a phase or part of a larger overall project?		(not selected) Yes No	
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:	This project/phase: 2015 Overall project: 2015
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Developments of Regional Impact

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DRI #1416

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	Cherokee County
Individual completing form:	Vicki S. Taylor
Telephone:	678-493-6105
Email:	vtaylor@hotmail.com

Project Information

Name of Proposed Project:	Etowah River Tract
DRI ID Number:	1416
Developer/Applicant:	NNP IV Etowah, LLC.
Telephone:	770-638-4094
Email(s):	pclark@newlandcommunities.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected)	Yes	No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected)	Yes	No
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$675,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$6,693,700

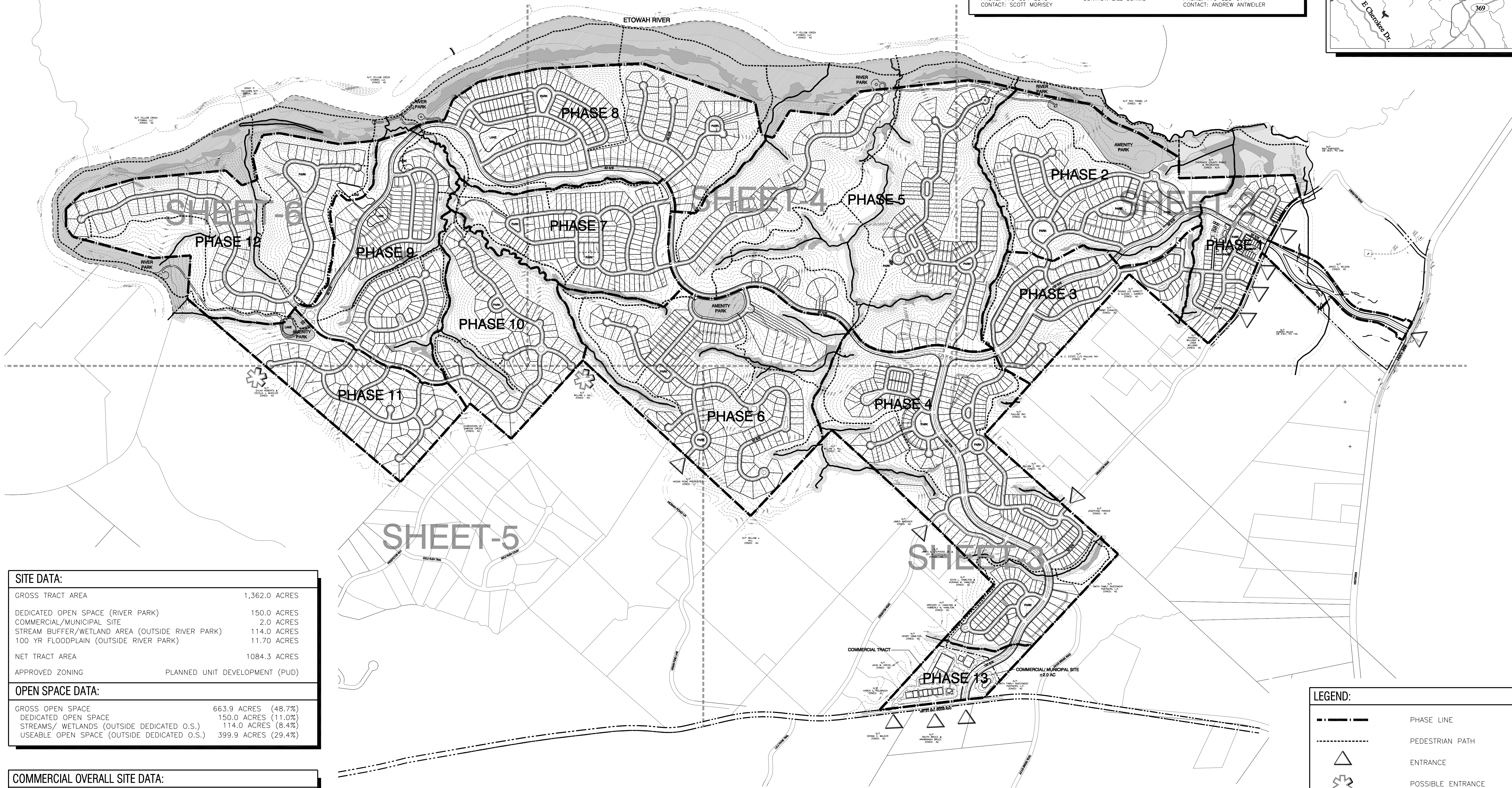
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Cherokee County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.44
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? To be determined from water model by Cherokee County Water & Sewerage Authority	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cherokee County Water and Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.39
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity: New Etowah basin plant in design by CCWSA	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? 3 miles to CCWSA regional pumpstation	
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.)	393 entering and 992 exiting at AM peak; 1069 entering and 721 exiting at PM peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below: Please see DRI Transportation Report	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	1392
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	22%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:A range of measures are proposed. Please see the accompanying letter regarding the Etowah HCP for detail.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected: 1. Project lies in CCWSA Etowah watershed. Significant buffers are planned with no anticipated impact to the water supply watershed. 3. Wetlands have been field identified and located prior to planning to increase avoidance and minimize impact. The intent is for the project to be developed below USACE Individual Permit thresholds. 5. Property lies adjacent to Etowah River. Impact will be limited to pedestrian trail in buffer corridor as required by existing zoning condition. 6. Floodplains lie adjacent to Etowah. Impact will be negligible through careful planning of community.	
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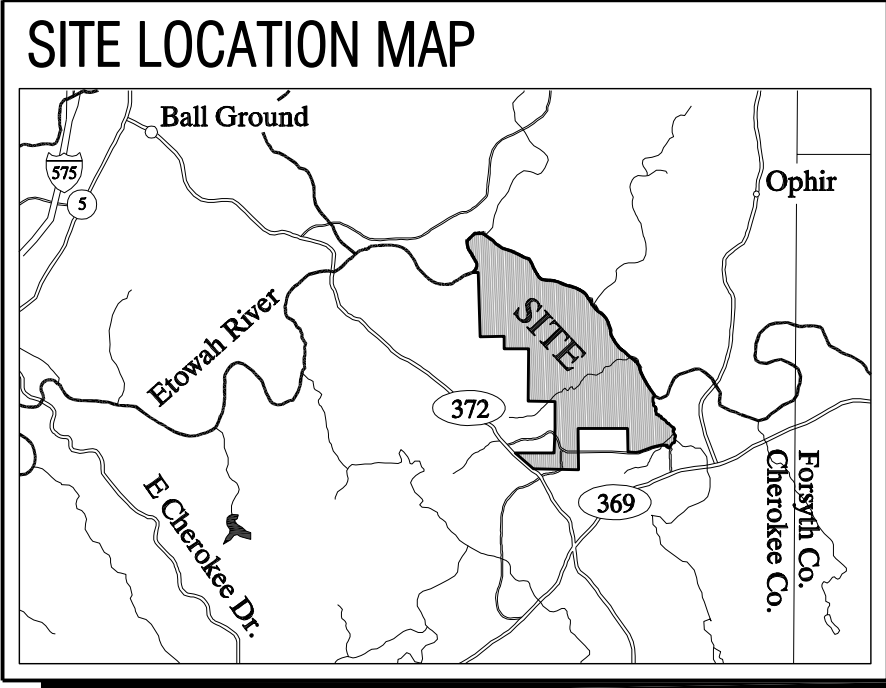
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CONSULTANT CONTACT INFORMATION:

OWNER CONTACT: NEWLAND COMMUNITIES 3885 CRESTWOOD PARKWAY SUITE 250 DULUTH, GA 30096 PHONE: 770-638-4094 CONTACT: PATRICK CLARK	CIVIL ENGINEERING CONTACT: LCE ENGINEERS INC. 1255 CANTON ST. STE. A ROSWELL, GA 30075 PHONE: 770-998-5763 CONTACT: LOVICK EVANS	ENVIRONMENTAL CONSULTING CONTACT: REGISTER NELSON 3949 JODECO ROAD MCDONOUGH, GA 30253 PHONE: 678-432-2636 CONTACT: BUTCH REGISTER
LAND PLANNING CONTACT: REECE HOOPES & FINCHER 400 PERIMETER CENTER TERRACE SUITE 85 ATLANTA, GA 30345 PHONE: 770-394-8313 CONTACT: SCOTT MORSEY	CIVIL ENGINEERING CONTACT: ROCHESTER & ASSOCIATES 425 OAK STREET NW GAINSVILLE, GA 30501 PHONE: 770-718-0600 CONTACT: BILL SCHMID	TRAFFIC ENGINEERING CONTACT: KIMLEY-HORN & ASSOCIATES 3169 HOLCOMB BRIDGE RD SUITE 600 NORCROSS, GA 30071 PHONE: 770-825-0744 CONTACT: ANDREW ANTWEILER



SITE DATA:	
GROSS TRACT AREA	1,362.0 ACRES
DEDICATED OPEN SPACE (RIVER PARK)	150.0 ACRES
COMMERCIAL/MUNICIPAL SITE	2.0 ACRES
STREAM BUFFER/WETLAND AREA (OUTSIDE RIVER PARK)	114.0 ACRES
100 YR FLOODPLAIN (OUTSIDE RIVER PARK)	11.70 ACRES
NET TRACT AREA	1084.3 ACRES
APPROVED ZONING	PLANNED UNIT DEVELOPMENT (PUD)
OPEN SPACE DATA:	
GROSS OPEN SPACE	663.9 ACRES (48.7%)
DEDICATED OPEN SPACE	150.0 ACRES (11.0%)
STREAMS/ WETLANDS (OUTSIDE DEDICATED O.S.)	114.0 ACRES (8.4%)
USEABLE OPEN SPACE (OUTSIDE DEDICATED O.S.)	399.9 ACRES (29.4%)

COMMERCIAL OVERALL SITE DATA:	
GROSS COMMERCIAL AREA	13.0 ACRES
COMMERCIAL BUILDINGS AREA	110,500 S.F. - ALL 1 STORY
GROSS FLOOR AREA RATIO	8,500 S.F./ ACRE
REQUIRED PARKING	1 PER 200 S.F. OF BLDG
PROPOSED PARKING	553 SPACES

RESIDENTIAL BUILDING DATA:	
SINGLE FAMILY HOMES	MAX. 3 STORIES/ MIN. 2 CAR GARAGE
TOWNHOMES	MAX. 3 STORIES/ MIN. 2 CAR GARAGE
VILLAS	2 STORIES/ MIN 2 CAR GARAGE

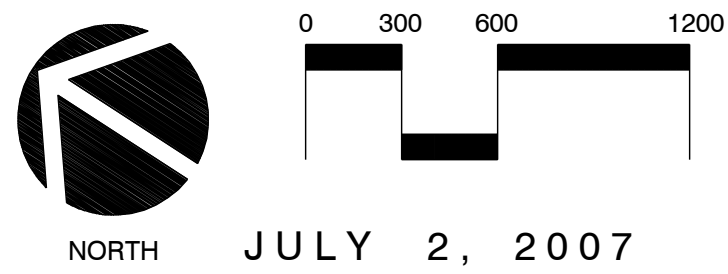
COMMERCIAL DATA:	
TOTAL SQ FOOTAGE	110,500 S.F.
TOTAL FLOOR AREA RATIO	8,500 S.F./ ACRE

RESIDENTIAL DATA:	
TOTAL UNITS	1800
TOTAL SQ FOOTAGE OF UNITS (AVG. S.F. PER UNIT = 1800 S.F.)	3,240,000 S.F.
GROSS RESIDENTIAL UNITS PER ACRE	13.2 UNITS/AC.

SITE NOTES:
1. WETLAND INFORMATION HAS BEEN GPS LOCATED.
2. STREAM VERIFICATION STUDY NOT FINALIZED, LOCATIONS ARE APPROXIMATE.
3. TOPOGRAPHIC VERIFICATION STUDY NOT FINALIZED, LOCATIONS ARE APPROXIMATE.

DEVELOPMENT NOTES:
1. ALL RIGHT OF WAYS TO BE 50' UNLESS OTHERWISE SPECIFIED.
2. DEVELOPMENT TO PROVIDE SIDEWALKS ON ONE SIDE OF ALL STREETS UNLESS SPECIFIED ON SITEPLAN.

LEGEND:	
	PHASE LINE
	PEDESTRIAN PATH
	ENTRANCE
	POSSIBLE ENTRANCE
	WETLANDS
	STREAM BUFFERS



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FAX: (770) 395-9726

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GRITA DRI SITE PLAN - OVERALL
ETOWAH RIVER TRACT
LLL: 167, 168, 194, 193, 192, 191, 240, 241, 242, 243, 244, 260, 261, 262, 263, 264, 265, 312, 313, 314, 315,
316, 317, 331, 332, 333, 334, 335, 386, 387, 388, 389, 390, 403, 404, 405, 406, 459, 462, 470, 478, 474, & 635;
3RD DISTRICT; CHEROKEE COUNTY, GA

CLIENT
Newland Communities, LLC
(770.638.4094 ext. 111)
3885 CRESTWOOD PARKWAY
SUITE 250
DULUTH, GA 30096
Contact: Patrick Clark

PROJECT NO.: A06038
SCALE: 1"=600'
DATED: 7.02.07
FILE: Etowah-070207(GRITA-submittal 2)
DRAWN BY: JDN, TA, APZ
CHKD. BY: SM

REVISIONS:	

SHEET
1 of 7

PRELIMINARY - NOT FOR CONSTRUCTION