

TECHNOLOGY RIDGE URBAN REDEVELOPMENT PLAN



A Joint Plan of the City of Ball Ground, the City
of Canton, and Cherokee County

16 June 2011

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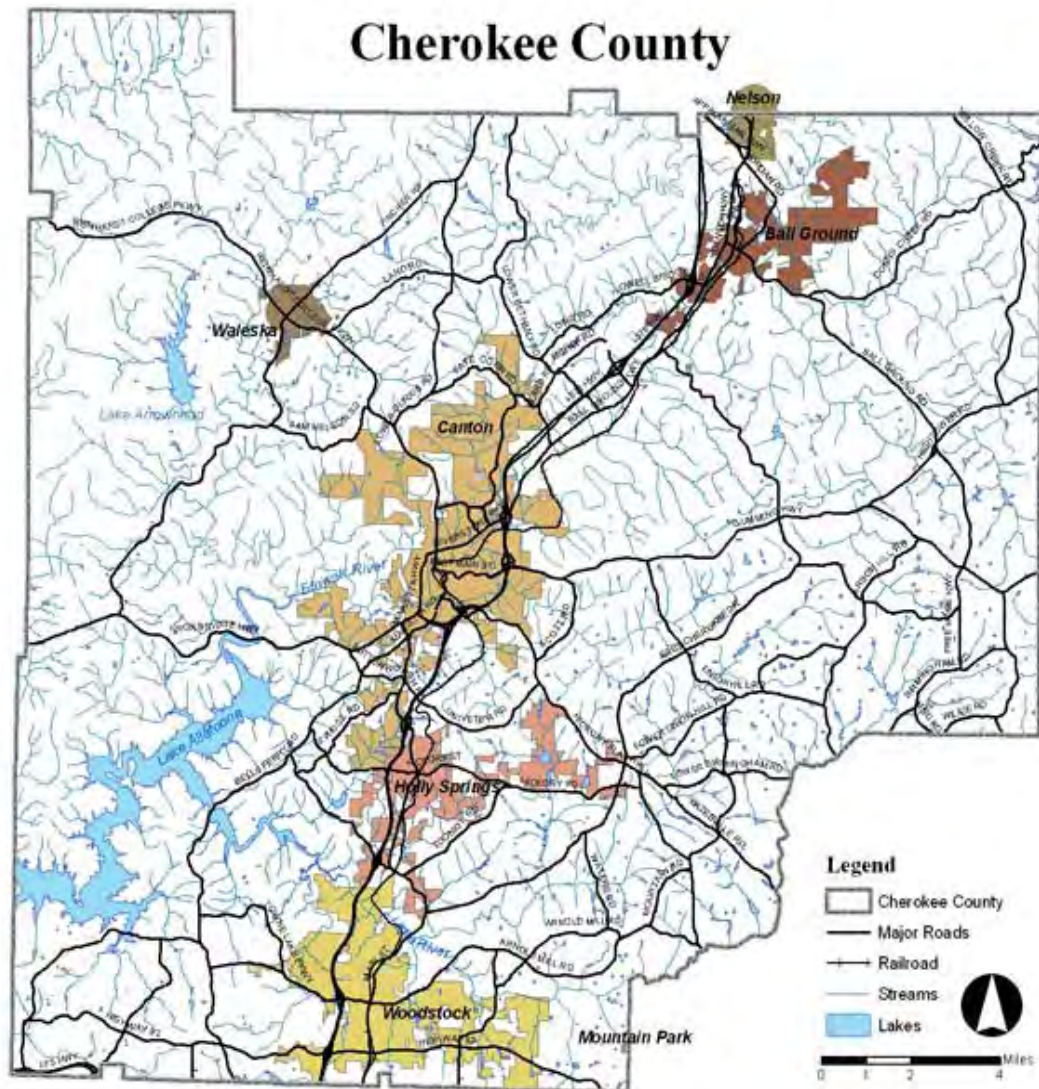
Redevelopment Plan

INTRODUCTION

Perspective on Cherokee County

Over the past 30 years, Cherokee County has undergone a transformation from a primarily rural county to a full-fledged Atlanta suburb because of proximity to jobs, the county's abundance of vacant land and availability of affordable housing stock. This change has translated into significant population growth from 141,903 people in 2000 to 214,346 in 2010. The population is projected to more than double - for every five people in Cherokee County today, there will be 11 by 2030. The current economic conditions have certainly slowed growth for the moment but the population and employment are still expected to increase significantly over the next ten to twenty years.

Four of the five municipalities, Ball Ground, Canton, Holly Springs and Woodstock, are located along I-575. Waleska is located in Northwest corner of Cherokee County at the intersection of SR 140 & SR 108. Cherokee County also contains portions of the cities of Mountain Park and Nelson, which are planning separately. Each of the five cities has its own character. Canton has always been the center of government. Ball Ground is known for its gems and minerals. Waleska is home to Reinhardt University. Woodstock has worked to revitalize their downtown with new development. Holly Springs has a quaint downtown surrounded by residential neighborhoods.



Cherokee County is rich with natural resources. The Etowah River and Little River supply water to Lake Allatoona in the Southwest corner of the county. This lake is operated by the U.S. Army Corps of Engineers for flood control, power generation, water supply and recreation. Lake Arrowhead, west of Waleska, is a private lake within the Lake Arrowhead master-planned development. The northwest corner of Cherokee County is the most mountainous with several recognized peaks above 2,200 feet.

Served by excellent Interstate roadways, the Georgia Northeastern Railroad, and the Cherokee County Regional Airport, residents and businesses have convenient and efficient access to multiple modes of transportation. Cherokee County is bisected by Interstate 575, which runs from Marietta north, ending at the Pickens County line into Georgia Highway 515. The Georgia Northeastern Railroad operates freight service on the former Louisville and Nashville railroad tracks, roughly parallel to this route. Expansion of the Cherokee County Airport is underway as a result of a groundbreaking federal-state-local partnership. This \$25 million dollar project is an opportunity to attract significant economic development around the airport and link it to The Bluffs of Technology Park, which is designed to create a major regional employment center along I-575 between Canton and Ball Ground. Population growth is projected to follow the same general pattern with new suburbs in the south following the highway toward rural areas further north.

The majority of residential development in Cherokee County has been, and is anticipated to be single-family residential units at a variety of prices and sizes. This attracts a mix of younger family households with children, first time homebuyers, and opportunities for move-up and, to a much lesser extent, executive housing in a suburban setting. Density is increasing in the cities where services exist and a more "urban" character is developing. With this dramatic household growth has come support for a significant amount of new local-serving retail and local-serving office development of moderate to high quality. Most commercial centers are clustered in Woodstock and Canton and along I-575

Perspective on Canton

The modern Cherokee County was first surveyed in 1832 and the county seat, originally named Etowah, was established in 1833. Cotton and tobacco became the primary crops for the area until the railroad was extended to Canton from Marietta and Atlanta in 1879. The advent of rail access allowed cotton and the small but thriving marble industry to ship their goods south to Atlanta and Marietta in the 1880s, and Canton was transformed into an industrial city when R.T. Jones and other investors established the Canton Cotton Mill in 1899. The mill quickly became the largest employer in the county, and the center of economic and social life in the city. The mill built two villages to house its employees, established schools, sponsored festivals, operated stores and built a church. In 1924, Canton Cotton Mill No. 2 was constructed, and Canton became a major center for the manufacture of denim cloth. The city became famous worldwide for the high-quality denim produced by Canton Cotton Mills.

By the middle of the twentieth century, chicken production replaced cotton as the number one agricultural product in the area. Along with the cotton mills and the marble finishing business near Ball Ground, residents were employed at the Bell Bomber Plant, now Lockheed-Martin in Marietta. In 1963, workers at the canton Cotton Mills voted in a labor union for the first time, and the mills began a slow decline with years of conflict between the workers and the mill owners (still led by members of the Jones family as majority stockholders). This conflict and other changes in society quickly eroded the familial tradition of the mill community, and the Canton Cotton Mill closed in 1981.

Canton has continued to grow and thrive as the county became a bedroom community for the Atlanta Region. The City of Canton has been able to capture a significant amount of the growth in county by providing a center for government, finance, business, health care, education and local cultural resources. The construction of Interstate 575 provided easy, albeit at some peak times congested, accessibility to the rest of the Atlanta Region. By the beginning of the 21st Century, Canton offers a combination of accessible and attractive employment opportunities, small town charm, and family-oriented services that spurred very rapid growth and development.

Perspective on Ball Ground

Located in northern Cherokee County just north of Canton and south of Nelson near the confluence of the Etowah River and Long-Swamp Creek, Ball Ground is a city with over 1,400 residents. Ball Ground takes its name from the ball fields used by rival Native American tribes which were located on a level area 100 yards long along a running stream. Two and one-half miles east of Ball Ground, near the Etowah River, is the site of the Battle of Taliwa, a decisive battle in the war between the Cherokee and Creek Indians in the eighteenth century.

Ball Ground did not come into existence as a town until the railroad passed through the area in 1882. Before that time Ball Ground was almost exclusively agricultural, consisting of two country stores and a few dwellings. The city changed rapidly when the Marietta and North Georgia Railroad built its depot and rail lines. The streams and fields in the area around present-day Ball Ground attracted farmers, who dammed up creeks to create numerous manmade ponds and lakes. When the railroad line was surveyed to run through Ball Ground, officials decided to construct a depot and develop a town to go along with it. Within two years, Ball Ground had a population of 250 and a large number of new buildings, including three churches and a high school. In addition to cotton ginning, saw milling, providing a market for nearby farms, and wood-working, the town grew as a result of the marble-working industry. Ball Ground was considered one of the best business points on the railroad. Just as the rail road brought significant change to the city in 1882, the construction of I-575 in 1979, and its subsequent extensions, changed Ball Ground once again. Today, Ball Ground is growing as businesses and homeowners move into the North Georgia Mountains along the I-575 corridor. The Howell Bridge Road exit (exit 27) provides direct access to Ball Ground from I-575.

Vision for Cherokee County

Cherokee County's future begins with a clear statement of its identity and competitive position in the marketplace. As the Atlanta metropolitan region continues to expand, being the most accessible, the most attractive or even the most affordable does not guarantee a community's success. The Vision is based on choices and opportunities. Today the community stands poised between the old and the new; between remaining a bedroom community to the Atlanta Metropolitan Area and becoming a destination on its own; between the choice to continue its current growth patterns or to embrace a variety of lifestyles and life cycles.

Cherokee County Vision Statement

Our unique character blends natural beauty and a proud heritage of diverse cultures and lifestyles making Cherokee a desirable and sustainable community.

The pace of life is quiet with an overarching commitment to thrive and grow responsibly. The rich agricultural foundation and extensive equine activities are a critical part of our past, present and future that is preserved and enhanced through careful and deliberate community design.

Lake Allatoona and the Etowah River provide our essential natural water supply as well as expanding recreational opportunities. Special care must be exercised to preserve water quality and quantity to support community expectations.

Success is sustained through thoughtful planning – an executable plan and consistent implementation. As we progress toward 2030, there is a recognizable ‘balance’ between housing options, employment opportunities, quality education, shopping, recreation, infrastructure, transit options, public safety and exceptional services.

Cherokee County Guiding Principles

- 1 Growth should be guided to preserve and enhance the unique character of our communities.*
- 2 New development should not cause undue burden on public services, infrastructure and community facilities.*
- 3 The continued economic development of our area depends on a variety of new commercial and industrial development in appropriate locations.*
- 4 An array of housing choices is important to address the diverse needs of the population within our communities.*
- 5 The county includes natural areas, critical water resources, and animal habitats that should be preserved while respecting the rights of private property owners*

Source: 2008 Cherokee Community Agenda

Vision for the City of Ball Ground

The City of Ball Ground embraces its heritage and desires to retain its small town character while incorporating elements of state of the art land use planning to shape its commercial and residential neighborhoods.

Ball Ground Vision Statement

A self-contained small town that values its historic downtown as the heart of its heritage, which will hold onto its past while embracing a future of innovative commercial development mixed with a collection of community oriented neighborhoods.

Ball Ground Guiding Principles

- 1 *Guide growth to preserve and enhance the unique character of Ball Ground.*
- 2 *New growth shall not cause undue burden on public services, infrastructure and community facilities.*
- 3 *Continued economic development depends on varied non-residential development in appropriate locations.*
- 4 *Provide an array of housing choices.*
- 5 *Preserve natural areas, critical water resources, and animal habitats, yet respect the rights of private property owners.*

Source: 2008 Cherokee Community Agenda

Vision for the City of Canton

This process begins with an extensive examination given to measure general progress and proficiency and this process ends with **HORIZON 2030, The Canton Vision**, Canton's Comprehensive Plan.

Canton Vision Statement

The City of Canton will nurture all residents, businesses, and cultural institutions by linking their resources together and providing new innovative opportunities to pursue a higher quality of life while preserving our heritage and natural resources.

Source: Horizon 2030, The Canton Vision

Our Common Vision

Overall, Cherokee County and its Cities envision a thriving community, where our rural heritage is preserved. Retail services and employment are concentrated in walkable villages that have occupants in every storefront. People ride bicycles or walk in their neighborhoods and stop to chat. Accessibility and transportation choices are provided to all levels of citizens no matter what their economic status or age. Children have the choice to walk to school, and seniors can continue to be active. Shopping and services are neighborhood based. Employment opportunities allow people to make their living within their community. This Vision seeks a healthy community that nurtures a community member's health and spiritual well-being. In addition to wise land use choices, services and institutions such as churches, temples, hospitals, senior homes and childcare centers are abundant. The mind is challenged and souls are nurtured with schools, theaters, museums and galleries; places to kick back and rest or engage in recreation. Above all the Vision is about the desires and values of the people who live there.

TECHNOLOGY RIDGE

Background

Technology Ridge is the area along I-575, the north-south major arterial roadway in Cherokee County, the city of Ball Ground, and the City of Canton. I-575 has been the driving force in the development of Cherokee County, Ball Ground, and Canton as the transition from an agricultural-county seat development pattern to a suburban-regional activity center. Ball Ground, Canton, and Cherokee County have comprehensive plans adopted which envision the area a major employment center. Currently, the area consists of vastly underdeveloped properties as well as blighted areas. The portion of Technology Ridge inside the City of Canton has seen major foreclosure activity both in residential and retail/industrial properties. Since 2001, the City of Canton has approved through the zoning process large master planned developments within the area that consist of a mixture of residential, retail, office and industrial. The City of Canton and its development partners have spent \$8,849,357.82 on infrastructure improvements within the City portion of Technology Ridge.

Purpose and Intent

The Technology Ridge Urban Redevelopment Plan is intended to communicate the adopted policies for current and future development and redevelopment of properties within the target area. The purpose of this plan is to outline the actions necessary to produce an environment where residents can live, work and play in a pleasant and sustainable environment.

Objectives

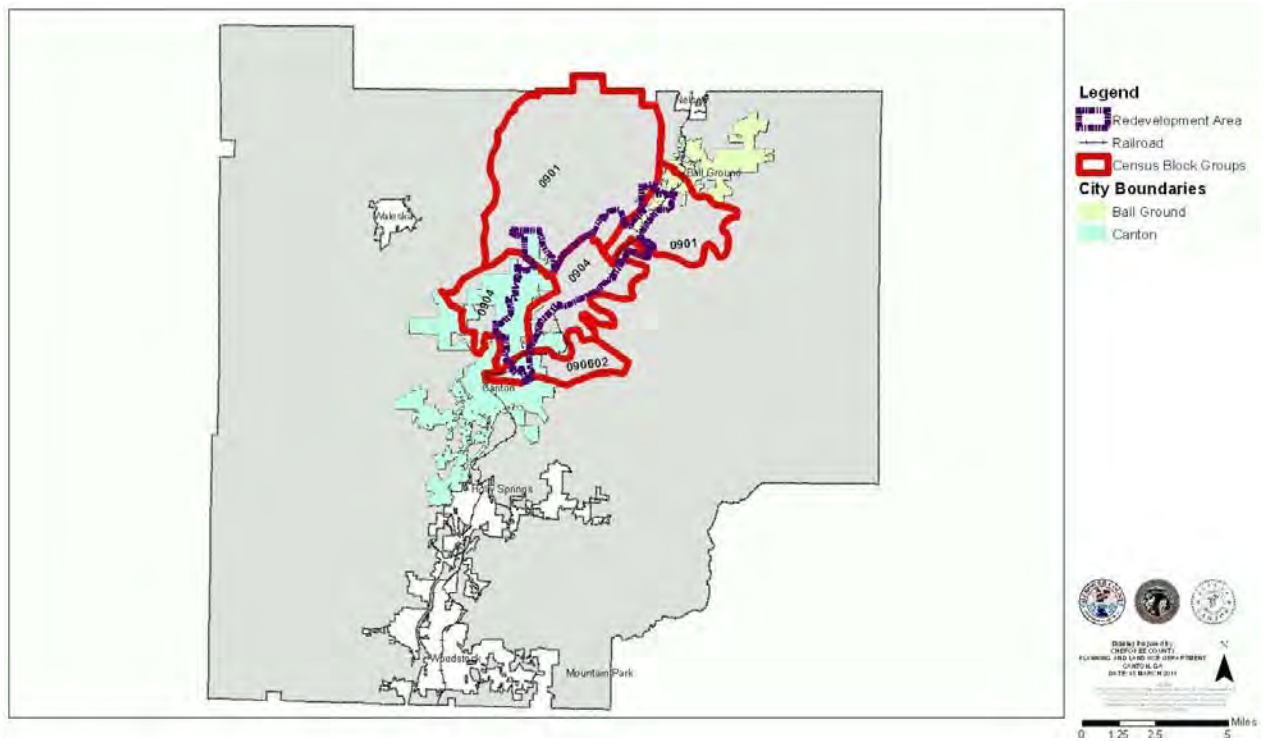
The primary objectives in implementing this Redevelopment Plan are to:

- Remove existing blighting conditions that threaten public health, safety, and welfare;
- Reduce crime and provide safer, cleaner and more attractive neighborhoods and commercial areas;
- Provide incentives and mechanisms to promote private investment in blighted and underutilized properties within the Technology Ridge District.
- Spur the creation of new jobs and businesses within and in proximity to the Technology Ridge District to provide a better quality of life to local residents and particularly low-to-moderate income households.
- Leverage existing infrastructure and make targeted new infrastructure investments in the Technology Ridge District, signifying the local governments' long-term commitment to the revitalization of the community;
- Improve the financial sustainability of the Cities of Canton and Ball Ground and Cherokee County by strengthening the diversity of the tax digest;
- Remove any impediments to recruiting new industries;
- Streamline development regulations to reduce barriers to economic growth;
- Support the marketing of downtown Canton as Cherokee County's cultural tourism, arts, and entertainment center;
- Encourage development of Ball Ground's Howell Bridge Road area as a focal point of new commercial and residential development in northern Cherokee County;
- Promote the Cherokee County Regional Airport and surrounding commercial and industrial entities as the economic hub of the I-575 corridor in Cherokee County;
- Meet the requirements to apply to the Georgia Department of Community Affairs for Opportunity Zone designation.

Boundaries of the Redevelopment Area

Technology Ridge begins at its most southern point near the intersection of Georgia Highway 20 and Brown Industrial Parkway in the city of Canton near exit 19 on I-575. Traveling north on I-575 to exit 20 the boundary moves northeast along Canton Highway for almost 2 miles. At the intersection with Green Circle the boundary moves east and follows the Georgia Northeastern Railroad and the Etowah River for nearly 3 miles. At the confluence of the Etowah River and Sharp Mountain Creek the boundary moves west to continue following the Georgia Northeastern Railroad northward to Ball Ground. The boundary briefly moves north to encompass parcels within the city limits of Ball Ground near the I-575 exit 27 interchange before moving south again following I-575. The boundary moves south along Sharp Mountain Creek and Murphy Creek encompassing all of the Cherokee County Airport. From the southwest corner of the Airport the boundary continues southwest along Bishop Road. At the intersection of Heard Road and the Canton city limits the boundary moves north following Canton's northern city limits before moving south along Hickory Log Creek including all of The Bluffs of Technology Park. Near the intersection of Reinhardt College Parkway and Reservoir Drive, the boundary moves south while including most of the major commercial entities along Riverstone Parkway. The boundary moves south, crosses over the Etowah River and the Georgia Northeastern Railroad before ending near the Canton-Cherokee Industrial Park on Brown Industrial Parkway.

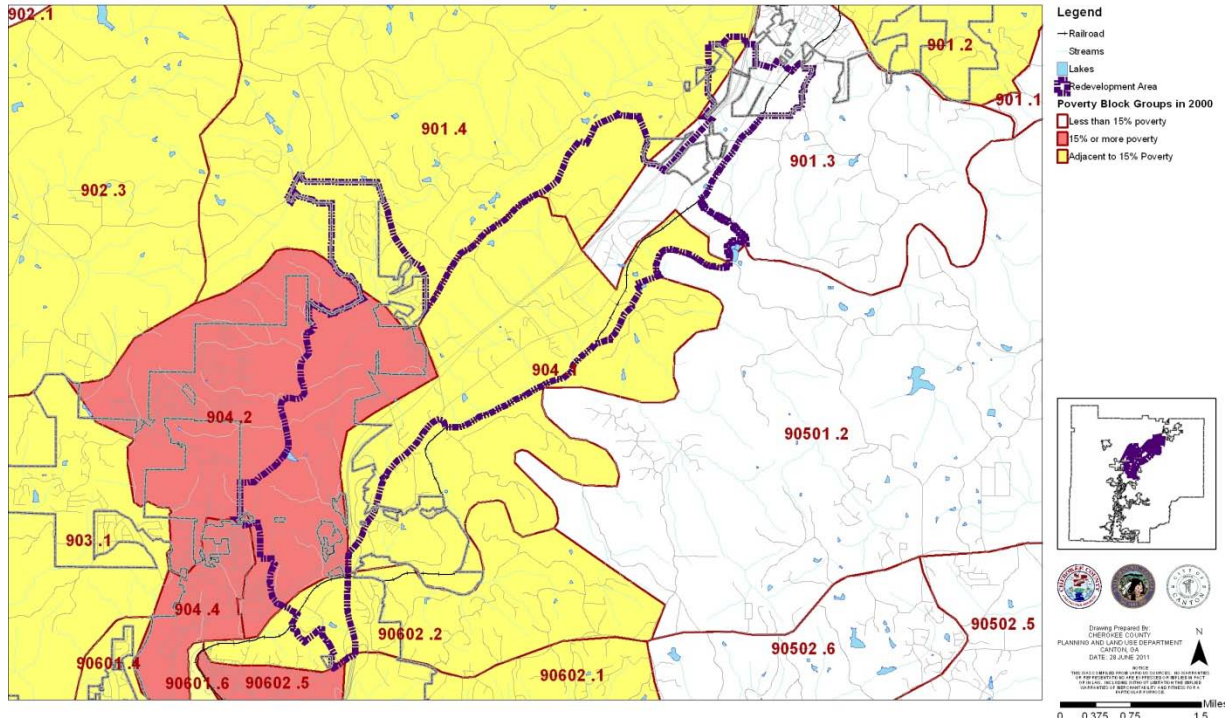
The Technology Ridge District includes portions of the 2000 Census Tract(s) 901, 904, and 906. The map below shows the boundaries of the Census Block Group and the major roads. A more detailed map of the boundaries of the Redevelopment Area can be found in the Maps section of the document.



Negative Conditions within the Redevelopment Area

Pervasive Poverty

The map below shows the Technology Ridge area in relation to Block Groups 901.4, 904.02, 904.04 and 906.02.05 (shown in pink), which have 15% or more residents living in poverty. The block groups shown in yellow are adjacent to the high poverty block groups.



Compared with the Atlanta MSA, Cherokee County, and the City of Canton, the population of Census Tract 904 reflects many of the characteristics of poverty. Overall, the median household income and per capita income is significantly lower than the comparison areas. The residents have remained in their homes at a much greater rate. Rents and median asking price for homes is very different than values for Cherokee County and the Atlanta area as a whole.

Comparison Statistics

	Atlanta MSA	Cherokee County	City of Canton	Tract 901	Tract 904	Tract 906.02
Population	4,112,198	141,903	4,653	5,249	4,653	5,520
Households	1,049,680	49,495	7,549	1,897	1,753	1,892
Median HH Income	\$51,948	\$60,896	\$40,361	\$48,135	\$33,839	\$47,925
Per Capita Income	\$25,033	\$24,871	\$17,324	\$19,735	\$17,200	\$18,968
Same House in 1995	44.6%	48.1%	68.15%	59.69%	56.3%	45.5%
% below poverty level	9.4%	5.3%	6.6%	6.69%	13.6%	6.8%
Median Year Structure Built	1982	1988	1984	1986	1979	1981
Median Contract Rent	\$644	\$622	\$579	\$410	\$484	\$447
Median Price Asked	\$130,900	\$165,200	\$106,400	\$231,300	\$89,500	\$137,500

Source: US Census 2000

Crime Hotspots: There are noticeable clusters of criminal activity in the Technology Ridge area as indicated in the crime statistics map in the appendix. Theft is a persistent problem in the area, particularly around the Cherokee County Regional Airport. Understaffed or unoccupied industrial areas are often magnets for criminal activity. In addition, illegally entering an automobile is a crime most frequently seen in the Technology Ridge area's residential developments. There likely exists a strong correlation between unemployment / lack of employment opportunities and crime as both are present in the Technology Ridge area. Maps in the Appendix show the distribution of these crime incidents.

Underdevelopment

There is significant underdevelopment in the Technology Ridge District. Despite the approved zoning which permits a broad range of land uses and the advantageous access along I-575, development in the area has been sporadic. In spite of a growing population and affluence in other areas around Ball Ground, Canton, and central Cherokee County, the area remains underserved by employment opportunities and residential options in close proximity to employment centers.

Technology Ridge qualifies as a redevelopment area under the Redevelopment Powers Law and the Urban Redevelopment Act because of several factors including, without limitation, the following:

Structural Age and Deterioration: The majority of the retail buildings and apartments in the Technology Ridge area were constructed between 1995 and 2000 and have experienced only minor improvements since that time. The retail structures in the area are showing signs of deterioration and increasing vacancy rates. For example, in Census Tract 904, of the 865 owner-occupied residential structures, 265 or 30% are 50 years or older and 370 or 42.77% are 40 years or older.

Lack of Retail Market Appeal: As reflected in both rent and sales, retail tenants within the Technology Ridge area do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. As development and redevelopment in the Technology Ridge area progresses, the area will be able to accommodate large, primary market retailers and service providers whose business operations will significantly benefit Cherokee County. Furthermore, development and redevelopment will encourage the patronage of individuals and entities located throughout the north metropolitan Atlanta area.

Lack of Rental Revenue Generation: Commercial rental rates in the Technology Ridge area are significantly lower than rates in similar areas elsewhere in the region. The business parks in northern Cherokee County within the redevelopment plan area have an average of 39.16% of their buildings on the market. The business parks in southern Cherokee County have an average of 8.25% of their buildings on the market. Therefore, data indicates that there is a need to fill many more buildings in northern Cherokee County in comparison to southern Cherokee County.

For example, Bell Park Industrial Park in Woodstock (south Cherokee County) has approximately 45 buildings within its boundaries. Of those 45 buildings, three are currently on the market. Likewise, Hickory Springs Industrial Park in Holly Springs (south Cherokee County) has approximately 51 buildings within its boundaries. Of those 51 buildings, five are currently on the market. However, farther north in Cherokee County the Airport Commerce Center in Ball Ground has eight buildings. Of the eight buildings within the park three are listed. In addition, Wilbanks Industrial Park in Ball Ground (north Cherokee County) has 20 buildings. Of the 20 buildings six are listed on the market.



Vacant space available for rent.

Economic Underutilization of Developable Land: A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values. There are numerous sites within the Technology Ridge area which have a great deal of infrastructure (in the form of roads, curb-and-gutter systems, underground and above ground utilities, street lights, etc.) however, due to the national economic downturn and other extenuating circumstances remain underutilized. The longer these sites remain underutilized the more of a public safety nuisance they become. Undeveloped areas, particularly those which are relatively secluded, are prime locations for dumping of all manner of waste and refuse. In addition to illegally disposing of waste, other criminal activity such as vandalism, theft, and excessive loitering can occur. As a result, local law enforcement has to monitor an area which, in the end, contributes nothing to the local community.



Infrastructure has been installed yet land remains underdeveloped.

Congested Access and Egress: The current design and layout of Riverstone Parkway and Bluffs Parkway, and also the area's internal network of feeder roadways, are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in the district. With the majority of traffic funneling south to Riverstone Parkway and access to I-575, there is a need to improve traffic access and egress toward the north and the Cherokee County Regional Airport as well as another interchange on I-575 for additional access. External and internal connectivity in and around Technology Ridge would create a synergy between retail, office, industry and surrounding residential development.

Underachievement as Employment Center: Current employment opportunities are limited in the proposed Technology Ridge Urban Redevelopment area. Revitalizing the area as an employment center could enhance County and City tax bases, create new jobs, and provide convenient shopping opportunities for local residents. Unfortunately there are few professional or business services offered in the area, nor are there any corporate or professional firms. Retail and service industry employment is constrained by the lack of competitive retail offerings and amenities such as restaurants and convenience stores. A customer base for offices, cafés, restaurants, and retail uses located in the area is crucial to its success as an employment center.



Site of a potential supportive retail.

Lack of Public Amenities and Facilities: The Technology Ridge area has no public park or open spaces available for public use at the present time. There are no public services facilities such as libraries, senior or community centers, amphitheaters, transit centers, recreation centers, or other civic spaces. Thriving and sustainable communities should contain civic spaces which encourage healthy exercise habits and social interaction. For example, an internal pedestrian circulation system could make travel between buildings convenient and healthy. Civic spaces include open space/conservation areas, greenways, parks, squares, and plazas; as well as special sites reserved for civic buildings. In order to be competitive with similar developments, Technology Ridge must be able to offer a full range of urban services.

Environmental Concerns: As the pace of development and redevelopment increases, it is important that elements from the natural environment, such as existing vegetation, topographic features, minimally undisturbed natural areas, and drainage, be considered and included in the design. Likewise the visual nature of the development, such as view sheds, view corridors, and primary views from on-

site and off-site, must also be a consideration. Development which occurred in the area in the 1960s and 1970s was of a type which sometimes did not take into consideration protection of the natural environment. Some of the parcels in the Technology Ridge area were historically occupied by industries that created environmental concerns. The perception of these undesirable industries has caused difficulty in marketing these sites to potential buyers.

General Distress and Blight

Some of the signs of general distress and blight analyzed for the redevelopment area boundaries are:

- Deferred property maintenance;
- Greater number of properties and structures which do not meet current code;
- Lower building permit activity than for the Cities and County as a whole;
- Increase in long term vacancies and foreclosures; and
- Differences in the rate of new business start-ups with the rest of the jurisdictions.

Property Maintenance and Code Compliance

The abrupt decline in the housing market and the credit crunch in financial markets have led to a marked increase in property maintenance and code compliance issues with residential and commercial properties. This problem is the result of a series of different behaviors by property owners depending on their situation.

Property owners who are in financial trouble are not able to focus on maintaining their property because they are more concerned with providing basic necessities. Financially-stable property owners have watched their property values drop significantly so they are hesitant to invest any additional money into their property for fear they will continue to lose value. Those properties that have gone through foreclosure and are now owned by banks are not being properly maintained. Once it is known that a home or business is vacant, it can be the focus of vandals and other crimes. The picture below illustrates how vacancy can lead to property maintenance problems.



Building Permits



Across Cherokee County, building permit activity has decreased with the collapse of the construction industry but there are weak signs of improvement. Permits within the Technology Ridge area have followed these trends. The chart below shows the Building Permit Data for Canton and Cherokee County plus those permits issued in the redevelopment area for 2006 through 2010.

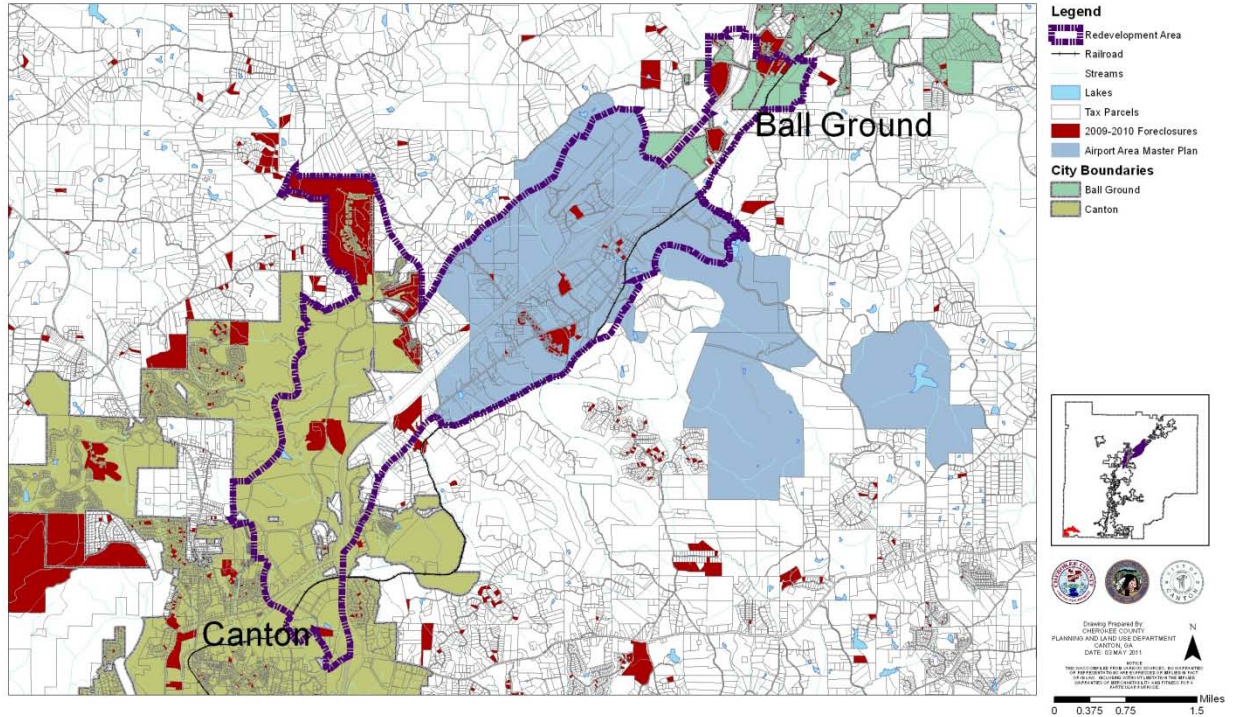
In the Canton portion of the redevelopment area, the share of the total building permits has fluctuated between 3.7% and 8.9% over the last 5 years. This is an indicator of the economic instability of this area. In the Cherokee County portion, the share of permits is slowly declining. This suggests that this area may recover more slowly than the rest of the county due to the combination of the poverty, underdevelopment and blight.

Building Permits

	Canton			Cherokee County		
	City-wide	Tech Ridge Area	Share of Permits	County-wide	Tech Ridge Area	Share of Permits
2006	807	40	5.0%	3,680	91	2.5%
2007	472	22	4.6%	2,970	58	2.0%
2008	187	14	7.5%	2,836	70	2.5%
2009	54	2	3.7%	1,986	37	1.9%
2010	101	9	8.9%	2,204	37	1.7%

Foreclosures

The Technology Ridge area is not immune to the national foreclosure trend. The map below illustrates the location of foreclosures from 2009-2010 according to the Cherokee County Tax Assessor's Office.



Within the City of Canton portion of Technology Ridge, there are several distinct clusters of foreclosures. One of these areas is the Bluffs of Technology Park, an office/business/residential mixed-use development along the new Hickory Log Reservoir. The other area is a group of tree adjacent residential neighborhoods, Towne Mill, Summer Walk and Park Village, on the Northern edge of Canton.

Canton Foreclosures

	Development Type	Total Properties	Foreclosures	Rate
Bluffs of Technology Park	Office Industrial Residential	71	25	35.0%
Towne Mill	Residential	375	143	38.1%
Summer Walk	Residential	291	187	64.3%
Park Village	Residential	150	107	71.3%

In the unincorporated Cherokee County portion of the redevelopment area, there have been a significant number of foreclosures in the residential neighborhoods of Bethany Manor and River Brook. Bethany Manor had 38 properties in foreclosure out of 109 for a rate of 35.0%. River Brook had 51 properties in foreclosure out of 103 for a rate of 49.5%. The remaining foreclosures are scattered around this area and are a mixture of residential and commercial properties.

Ball Ground has been particularly hit hard by the wave of foreclosures. Along Highway 5, a 27 acre industrial park went into foreclosure after much of the infrastructure had been installed. Around the I-575 - Howell Bridge interchange, nearly 70 acres of commercial and industrial property was foreclosed on in the last two years. These two clusters represent a sizable amount of the economic base of Ball Ground so the impact is more significant.

Business Licenses

With all of the poor economic conditions in Metro Atlanta, you might expect the number of new businesses created to be lower than in previous years. Across Canton and Cherokee County, the number of new business licenses issued has declined since 2008. Within the redevelopment area, the data tells a different story. In both the Canton and Cherokee County portions of the Technology Ridge Redevelopment Area, the number of new businesses licenses issued has stayed fairly constant. Since the totals for each jurisdiction has declined, the share of new licenses within the redevelopment area has actually increased. This is a positive indicator that the redevelopment area has strong potential to create new businesses.

New Business Licenses Issued

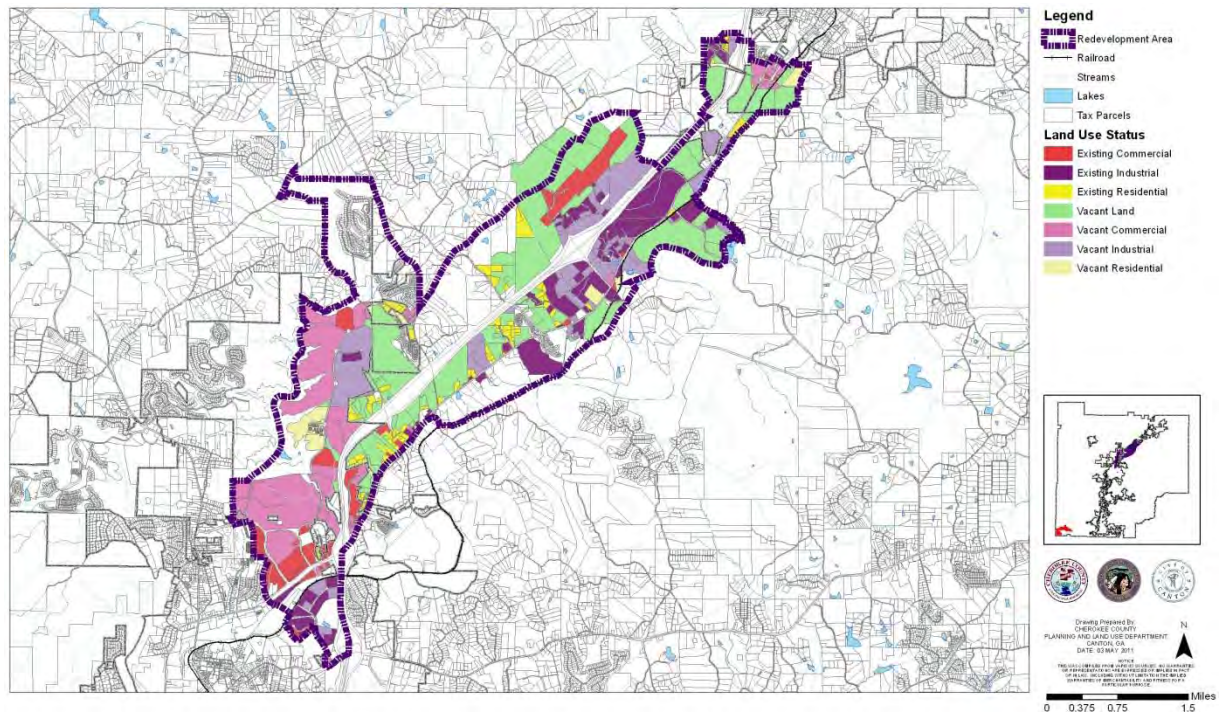
	Canton			Cherokee County		
	City-wide	Tech Ridge Area	Share of New Licenses	County-wide	Tech Ridge Area	Share of New Licenses
2008	94	5	5.3%	1,399	19	1.4%
2009	93	4	4.3%	1,286	18	1.4%
2010	37	5	13.5%	1,101	16	1.5%

Economic Outlook

The outlook for Technology Ridge is strong because of the tremendous development potential as an employment center with nearby workforce housing options and significant public investment.

Development Potential

The Technology Ridge area is filled with sites that are either primarily undeveloped or ripe for redevelopment. The map below illustrates the location of these sites. Existing commercial is indicated in red, existing industrial is indicated in purple, and existing residential is indicated in yellow. Vacant commercial is shown in pink, vacant industrial is shown in light purple, and vacant residential is shown in light tan. Vacant land is shown in green.



Surrounding Workforce Housing

The existing residential neighborhoods offer a full range of workforce housing, from affordable apartments to modest townhomes to detached single-family homes. Some of the apartment complexes near the Technology Ridge area were built with Low Income Housing Tax Credits (LIHTC) so they contain units that are limited to individuals with incomes below 80% of the Area Median Income (AMI). There are existing townhouses as well as some under construction in the area that would suit the needs of households near AMI. The range of options in single-family detached is very wide in this part of the County. There are homes built from the 1930's to 1990 (89.63% of homes) as well as brand new homes. The older homes offer larger wooded lots while the newer homes are in neighborhoods with amenities for families with children. The variety of housing options in the Technology Ridge area is a strong asset for attracting employers and commercial development.

Leveraging Public Investment

Recognizing the problems in the Technology Ridge District, city and county leaders have worked for nearly a decade to make investments in capital projects and infrastructure to address the critical needs. This Redevelopment Plan aims to leverage these projects to bring private economic development investment to this part of Canton and Cherokee County.

Federal and State Funded Projects

- Cherokee County Airport
The Cherokee County Regional Airport Redevelopment Project will lengthen the runway, create a dedicated taxiway parallel to the runway, build a 10,000 square foot passenger terminal, install advanced electronics to permit instrument landings, and develop new hangars. These infrastructure assets will become the home base for 200 corporate aircraft as well as 100 tie-downs for smaller aircraft. The ad valorem tax revenue from these 300 based aircraft will contribute to the repayment of Cherokee County's \$15 million investment in the airport redevelopment project.
- I-575 Exit 19 Interchange Improvements
The Department of Transportation recently constructed a full diamond interchange at I-575 Exit 19 and Georgia Highway 20. The Exit 19 interchange improvements will offer better access to the newly built Canton Marketplace retail center. Located at I-575 and Georgia Highway 20, Canton Marketplace, built by The Sembler Company, includes department stores, big box retailers, shop space and outparcels with access to the Georgia Highway 20 and nearby office and residential areas. In addition, the project will include a new parkway east of I-575 that will connect Georgia Highway 20 to Georgia Highway 140 south of the area, and Georgia Highway 5 north of the area, which will enhance local access to the site.

Local Investment

- New Public Safety Facility
The City of Canton has approximately five acres within the Technology Ridge area for development of a fire/police facility to include a fire training area. This facility is scheduled for construction between 2013-2014 dependent upon funding. This \$1.25 million project will bring improved emergency response to this part of the county.
- Hickory Log Creek Dam and Reservoir
The City of Canton in partnership with Cobb-Marietta Water Authority has developed a 420 acre reservoir for drinking water. This facility is near full pool capacity and will provide the City of Canton a supply of water for a minimum of fifty years. At capacity, the reservoir will hold approximately six billion gallons or nearly 22.8 billion liters of water. It is permitted for a withdrawal of 39 million gallons or 147.6 million liters per day.
- New Schools (State / Local Partnership)
The Cherokee County School District has purchased a site off of Reservoir Drive for a new elementary school on the west side of the urban redevelopment area. Also, the State of Georgia is currently building a new Chattahoochee Technical College along Bluffs Parkway within the Bluffs of Technology Park area of the urban redevelopment area with the first building complete in January of 2011.

CONSISTENCY WITH ADOPTED PLANS

The vision for the Technology Ridge area is reflected in both the City of Canton's Comprehensive Plan and Cherokee County's Comprehensive Plan as well as the Cherokee Airport Master Plan and other local area plans adopted by both the City of Canton and Cherokee County such as Canton's River Mill LCI District. Demonstrating their commitment to this vision, these documents have been adopted by the Ball Ground City Council, Canton City Council and/or the Cherokee County Board of Commissioners.

Cherokee County Comprehensive Plan

In 2008, the Cherokee County Board of Commissioners, in conjunction with the City Councils of Ball Ground and Waleska, adopted the Community Agenda and a Future Development Map. The Comprehensive Plan is characterized by the State as the 'tenth-year update,' which, because of the significant changes that occurred in Cherokee County over the past decade, coupled with the adoption of new planning standards by the State, required a complete reevaluation, reorganization and rewrite of the Plan elements. Furthermore the Comprehensive Plan fulfilled Cherokee County, Ball Ground, and Waleska's obligation as a Qualified Local Government in Georgia. The Community Agenda is the "roadmap" for the future of the community. It was developed through an extensive public planning process involving community leaders, major stakeholders, public officials and citizens from all walks of life, all of whom make key decisions within the community.

The Community Agenda is perhaps the most important part of the three parts of the Comprehensive Plan as it includes the Community's Vision. It is intended to generate local pride and enthusiasm about the future of the community, to communicate what is unique and important about the community and to provide the implementation program for achieving the community Vision. Within the Community Agenda, are policies and strategies developed by the community to guide decision makers on the issues of growth and development including redevelopment.

The Cherokee County Comprehensive Plan adopts five Core Issues around which policies and implementation strategies have been conceived. The five Core Issue areas are Sustainable Growth, Sense of Place and Historic Character, Aging In Place, Promoting Connectivity and Mobility and Housing Choice. Four of the Core Issues are directly applicable to the Technology Ridge Redevelopment Plan.

Sustainable Growth Policies

- Encourage growth in areas where it will be the most beneficial to the County and its cities. New development should be consistent with the Future Development Plan Map and the long range planning goals and policies.
- Focus denser levels of growth within existing City boundaries and targeted growth areas within the County where there is adequate infrastructure;
- Coordinate transportation improvements, school locations, parks and opens spaces, and other public uses to enhance neighborhoods throughout the County
- Encourage mixed-use village developments to provide for a diversity of economic opportunities in a walkable environment.

Implementation Strategies

- Align goals and strategic actions of the Economic Strategic Plan with the Transportation Improvement Plan and Regional Transportation Plan.

Preserve and Enhance Sense of Place and Historic Character

- The historic downtowns, Regional Centers, and Development Corridors need to be developed as lively interactive mixed-use environments to provide viable live, work, shopping and entertainment choices.

- To enhance the existing historic environment, new development and redevelopment should be of the highest quality and incorporate design and site elements that address the community's Vision and Character Area intent.

Implementation Strategies

- Offer information and assistance to property owners who may be interested in having their potentially eligible property listed on the National Register of Historic Places, and to the development community regarding redevelopment and adaptive reuse.
- Investigate preservation incentives and preservation tools such as easements, transfer of development rights, and overlay zoning.

Create Land Use Patterns that Promote Connectivity and Mobility

- The current design and layout of Riverstone Parkway and Bluffs Parkway, and also the area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in the district. With the majority of traffic funneling south to Riverstone Parkway and access to I-575, there is a need to improve traffic access and egress toward the north and the Cherokee County Regional Airport as well as another interchange for access to I-575. All roadways should be designed to be context sensitive and integrated with adjacent land use.
- Public facilities and infrastructure should be able to support new development and redevelopment efforts, particularly in the areas of circulation, access and linkages.
- Encourage neighborhood-serving retail and services in or near neighborhoods to reduce travel time and number of cars on our roads

Implementation Strategies

- Investigate the potential for federal, state and regional grants and funding sources to further develop pedestrian connections and bike facilities.
- Continue to identify, fund and implement LCI projects.

Housing Choice and Spirit of Inclusiveness

- As employment opportunities diversify in our communities, ensure adequate amounts, types and densities of housing needed to support desired commercial and industrial growth.
- Encourage a variety of housing stock to serve a range of incomes, age groups and lifestyles to provide choices and opportunities.
- Promote the development of affordable housing by supporting such development with information on funding sources, appropriate locations and the zoning and development process

Implementation Strategies

- Continue the use of creative planning techniques such as mixed-use development, traditional neighborhood development, small area plans, Downtown Master Plans, Overlay Zones, and Character Areas as a means of enhancing housing diversity and choice.
- Establish a redevelopment agency for redevelopment areas to utilize public funding options, a portion of which could be set-aside to encourage for affordable housing development.

Canton Comprehensive Plan

The Canton City Council adopted Horizon 2030, The Canton Vision on March 26, 2009. Horizon 2030 sets the table for the implementation of Canton’s vision for the future of the City. The Comprehensive Plan provides the policy guidance for future development in and around the City of Canton. The City of Canton identified issues and opportunities relating to a variety of measures including economic development, natural and cultural resources, facilities and services, housing, land use, traffic and transportation, and intergovernmental coordination.

Some of these issues and opportunities are as follows:

- Local residents need jobs and economic opportunities that are close to where they live.
- The City should work with Cherokee County to provide mutual assistance in economic development and determine if the County (and Canton) should become a more mature bedroom community with additional quantities and wider varieties of housing and local office ... or develop a more dynamic economy by attracting a major employer or employment sector.
- The City needs to find methods to accommodate the unmet economic development demands for higher paying jobs and loss of retail sales dollars and address ways to help the community become ready to accept the following (and other) issues that would be required to accomplish this:
 - Work force / affordable housing
 - Diversity of housing choices for a mix of young, old, worker, middle class, and executives.
 - Implications of the diversity of products and densities
 - Rental housing demands
 - Inadequate supply of professional office, Class A product, and light industrial
- Design quality requires consideration of location, property and adjacent land uses, and natural resource protection.
- There is an inadequate mix of small neighborhood shopping facilities that are accessible to neighborhoods and can reduce vehicular trips.
- Better connectivity is needed between jobs, homes, and services. The Etowah River and the I-575 corridor both create barriers to crossing from one side to the other. Limited access points across these barriers may result in bottlenecks at bridges and interchanges if additional crossings are not provided for a larger population.
- The City will work with Cherokee County to support and coordinate the implementation of the County’s Comprehensive Transportation Plan to achieve improvements and connections to system-wide roads, transit, walking paths, bicycle trails, and alternative transportation facilities to serve City residents and the surrounding community.

Implementation Measures:

Economic Development

- We will support programs for retention, expansion and creation of businesses that are a good fit for our community’s economy in terms of job skill requirements and linkages to existing businesses.
- We will carefully consider costs and benefits in making decisions on proposed economic development projects.
- We will target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in (previously undeveloped) “greenfield” areas of our community.

- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will take into account access to housing and impacts on transportation, other infrastructure facilities and natural resources when considering economic development projects.
- We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.

Housing

- We will encourage development of housing that enables residents to live closer to their places of employment and consider working with developers to determine the housing potential for mixed use and retail centers that incorporate a range of housing options in terms of style, price, and design.
- The City will encourage replacement or rehabilitation of substandard or dilapidated housing in Canton without eliminating housing opportunities for the lower economic “workforce” segments of the community.
- We will stimulate infill housing development in existing neighborhoods.
- We will accommodate our diverse population by encouraging a compatible mixture of housing types and costs.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- The City of Canton will support dispersion of assisted housing throughout the community in order to diversify neighborhoods, eliminate pockets of poverty, and to prevent the growth of larger areas of disinvestment.

Cherokee County Airport Area Master Plan

The Airport Area Master Plan was developed as a collaborative effort between the Cherokee County Planning and Land Use Department and the Development Authority of Cherokee County (DACC) to develop a coordinated vision for the development of the airport area and a road map for achieving the vision. The purpose and intent of the master plan is to identify the airport area as a defined district in order to maximize economic impact by facilitating business development and employment, coordinating investment in infrastructure, assuring land use compatible with the expanded airport, and creating a consistent look and feel for this new gateway into Cherokee County. The Planning and Land Use Department and the DACC have also worked in conjunction with the Cherokee County Board of Commissioners (CCBOC), Cherokee County Airport Authority (CCAA), the Cherokee County Water and Sewerage Authority (CCWSA), area stakeholders, and property owners to generate the master plan.

City of Ball Ground Valley Street Master Plan

In 2007, city leaders commissioned a Master Plan for the center of Ball Ground. The work was focused on the Urban Core that stretches from Groover Street on the north, Howell Bridge Road on the south, Northridge Road on the east, and Canton Highway on the west. This area encompasses the physical and historical center of Ball Ground along Gilmer Ferry Road, as well as the emerging commercial area at the Howell Bridge Road interchange.

Three critical ideas came out of the Master Plan process:

1. Development which is sensitive to the surrounding context
2. Integrating connectivity into existing infrastructure.
3. Designing for the pedestrian.

TECHNOLOGY RIDGE

The residents of Ball Ground envision new development strengthening and enhancing the existing town fabric by reusing existing historic buildings and filling in the gaps with compatible new buildings. This type of development would include a range of commercial and residential land uses that would harmonize with the historical mixture of land uses within Downtown Ball Ground.

Some of Ball Ground's recent residential developments isolate residents within the development and provide little to no connectivity to other residential developments, transportation systems, businesses, etc. All new developments should promote walkability and connection to existing streets and infrastructure, as well as providing abundant greenspace.

The Urban Core is intended to link the old and the new areas of downtown while presenting a cohesive town image. Not only will these areas be linked by streets but also by a series of pedestrian thoroughfares known as Green Streets. These streets will be limited to pedestrian, bicycle, and electric cart traffic. The city's pedestrian streets will promote walkability and social interaction while discouraging automotive travel in downtown. By emphasizing pedestrian, rather than automotive traffic, the city will remain true to its historic roots as a socially connected community. On-street parking is also a tool that should be employed as a way of slowing traffic and encouraging pedestrian travel. In addition to promoting walkability, on-street parking will support existing downtown businesses and encourage new businesses.

COMMUNITY'S FUTURE LAND USE VISION

The Urban Redevelopment Plan for Technology Ridge is consistent with the land use objectives for the City of Ball Ground, the City of Canton and Cherokee County. Existing land uses in the redevelopment areas include agricultural, commercial, industrial and residential uses. Each jurisdiction has a specific vision for their part of the Technology Ridge Redevelopment Area.

Howell Bridge Interchange – City of Ball Ground

The I-575 Exit 27 Howell Bridge Road Interchange is envisioned to be the anchor of new commercial and moderately intense residential development in Ball Ground. While downtown Ball Ground is the historic core of the city, the Howell Bridge interchange (connected to the historic downtown by Valley Street) will be the future of commercial development in Ball Ground. The area will be a place where a compatible mixture of uses are located, which will include a variety of housing options, small businesses, offices, retail shops, services, well-placed parks, plazas and open spaces. Businesses in and around the interchange will offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a market area consisting of many neighborhoods. A shopping center, a mixed-use development, a neighborhood retail center, and even a light industrial area are planned for the Howell Bridge Road area.

The Bluffs at Technology Park – City of Canton

The Bluffs at Technology Park is the employment component of a 700-acre master-planned, mixed-use community which includes office, commercial, retail, and residential development. The Bluffs incorporates principles of smart growth and maintains significant green space as well as a 370-acre lake. The development is a unique private-public partnership comprised of TPA Realty Services, the Development Authority of Cherokee County, and the City of Canton. At build-out, The Bluffs will offer more than 5 million square feet of Class A office, professional office, business/service, retail, and residential space.

Airport Area Workplace Center – Cherokee County

The Airport Area is designated as a Workplace Center Character Area. The area is intended to be a large employment center that incorporates many aspects of commerce such as professional office buildings, corporate offices, regional offices, high-tech and research facilities and small office complexes; educational services and recreation; and light industrial uses such as warehousing and wholesale. Retail and residential development are a secondary use that compliments these employment centers. Residential development will be somewhat constrained by Federal Aviation Administration regulations placed on the Cherokee County Regional Airport, however, high intensity residential integrated into a mixed-use development would provide a customer base for offices, cafés, and restaurants in the area. Residential developments could also enhance the safety of the area by maintaining a continuous population base in a location that is typically unpopulated during non-business hours.

Zoning

Zoning in the redevelopment area spans numerous zoning districts within the City of Ball Ground, City of Canton and Cherokee County, including several different residential products. The City of Canton is currently preparing a new unified development code which includes a complete update and overhaul to the zoning and development requirements within the City. Ball Ground and Canton propose that its new code be more consistent with Cherokee County's codes to make development compatible and seamless between jurisdictions. (See Technology Ridge Zoning Map found in Appendix)

GOALS AND STRATEGIES FOR TECHNOLOGY RIDGE

The Technology Ridge Redevelopment Plan serves as a vehicle by which the vision of the community will be implemented. It is the overall goal of this Plan to address the conditions of blight, redevelopment and underdevelopment which plague the area currently. The following are long term goals the City of Ball Ground, City of Canton and Cherokee County aspire to achieve through the implementation of this plan.

Goal

Encourage new development to take place along I-575 and the Technology Ridge area to create a vibrant mixed use environment with convenient access to a wide range of commercial, recreational, workplace and residential uses.

Strategies

- Focus economic development efforts to encourage growth Technology Ridge and surrounding neighborhoods to create a community of choice and link more stable areas to those areas of less affluence.
 - Designate the Technology Ridge as an Opportunity Zone for the purpose of recruiting business in the area.
 - Development and adoption of economic development incentives for developers to build within Technology Ridge and the nearby neighborhoods
 - Develop guidelines for development based upon existing development guidelines adopted by the City of Canton and Cherokee County.
-

Goal

Avoid inefficient use of land and underdevelopment of property in the target area by encouraging current and future commercial and business development to develop at its fullest potential.

Strategies

- Promote redevelopment and reuse of currently developed commercial areas
 - Encourage businesses to reuse “greyfields” by rehabbing structures to house those uses which contribute to the character of the area
 - Support the development of a wide range of commercial uses
 - Eliminate substandard or obsolete commercial building conditions
 - Designate the Technology Ridge as an Opportunity Zone for the purpose of recruiting business in the area.
 - Encourage business development in the area to be a driver for commercial, cultural, governmental, employment and entertainment activity
 - Promote the area as a prime area for business development
-

Goal

Insure the creation of a variety of housing options to meet the needs of the community

Strategies

- Develop new zoning guidelines to ensure a variety of housing types can be constructed

TECHNOLOGY RIDGE

- Promote Technology Ridge as “communities of choice”
 - Promote programs, such as the HOME program, to area residents who may be eligible to take advantage of the assistance to rehab their residence
 - Encourage development to continue to build within existing neighborhoods in the Technology Ridge District
-

IMPACTS OF THE REDEVELOPMENT PLAN

Description of Parcels to be Acquired

The Technology Ridge Redevelopment Plan does not require any parcels to be acquired by the City of Ball Ground, City of Canton, or Cherokee County at this time. If circumstances should change such that property acquisition becomes a probability, is desired or necessary, the plan will be amended to reflect these changes.

Structures to be Demolished or Rehabilitated

There are no structures anticipated to be demolished. The plan will be updated in the event any changes occur in future actions.

Strategy for Relocating Displaced Residents

The City of Ball Ground, City of Canton and Cherokee County have determined the need for a relocation strategy is not necessary at this time. The City of Ball Ground, City of Canton and Cherokee County are targeting only unoccupied blighted or underdeveloped areas and therefore no relocation of residents shall occur due to the plan. Should the need arise and the displacement of residents becomes necessary in the future, the Plan shall be amended to include a relocation plan/ strategy for displaced residents meeting any and all local, state or federal statutory requirements.

Covenants and Restrictions to be placed on Properties

No covenants or restrictions will be placed on properties at this time.

PLAN TO LEVERAGE PRIVATE RESOURCES FOR REDEVELOPMENT

Opportunity Zone:

The City of Ball Ground, City of Canton and Cherokee County have identified several resources by which to encourage development in the target area. Upon adoption of the Urban Redevelopment Plan, the City of Ball Ground, City of Canton and Cherokee County will seek to establish an Opportunity Zone to include the Technology Ridge Redevelopment District. As defined by the Georgia Department of Community Affairs, Opportunity Zones are intended to encourage economic development and redevelopment in specific geographic areas being served by existing economic development programs. Resources from the State of Georgia are directed towards pockets of poverty and supplemented by federal programs administered by the Georgia Department of Community Affairs. The maximum job tax credit, the use of tax credits against 100 per cent of an entity's tax liability and withholdings, and the application to all business development will be beneficial in creating the Opportunity Zone in the Technology Ridge District.

Tax Allocation District

Tax allocation districts are authorized in Georgia under the Redevelopment Powers Law, Title 36, Chapter 44. A Tax Allocation District (“TAD”), which uses a financing method typically referred to as “tax increment financing,” is a tool used to publicly finance certain redevelopment activities in underdeveloped or blighted areas. A TAD derives its funding from the increase in the area's ad

valorem taxes levied by Cherokee County and the Cherokee County school system. These revenues are placed in a special redevelopment fund for the area and are used to directly pay for the redevelopment costs or to issue bonds to pay for redevelopment costs. Cherokee County offers several economic development incentives, including development impact fee exemptions and, if approved in a public referendum, tax increment financing.

Community Improvement District

Community Improvement Districts are authorized in Georgia by Article IX, Section VII of the Georgia Constitution. A Community Improvement District ("CID") is the most powerful public-private partnership today and has been used successfully around the country and in Georgia. It is an effective tool for financing improvements that directly enhance property values by allowing property owners to determine how funds are spent in their area. A CID is a geographically defined district in which commercial property owners vote to impose a self-tax. To enact a CID, a simple majority of affected commercial property owners holding at least 75% of the assessed property value within the district must vote affirmatively to create the CID. The local governing authority must approve of the CID and submit local legislation to the Georgia legislature for enactment prior to the effective date of creation of the CID. The participating property owners and local government define the purpose of the CID and elect a Board of Directors to represent their interests. The Board is ultimately responsible for determining funding and managing the process and for identifying and retaining staff resources necessary to conduct day-to-day operations. Funds are collected by the taxing authority and dispersed to the Board of Directors elected by the property owners. The Georgia Constitution specifies that funds collected through a CID may be used for street and road construction and maintenance, parks and recreation areas and facilities, storm water and sanitary sewerage collection and disposal systems, development, storage, treatment, purification and distribution of water, public transportation, terminal and dock facilities and parking facilities, and such other services and facilities as may be provided for by general law.

NEEDED PUBLIC INFRASTRUCTURE

Riverstone Parkway and Bluffs Parkway provide a major access route that runs north-south through the Technology Ridge District. This helps to alleviate some of the issues related to pass-through traffic and provides sufficient access to I-575. However, the need to extend this major access route further north to connect with the Cherokee County Airport is vital to the redevelopment of the district. Additionally, there is a need for an additional access point to I-575 on the north boundary of the Technology Ridge Redevelopment District. Additionally, to accommodate pedestrian access, sidewalk improvements and additional street lighting will be necessary.

Public water is readily available throughout the target area. However, sewer continues to be a challenging issue. For the area to reach its full potential, public sewer is a requisite infrastructure. Cherokee County Water and Sewer Authority, the City of Canton and the City of Ball Ground are responsible for the provision of public infrastructure in this area.

STRATEGY FOR IMPLEMENTING THE PLAN

Upon adoption by the City of Ball Ground City Council, the City of Canton City Council, and Cherokee County Board of Commissioners, the Technology Ridge Urban Redevelopment Plan will be fully implemented.

Implementation Schedule:

Public Hearing	Spring 2011
Adoption of Urban Redevelopment Plan	Summer 2011
Establish Opportunity Zone	Summer 2011
Promote and Offer incentive packages for new businesses	Fall 2011
Evaluate local codes to promote redevelopment of area	Fall 2011

Insert tab labeled:

Appendix

APPENDIX

- Resolution in Support
- Detailed Demographic Profile
- Images
 - Existing Conditions
 - Vision for Desired Development
- The Bluffs Master Plan
- Cherokee County Airport Master Plan

RESOLUTION IN SUPPORT

RESOLUTION NO. 2011-R- 007

JOINT RESOLUTION

Cherokee County and the Cities of Ball Ground and Canton, Georgia

A JOINT RESOLUTION OF THE CHEROKEE COUNTY BOARD OF COMMISSIONERS, CHEROKEE COUNTY, GEORGIA, THE CITY COUNCIL OF BALL GROUND, GEORGIA, AND THE CITY COUNCIL OF CANTON, GEORGIA; TO STATE NEED FOR REDEVELOPMENT AREAS WITHIN CHEROKEE COUNTY, BALL GROUND AND CANTON, GEORGIA; TO CAUSE A REDEVELOPMENT PLAN TO BE PREPARED FOR SAID AREAS; TO PROMOTE THE PUBLIC HEALTH, SAFETY AND WELFARE, AND FOR OTHER PURPOSES.

WHEREAS, the Cherokee County Board of Commissioners ("Cherokee County") is the duly elected governing authority for the County; and

WHEREAS, the City Council of Ball Ground, Georgia ("Ball Ground") is the duly elected governing authority for Ball Ground; and

WHEREAS, the City Council of Canton, Georgia ("Canton") is the duly elected governing authority for Canton; and

WHEREAS, it has been determined by Cherokee County, and the cities of Ball Ground, and Canton that there is a need for the revitalization and redevelopment of areas of Cherokee County, Ball Ground, and Canton to develop and promote for the public good and general welfare housing, trade, commerce and employment opportunities within Cherokee County, Ball Ground, and Canton; and

WHEREAS, it has been determined by Cherokee County, and the cities of Ball Ground, and Canton that within such areas there exist such conditions as: a predominance of buildings or improvements, both residential and nonresidential, which by reason of dilapidation, deterioration, age, vacancy or obsolescence are conducive to crime and are detrimental to the public health, safety, morals, or welfare; the presence of a substantial number of vacant, deteriorated, or deteriorating structures; predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility, or usefulness for present or future development; development impaired by transportation noise or by other environmental hazards; or a combination of such conditions that substantially impairs or arrests the sound growth of Cherokee County, Ball Ground, and Canton, retards the provisions of adequate housing accommodations, and constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use; and

WHEREAS, it has been determined by Cherokee County, and the cities of Ball Ground, and Canton that it is in the public interest and is vital to the public welfare of the people of Cherokee County, Ball Ground, and Canton and of the people of the State of Georgia to revitalize and redevelop such areas of Cherokee County, Ball Ground, and Canton; and

WHEREAS, it has been determined that these redevelopment areas exist to the east and west of Interstate 575 between Main Street in Canton, and Howell Bridge Road in Ball Ground including areas around the Cherokee County Regional Airport; and

WHEREAS, it has been determined by Cherokee County, and the cities of Ball Ground, and Canton that these redevelopment areas conform to the Comprehensive Plans of Cherokee County, Ball Ground, and Canton as a whole and specifically address areas within each jurisdiction intended for significant economic development through redevelopment; and

WHEREAS, the Cherokee County, and the cities of Ball Ground, and Canton believe it is their mutual best interests to plan and coordinate the redevelopment of this area in order to enhance economic development efforts and promote seamless coordination; and

NOW, THEREFORE, BE IT RESOLVED by the Cherokee County Board of Commissioners, Cherokee County, Georgia, the City Council of Ball Ground, Georgia, and the City Council of Canton, Georgia that these redevelopment areas shall be designated as the Technology Ridge Urban Redevelopment Area, with said boundaries attached hereto as Exhibit "A"; and

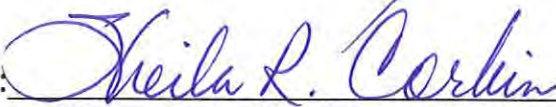
BE IT FURTHER RESOLVED, by the Cherokee County Board of Commissioners, Cherokee County, Georgia, the City Council of Ball Ground, Georgia, and the City Council of Canton, Georgia that the designation of the Technology Ridge Urban Redevelopment Area allows the Cherokee County Board of Commissioners, Cherokee County, Georgia, the City Council of Ball Ground, Georgia, and the City Council of Canton, Georgia to request the preparation of a workable urban redevelopment program in accordance with Official Code of Georgia Annotated Section 36-61-6 to address the presence of underdevelopment, general distress and blight factors as described above; and

BE IT FURTHER RESOLVED that any and all resolutions in conflict with this Resolution be and the same are hereby repealed.

Cherokee County, Georgia

APPROVED AND ADOPTED THE 19th DAY OF April, 2011.

BY: 
L.B. Ahrens, Chairman

ATTEST: 
Sheila R. Corbin, County Clerk



City of Ball Ground, Georgia

APPROVED AND ADOPTED THE 10th DAY OF March, 2011.

BY: *[Handwritten Signature]*

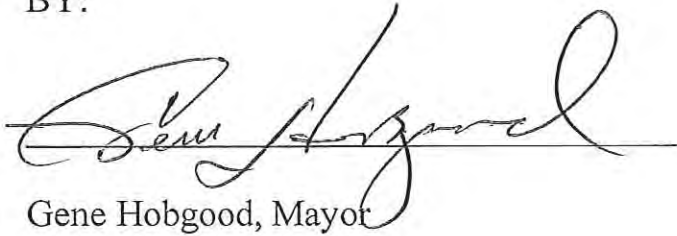
ATTEST: *[Handwritten Signature]*



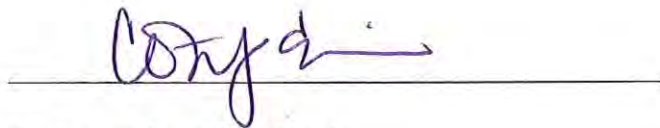
City of Canton, Georgia

APPROVED AND ADOPTED THE 21st DAY OF April, 2011.

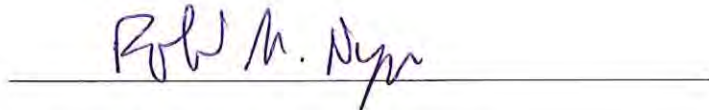
BY:


Gene Hobgood, Mayor

ATTEST:


Coty Ervin, City Clerk

Approved as to Form and Content:


Robert M. Dyer, City Attorney

DETAILED DEMOGRAPHIC PROFILE

2010 Census Data (Available as of 6/1/11)

	Cherokee County	%	Tract 901	%	Tract 904	%	Tract 906.02	%
Total Population	214,346		8,340		8,928		8,376	
White alone	185,536	86.6%	7,986	95.8%	6,771	75.8%	6,682	79.8%
Black or African American alone	12,117	5.7%	121	1.5%	721	8.1%	549	6.6%
American Indian and Alaska Native alone	814	0.4%	35	0.4%	129	1.4%	48	0.6%
Asian alone	3,538	1.7%	38	0.5%	50	0.6%	82	1.0%
Native Hawaiian and Other Pacific Islander alone	135	0.1%	1	0.0%	17	0.2%	24	0.3%
Some other race alone	7,735	3.6%	71	0.9%	974	10.9%	780	9.3%
Two or more races	4,471	2.1%	88	1.1%	266	3.0%	211	2.5%
Hispanic or Latino								
Hispanic or Latino (of any race)	20,566	9.6%	180	2.2%	2,054	23.0%	1,519	18.1%
Not Hispanic or Latino	193,780	90.4%	8,160	97.8%	6,874	77.0%	6,857	81.9%
Total Housing Units	82,360		3,282		3,895		2,952	
Occupied	75,936	92.2%	2,985	91.0%	3,317	85.2%	2,742	92.9%
Vacant	6,424	7.8%	297	9.0%	578	14.8%	210	7.1%

2000 Census Data

Place of Residence in 1995

Total Population 5+ Years Old:	129,888		4,855		4,210		5,095	
Same house in 1995	□□□□□	□□□%	2,898	59.7%	1,752	41.6%	2,320	45.5%
Different house in the U.S. in 1995	64,286	□□□□%	1,912	39.4%	2,079	49.4%	2,451	48.1%
Same county	18,549	□□□%	878	18.1%	1,055	25.1%	994	19.5%
Different county	45,737	□□□□%	1,034	21.3%	1,024	24.3%	1,457	28.6%
Same state	26,823	□□□%	821	16.9%	590	14.0%	884	17.4%
Different state	18,914	□□□□%	213	4.4%	434	10.3%	573	11.2%
Northeast	2,731	□□%	42	0.9%	75	1.8%	38	0.7%
Midwest	3,035	□□%	56	1.2%	39	0.9%	26	0.5%
South	10,989	□□□%	82	1.7%	313	7.4%	447	8.8%
West	2,159	□□%	33	0.7%	7	0.2%	62	1.2%
Elsewhere in 1995	3,112	□□□%	45	0.9%	379	9.0%	324	6.4%

TECHNOLOGY RIDGE

Income & Poverty Status

	Cherokee County	%	Tract 901	%	Tract 904	%	Tract 906.02	%	
Median household income in 1999	\$60,677		\$47,292		\$32,074		\$47,925		
Per capita income in 1999	\$24,871		\$19,735		\$17,200		\$18,968		
Household Income									
Income Ranges	Less than \$10,000	2,060	4.2%	163	8.6%	214	12.8%	115	6.1%
	\$10,000 to \$14,999	1,382	2.8%	49	2.6%	107	6.4%	107	5.7%
	\$15,000 to \$19,999	1,541	3.1%	60	3.2%	107	6.4%	100	5.3%
	\$20,000 to \$24,999	1,980	4.0%	99	5.2%	153	9.2%	75	4.0%
	\$25,000 to \$29,999	2,137	4.3%	96	5.1%	134	8.0%	125	6.7%
	\$30,000 to \$34,999	2,324	4.7%	85	4.5%	138	8.3%	145	7.7%
	\$35,000 to \$39,999	2,559	5.2%	110	5.8%	46	2.8%	140	7.5%
	\$40,000 to \$44,999	2,722	5.5%	159	8.4%	91	5.5%	119	6.3%
	\$45,000 to \$49,999	2,435	4.9%	173	9.1%	74	4.4%	106	5.6%
	\$50,000 to \$59,999	5,133	10.4%	278	14.7%	170	10.2%	182	9.7%
	\$60,000 to \$74,999	7,367	14.9%	230	12.1%	232	13.9%	248	13.2%
	\$75,000 to \$99,999	8,054	16.3%	226	11.9%	120	7.2%	218	11.6%
	\$100,000 to \$124,999	4,653	9.4%	82	4.3%	19	1.1%	89	4.7%
	\$125,000 to \$149,999	2,029	4.1%	24	1.3%	17	1.0%	43	2.3%
\$150,000 to \$199,999	1,915	3.9%	34	1.8%	14	0.8%	37	2.0%	
\$200,000 or more	1,271	2.6%	29	1.5%	31	1.9%	28	1.5%	
Poverty Status of Population									
Status by Age	Income in 1999 below poverty level:	7,474	5.3%	351	6.7%	607	13.6%	364	6.8%
	Under 5 years	726	0.5%	30	0.6%	62	1.4%	52	1.0%
	5 years	128	0.1%	0	0.0%	0	0.0%	0	0.0%
	6 to 11 years	829	0.6%	37	0.7%	44	1.0%	9	0.2%
	12 to 17 years	576	0.4%	36	0.7%	18	0.4%	11	0.2%
	18 to 64 years	4,334	3.1%	193	3.7%	323	7.2%	228	4.2%
	65 to 74 years	486	0.3%	24	0.5%	97	2.2%	28	0.5%
	75 years and over	395	0.3%	31	0.6%	63	1.4%	36	0.7%
	Income in 1999 at or above poverty level:	133,061	94.7%	4,894	93.3%	3,860	86.4%	5,015	93.2%
	Under 5 years	11,193	8.0%	364	6.9%	373	8.4%	350	6.5%
	5 years	7,011	5.0%	66	1.3%	35	0.8%	85	1.6%
	6 to 11 years	143	0.1%	393	7.5%	270	6.0%	452	8.4%
	12 to 17 years	151	0.1%	441	8.4%	260	5.8%	447	8.3%
	18 to 64 years	981	0.7%	3,158	60.2%	2,582	57.8%	3,180	59.1%
	65 to 74 years	13	0.0%	250	4.8%	208	4.7%	268	5.0%
	75 years and over	42	0.0%	186	3.5%	132	3.0%	233	4.3%

TECHNOLOGY RIDGE

Commute Time

		Cherokee County	%	Tract 901	%	Tract 904	%	Tract 906.02	%
Total Employed Population:		74,075		2,737		2,174		2,740	
Time to Work	Did not work at home:	70,459	95.1%	2,635	96.3%	2,072	95.3%	2,638	96.3%
	Less than 10 minutes	5,566	7.5%	212	7.7%	287	13.2%	280	10.2%
	10 to 14 minutes	5,897	8.0%	223	8.1%	368	16.9%	415	15.1%
	15 to 19 minutes	7,653	10.3%	358	13.1%	301	13.8%	403	14.7%
	20 to 24 minutes	7,846	10.6%	327	11.9%	216	9.9%	387	14.1%
	25 to 29 minutes	3,629	4.9%	90	3.3%	124	5.7%	68	2.5%
	30 to 34 minutes	10,454	14.1%	308	11.3%	249	11.5%	255	9.3%
	35 to 44 minutes	6,299	8.5%	198	7.2%	74	3.4%	174	6.4%
	45 to 59 minutes	11,593	15.7%	393	14.4%	151	6.9%	393	14.3%
	60 to 89 minutes	9,029	12.2%	409	14.9%	274	12.6%	169	6.2%
	90 or more minutes	2,493	3.4%	117	4.3%	28	1.3%	94	3.4%
	Work at home	3,616	4.9%	102	3.7%	102	4.7%	102	3.7%
	Mean travel time	34.4		36.9		26.5		28.2	

Photo Survey

- **Vacant or Distressed Industrial / Commercial Properties**
- **Vacant or Distressed Residential Properties**
- **Vacant Developed Land**

Other Images

- **Photos & Images of Desired Development**

Vacant or Distressed Industrial/Commercial Properties



Picture 4—Blighted/Vacant Industrial Property



Picture 7—Blighted/Vacant Industrial Property



Picture 8—Blighted/Vacant Industrial Property



Picture 10—Blighted/Vacant Industrial Property



Picture 11—Blighted/Vacant Industrial Property



Picture 12—Distressed Industrial Property



Picture 14—Blighted/Vacant Industrial Property



Picture 16—Blighted/Vacant Commercial Property



Picture 24—Distressed Industrial Property



Picture 39—Blighted/Vacant Industrial Property



Picture 40—Blighted/Vacant Industrial Property



Picture 41—Blighted/Vacant Industrial Property



Picture 42—Distressed Industrial Property



Picture 43—Blighted/Vacant Industrial Property



Picture 44—Blighted/Vacant Industrial Property



Picture 46—Blighted/Vacant Industrial Property



Picture 48—Blighted/Vacant Industrial Property

Vacant or Distressed Residential Properties



Picture 3—Distressed Residential Property



Picture 6—Blighted/Vacant Residential Property



Picture 15—Blighted/Vacant Residential Property



Picture 17—Blighted/Vacant Residential Property



Picture 18—Blighted/Vacant Residential Property



Picture 22—Blighted/Vacant Residential Property



Picture 21—Distressed Residential Property



Picture 23—Blighted/Vacant Residential Property



Picture 28—Blighted/Vacant Residential Property



Picture 29—Blighted/Vacant Residential Property



Picture 30—Distressed Residential Property



Picture 31—Distressed Residential Property



Picture 33—Blighted/Vacant Residential Property



Picture 34—Blighted/Vacant Residential Property



Picture 35—Blighted/Vacant Residential Property



Picture 51—Distressed Residential Property



Picture 52—Blighted/Vacant Residential Property



Picture 53—Blighted/Vacant Residential Property

Vacant Developed Land



Picture 1—Vacant Commercial Land



Picture 2—Vacant Commercial Land



Picture 5—Vacant Commercial Land



Picture 9—Vacant Industrial Land



Picture 13—Vacant Industrial Land



Picture 20—Unfinished Streets and Infrastructure



Picture 25—Vacant Residential Land



Picture 26—Vacant Industrial Land



Picture 27—Vacant Industrial Land



Picture 36—Vacant Residential Land



Picture 38—Vacant Industrial Land



Picture 45—Vacant Industrial Land



Picture 47—Vacant Industrial Land



Picture 49—Vacant Industrial Land

Images of Desired Development



Picture 19—Desired Office Development



Picture 50—Desired Commercial Development



Picture 54—Desired Commercial Development



Picture 57—Desired Office Development



Picture 56—Desired Commercial Development



Picture 55—Desired Civic/Open Space Amenity



Technology Ridge conceptual drawing


THE BLUFFS
 OF TECHNOLOGY PARK
 PRELIMINARY MASTER PLAN

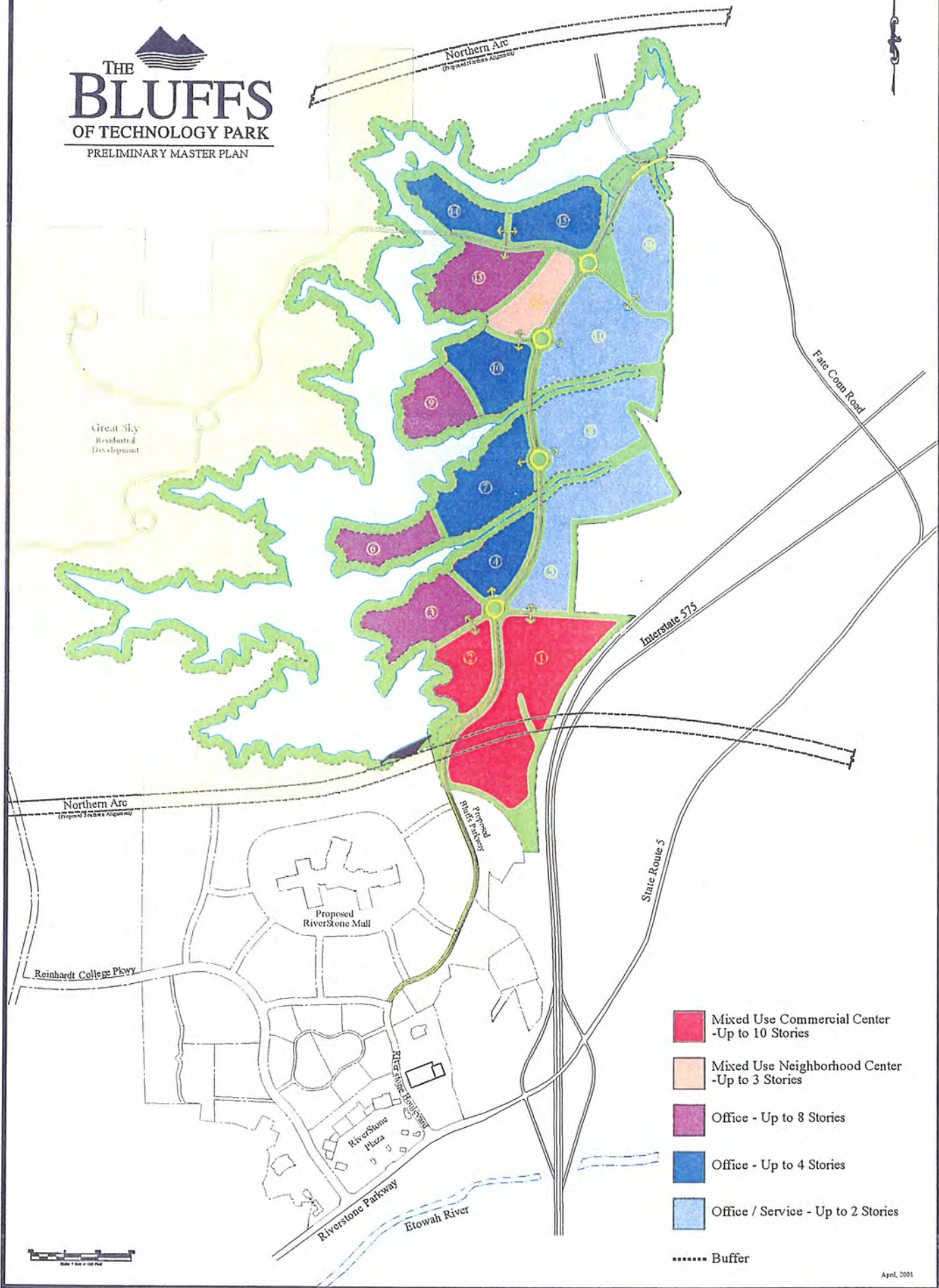


Figure 1

The Bluffs of Technology Park

Mixed Use Commercial Center

Pod 1 and 2

Banks
Financial Institutions
Clinic, Public/Private
Convention Center
Corporate Campus Office Park*
Day Care Center
Dry Cleaning
Hotel
Motel
Office
Print Shop
Public Safety Annex
Residential in combo with office/retail (residential no greater than 40%)
Residential, Single Family Detached at 5 units/acre

Pod 1 and 2 continued

Residential, Single Family Attached at 8 units/acre
Residential, Multi Family Attached at 15 units/acre
Restaurants
Retail Establishments
Transit Station with parking

Density: 25,000 sq. ft./acre

Height: Up to 10 stories

Area Regulations:

Front Yard Setback	65 ft. (Parkway & Fate Conn Rd) 35 ft. (Other Public Streets)
Side Yard	15 ft.
Corner Side Yard	20 ft.
Rear Yard	20 ft.

Minimum Lot Size: 30,000 sq. ft.

Pod 12

Banks
Financial Institutions
Clinic, Public/Private
Convention Center
Corporate Campus Office Park*
Day Care Center
Dry Cleaning
Hotel
Motel

Office
Print Shop
Residential in combo with office/retail (residential no greater than 40%)
Restaurants
Retail Establishments

Density: 12,000 sq. ft./acre

Height: Up to 3 stories

Area Regulations:

Front Yard Setback 65 ft. (Parkway & Fate Conn Rd)

35 ft. (Other Public Streets)

Side Yard 15 ft.

Corner Side Yard 20 ft.

Rear Yard 20 ft.

Minimum Lot Size: 30,000 sq. ft.

Office/Service

Pods 5, 8, 11, and 16

Corporate Campus Office Park*

Data Management Center

Fabrication (conducted inside building only)

Office

Light Assembly (conducted inside building only)

Manufacturing and Processing (conducted inside building only)

Research and Development

Restaurant

Warehousing in combination with principle use (not freestanding)

Density: 15,000 sq. ft./acre

Height: 2 stories

Area Regulations:

Front Yard Setback 65 ft. (Parkway & Fate Conn Rd)

35 ft. (Other Public Streets)

Side Yard 15 ft.

Corner Side Yard 20 ft.

Rear Yard 20 ft.

Minimum Lot Size: one acre

Office Sectors

Pods 4, 7, 10, 14, and 15

Colleges and Universities, Public/Private

Vo-technical Colleges, Public/Private

Office

Office-Corporate Campus*

Banks
Financial Institutions
Restaurants

Density: 15,000 sq. ft./acre

Height: 4 stories

Area Regulations:

Front Yard Setback 65 ft. (Parkway & Fate Conn Rd)
35 ft. (Other Public Streets)

Side Yard 15 ft.

Corner Side Yard 20 ft.

Rear Yard 20 ft.

Minimum Lot Size: one acre

Pods 3, 6, 9, and 13

Colleges and Universities, Public/Private

Vo-technical Colleges, Public/Private

Office

Office-Corporate Campus*

Banks

Financial Institutions

Restaurants

Clinic, Public/Private

Television Studio (without freestanding broadcasting tower)

Radio Studio (without freestanding broadcasting tower)

Density: 25,000 sq. ft./acre

Height: 8 stories

Area Regulations:

Front Yard Setback 65 ft. (Parkway & Fate Conn Rd)
35 ft. (Other Public Streets)

Side Yard 15 ft.

Corner Side Yard 20 ft.

Rear Yard 20 ft.

Minimum Lot Size: one acre

***Corporate Campus be defined as:**

A single or multi-building complex that incorporates a mix of functional activities that could include office; research and development; product manufacturing, processing and assembly operations including associated inside storage; and data management and processing. Outside storage shall not be permitted.

March 2, 2010

Cherokee County Airport Area Master Plan



Cherokee County Planning
Development Authority of Cherokee County
Cherokee County Airport Authority

**Cherokee County
Airport Area Master Plan**

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APPENDIX15

 Existing Conditions

 Desired Appearance

 Traffic Counts and Accident Reports

 Business Report

 Cherokee County Airport Airspace Plan

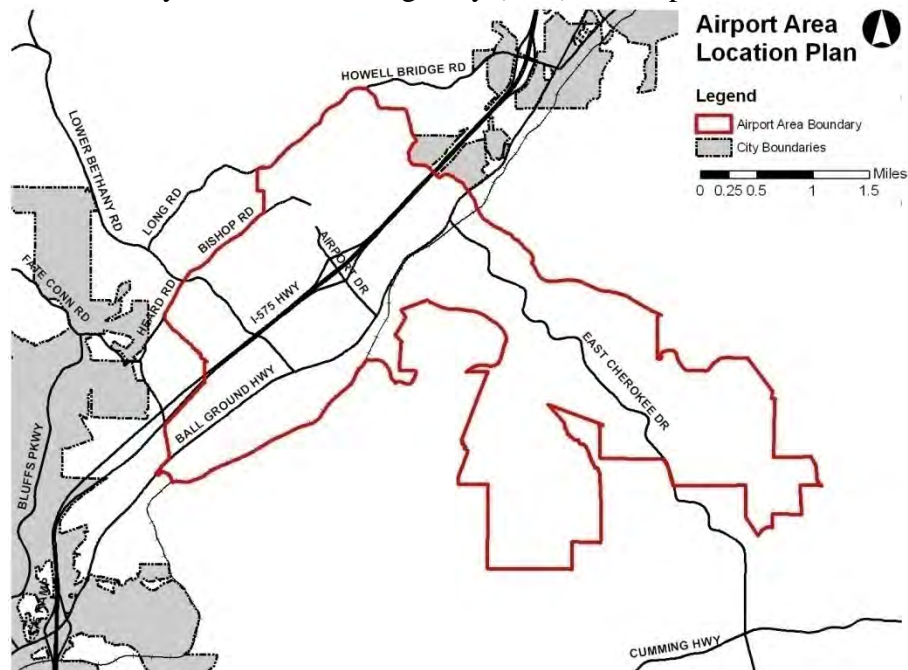
INTRODUCTION

With the creation of the Cherokee County Economic Strategic Plan in 2004 and the completion of the Cherokee County Comprehensive Plan in 2008, the community leaders have worked diligently to identify and capitalize on the strong economic attributes of Cherokee County. The purpose of this effort is to create a sustainable local economy that is responsive to the transition from manufacturing to service businesses, and is diversified into a variety of business sectors that can recover quickly from changes in the national economy. Both plans identified the area around the Cherokee County Regional Airport as having significant potential to attract new businesses and retain existing employers. The Airport Area Master Plan has been developed as a collaborative effort between the Cherokee County Planning and Zoning Department and the Development Authority of Cherokee County (DACC) to develop a coordinated vision for the development of this county asset and a road map for achieving the vision.

The purpose and intent of this document is to identify the airport area as a defined district in order to maximize the economic impact by facilitating business development / employment, coordinating investment in infrastructure, assuring land use compatible with the expanded airport, and creating a consistent look and feel for this new gateway into Cherokee County. The Planning and Zoning Department and the DACC have also worked in conjunction with the Cherokee County Board of Commissioners (CCBOC), Cherokee County Airport Authority (CCAA), the Cherokee County Water and Sewerage Authority (CCWSA), area stakeholders, and property owners to generate this master plan.

The airport area is shown in the map below and has the following boundaries:

- Southern Boundary - Ball Ground Highway (SR5) at Fate Conn Road.
- Western Boundary – Howell Bridge Road and Bishop Road.
- Eastern Boundary – East Cherokee Drive at the Pine Bluff Landfill and Atlanta Gas Light’s LNG Plant.
- Northern Boundary –Ball Ground Highway (SR5) at Sharp Mountain Creek.



HISTORY OF AIRPORT AREA

The Cherokee County Regional Airport began operation on October 1, 1968 without any hangars or an airport operator (also known as Fixed Base Operator or FBO). In the 1970's, with leadership from the DACC, industrial development began along Airport Drive. In the mid 1980's, I-575 was extended through Cherokee County and a full-diamond interchange (Exit 24) was created at Airport Drive to provide convenient access to the airport and the region around the airport. The airport attracted an FBO who built a limited number of hangars for small, private aircraft. The Airport Drive corridor began to attract the development of industrial sites causing the area to be identified as a major employment center. The DACC first started working to recruit industries to Cherokee County by creating the original Airport Industrial Park along Airport Drive.

In the early 1990's, the DACC purchased 122 acres adjacent to Airport Drive and developed the I-575/Airport Industrial Park. Bordering the interstate, the I-575/Airport Industrial Park has the advantage of good highway visibility and is served by all utilities. The Cherokee County Water and Sewerage Authority, in partnership with the DACC and the Board of Commissioners, extended sewer into this region to serve the needs of existing and future business and industry. The presence of the Regional Airport, the favorable access to I-575, good visibility from the interstate, and cooperative efforts of the local leadership to provide supportive infrastructure have all been instrumental in building the business base in this part of Cherokee County. Private developers have taken advantage of the infrastructure these investments by developing industrial parks and constructing numerous speculative buildings and build-to-suit projects within the airport area.

In early 2005, in an effort to “redevelop the airport into an economic engine for the region”, the Cherokee County Airport Authority (CCAA), in concert with the Cherokee County Board of Commissioners, developed an innovative plan to fund \$34 million in airport improvements by securing a commitment of \$15 million from the Board of Commissioners and \$19 million from state and federal authorities. The scope of work included extending the runway from 3,400 feet to 5,000 feet, widening the runway from 75 feet to 100 feet, installing a precision approach¹, and building a 10,000 square foot passenger terminal. The 50% financial commitment by the Board of Commissioners and the State of Georgia created a historical milestone for local funding of airports in the nation because it substantially exceeds the typical 5% local match required by FAA for similar projects.

¹ A type of air navigation that allows pilots to land in reduced visibility (known as Instrument Meteorological Conditions or IMC.) Precision approaches utilize both lateral (localizer) and vertical (glide slope) information.

COMMUNITY PROFILE

The Airport Area has many strengths and assets which the community can utilize to foster quality employment growth. The existing Infrastructure, Local Business Environment, Community Support and Strong Demographics represent the foundation for future development of the Airport Area.

Infrastructure:

◆ Easy access and connectivity to other parts of Cherokee County and Metro Atlanta via Ball Ground Highway (SR 5) and I-575. The section of I-575 around the Airport Drive interchange is very visible with an Annual Average Daily Traffic (AADT) of 22,410 vehicles (*GDOT 2008 estimate*).

◆ Internal Infrastructure (transportation, utilities, water and sewer) is in place with expansions under construction or planned.

◆ Roads in the Airport Area have the capacity to accommodate economic growth. See the table below for recent traffic counts:

Road	AADT
Ball Ground Hwy (Hwy 5) at Fate Conn Rd	4,634 vehicles
Ball Ground Hwy (Hwy 5) at E. Cherokee Dr	4,989 vehicles
East Cherokee Dr	3,146 vehicles
Airport Drive	1,143 vehicles

Source: 01/25/08 Traffic Analyzer Reports (Appendix)

◆ Georgia Northeastern Railroad operates an existing railroad lying parallel to Ball Ground Highway, servicing industry within the district.

Local Business Environment:

◆ 24 existing industrial businesses and 159 businesses from the construction, office, manufacturing, warehouse/distribution, and service categories with limited retail establishments are within a three (3) mile radius of the airport (*Airport Business Report - Appendix*).

◆ Over 4,300 employees within a three (3) mile radius (www.cherokeega.org/cherokeeprospector)

◆ Available workforce of 106,711 with an 8.5% unemployment rate within Cherokee County; and 2,127,760 with a 9.4% unemployment rate in the Cherokee Area (*Georgia DOL, 2009*). Historically, the unemployment rate has been between 3% and 4% in Cherokee County and 1% below the state average.

- ◆ Cherokee County experienced a 33% growth in employment from 2001 to 2008 (*Atlanta Regional Commission, 2009*).
- ◆ 64.6% of employed Cherokee County residents commute out of the county to work at primarily white collar jobs (*2000 U.S. Census and Georgia DOL*).

Community Support:

- ◆ The DACC is committed to the recruitment of target industries identified in the Economic Alliance Strategic Plan including: Information Technology, Bio-Technology, Health Care, Financial Services, Aluminum Manufacturing Support, and Automobile Parts Manufacturing as well as other areas of business development identified by the DACC including office, customer service, light manufacturing, and service/warehouse operations. (*2004 Economic Alliance Strategic Plan and 2008 DACC Business Plan*).
- ◆ Cherokee County was designated as an Entrepreneur Friendly community by the Georgia Department of Economic Development and was noted as a community with a commitment to support Small Business Development (*November, 2006*).
- ◆ Chattahoochee Technical College, Georgia's largest technical college by enrollment, has the Appalachian Campus in Jasper that is less than 20 minutes away, the Woodstock Campus is 25 minutes away and the new Canton Campus planned for The Bluffs is less than five (5) minutes away.

Demographics:

- ◆ 2008 Median Housing Value - \$ 201,456 (*EDIS, Economic Development Intelligence System, 2009*).
- ◆ 2008 Single-family housing permits- 426 / Average Cost: \$ 145,603 (*Cherokee County Building Department*).
- ◆ 2008 Per Capita Income - \$35,453 (*EDIS, Economic Development Intelligence System, 2009*).

AIRPORT EXPANSION PROJECT

The Cherokee County Regional Airport Redevelopment Project will lengthen the runway, create a dedicated taxiway parallel to the runway, build a 10,000 square foot passenger terminal, install advanced electronics to permit instrument landings, and develop new hangars. These infrastructure assets will become the home base for 200 corporate aircraft as well as 100 tie-downs for smaller aircraft. The ad valorem tax revenue from these 300 based aircraft will contribute to the repayment of the County's \$15 million investment in the project.

Project Feature (In 2005 Dollars)	Existing	Expansion
Runway Length	3,414	5,000
Runway Width	75	100
Number of Hangar Aircrafts	52	200
Number of Aircrafts at Tie Down	48	100
Annual State Property Tax Revenue on Based Aircraft	minimal	\$25K
Annual General Fund Tax Revenue on Based Aircraft	\$15K	\$725K
Annual School Board Tax Revenue on Based Aircraft	\$37K	\$1,985K

Total Airport Redevelopment Cost: \$34,000,000

Project Milestones	Completion Date
Complete Partial Parallel Taxiway beyond Fuel Farm	9/2007
Complete Passenger Ramp north of runway	12/2007
Complete Paving Extension to 4,130 feet	10/2008
Complete South Side Parallel Taxiway	10/2011
Complete 10,000 sq. Ft. Class A Passenger Terminal	12/2009
Complete new hanger for 15 additional aircraft	12/2009
Complete Grading Runway and Taxiway Extension to 5,000 Ft.	10/2010
Pave and Open Runway to 5,000 feet.	12/2010
Relocate FBO across Runway and a new hanger for 10 aircraft	1/2011
Complete a new 19,000 sq ft maintenance hangar (including retail/office space)	1/2011
Complete a new hangar for 12 aircraft	6/2012
Complete a new hangar for 10 aircraft	10/2014
Complete a new hangar for 10 aircraft	11/2016
Complete a new hangar for 10 aircraft	12/2017

ECONOMIC IMPACTS OF CHEROKEE REGIONAL AIRPORT

The economic influence of an airport extends well beyond the immediate vicinity of its physical location. Research² suggests that while the costs associated with an airport expansion may be an expense to the community on the front-end, the long-term economic benefits greatly exceed such costs. Moreover, research on airports as economic development tools identifies a strong positive correlation between the volume of passenger boarding, employment and population growth. These economic benefits are typically attributed to the direct and indirect impacts of airport business. Directly, more airport customers can cause those businesses providing goods and services at the airport to expand to meet demand. Indirectly, as more airport customers are exposed to a location, the greater the possibility they will consider locating a business there. Clients and customers of the Cherokee County Regional Airport currently originate from office and residential locations in North Fulton, Cherokee, Forsyth, and Pickens Counties. As the expansion of the airport is completed, a wider audience of customers will be attracted thus increasing opportunities for employment growth within the Airport Area.

The unprecedented level of local funding of the Airport Expansion Project represents the degree to which the community believes in the potential of the Airport to become an economic engine for Cherokee County. The modern infrastructure at the airport will justify the operation of corporate aircraft. It is anticipated that some of these aircraft will relocate their base into new hangars being built with private-sector funding. Subsequent to the relocation of the corporate aircraft base to the airport, it is anticipated that the owners of the corporate aircraft will relocate their offices, industrial facilities and employees to the airport area. The ad valorem tax revenue created by the relocation of aircraft and facilities to the airport area will help to offset the County's \$15 million investment in the redevelopment of the airport. The paving of the first extension of the airport runway from 3,400 feet to 4,130 feet (the minimum needed for corporate aircraft) will be completed in the fourth quarter 2008, opening the gateway for increased visibility of corporate executives to the Cherokee County as a place for business.

The owners and operators of corporate aircraft who are based outside Cherokee County typically are located in high quality, corporate campus environments (office and industrial). The Airport Area is well positioned to accommodate both types of campus development. The Bluffs development adjacent to the Airport Area is already developed with high quality office sites. It is reasonable to expect the Airport Area to include similar office development as well as complementary industrial parks because of its I-575 access and proximity to the Cherokee County Airport. In order for this type of development to take place, it is critical to organize the Airport Area in order to present the image of a planned office/light industrial park environment. Therefore, the Airport Area would be competitively positioned to attract corporate tenants and users who are drawn to the district because their aircraft will be based at the renovated and expanded Cherokee County Airport.

² Green, Richard K. *A Note on Airports and Economic Development*. University of Wisconsin-Madison School of Business. Madison, WI. 2002.

AIRPORT AREA MASTER PLAN

Vision

The Airport Area will be developed into a hub for business in Cherokee County that will attract and retain firms with quality employment opportunities and maximize the public investment in the Airport Expansion and other infrastructure.

The Cherokee Comprehensive Plan describes the Airport Area as a Workplace Center, a major employment center containing a mixture of office, commercial, and manufacturing land uses. The Airport Area should provide for light industrial, manufacturing, warehousing, distribution, office, retail and general commercial uses with housing for various income levels expected in close proximity and in balance with the jobs created. This diverse business base will aid the County and surrounding communities in weathering changes in the economy. New corporate development will address the existing out-commute of Cherokee County residents by offering the high-end employment opportunities to match the county's talented workforce.

Key Issues

While the Airport Area can lay claim to many attributes, the path to reach its full potential as a Workplace Center is vulnerable in several respects. The most critical challenges are as follows:

- Lack of an overall master plan
- Inconsistent look and feel of existing development
- Missing services and amenities.
- Current limited runway length and hanger space

To date, the DACC and private development interests have been active in the recruitment of business and industry to the Airport Area. Currently, there is no master plan for the area or any regulation in effect providing a common direction as to the desired type, quality, or location of development and infrastructure. It is especially critical that the land uses around the expanded airport be compatible with standard airport operations. For example, it would not be desirable to develop an intensive residential neighborhood adjacent to the airport because residents will be significantly impacted by the noise of take-offs and landings. As well, the height of buildings around an airport is important since buildings too close to the flight path could create a safety hazard. Land use around airports is so important that the Federal Aviation Administration (FAA) makes land use compatibility a requirement for grants (Grant Assurance 21 – *Compatible Land Use*, Directive 5190_6b_Chapter 20 *Compatible Land Use and Airspace Protection*).

The existing development is uncoordinated and has a somewhat haphazard appearance, which tends to deter significant corporate investment. The area consists of buildings constructed with a variety of architectural styles and building materials. The images below are a sample of the Existing Conditions Report in the Appendix. Some buildings have been built with private spaces such as loading docks and storage areas exposed to public view while others have discretely screened them with attractive landscaping. Signage could be improved by identifying the

Airport Area and providing consistent, high quality signage for businesses and industrial parks. A unifying accord for future development will further enhance the area's desirability as a corporate workplace center, providing additional jobs and services for Cherokee County and surrounding areas.



Outdated and faded signage, limited landscaping



Mismatched building color, limited landscaping, no architectural variation in structure



Outside storage not screened from view

As noted previously, the DACC and private developers have been successful in bringing industry and jobs to the district. However, the district needs additional commercial development to provide the services employees and employers need on a day-to-day basis. Some desired amenities for the area include dining establishments, convenience shopping, gas service stations, child care centers, and banks. These commercial establishments would help to meet the employer and employees' needs for the future.

The Cherokee County Regional Airport currently has a length of 3,414 feet and does not have a dedicated taxiway. This limits the number and type of aircraft that can operate from it. The physical limitation of the current arrangement of the airport hinders the usefulness of the airport as a tool for economic development in Cherokee County. Corporate jets cannot use the airport under its current design. Currently, the airport has capacity for only 100 aircraft, and area for additional hangar space is extremely limited. In addition, the airport does not have a passenger terminal through which professionals and corporate executives would travel.

Opportunities

Opportunities in the airport area stem not only from the \$34 million Airport Expansion Project, but also from other entities seeking to improve the region, including the Development Authority, the Cherokee County Board of Commissioners, and the Water and Sewer Authority. The Development Authority, along with private developers, has invested millions of dollars to create an employment base in this area. With the I-575/Airport Industrial Park, the Airport Industrial Park, the Wilbanks Industrial Park, and Cherokee Farms Business Park in place, the Airport Area is destined to become a major Workplace Center for Cherokee County.

The Cherokee County Water and Sewer Authority has planned a northeastern waste water treatment facility at East Cherokee Drive and Cokers Chapel Road. The new plant has a designed capacity of 2.0 MGD and will service the Northeast region of Cherokee County. The approximate completion date on the plant and infrastructure is 2010 at a cost of approximately \$20 million. This investment in infrastructure will provide ample sewer capacity to land within the airport area for future business growth.

The investments made by both the public and private sector in the Airport Area should be protected as future development comes to the area. Potential investments in infrastructure should be made to further support the area as a workplace generator, and policies on zoning and land use should be consistent in order to provide a measure of security to any business investing in this area. The creation and ratification of a unified vision statement which includes input from existing and potential business owners will increase the chances of consistent and harmonious future development.

Desired Outcomes

The development of a Master Plan signals to the community the level of commitment by public and private sectors to the area. The desired outcomes of Airport Area Master Plan are:

- Designation of a Regional Airport Area District to create an identity.
- Adoption of Airport Area Development Standards.
- Develop links between Airport Area and complementary developments, such as The Bluffs.
- Help business leaders see the Airport Area as a viable location for expanding or relocating their enterprises.

The designation of a Regional Airport Area District (RAAD) to implement the Master Plan enhances the tools available to shape the type and quality of growth envisioned by the community. It sends the message there is something unique about this place. The RAAD should seek to both strengthen existing development and create a consistent, corporate environment and identity for the area. Some common techniques, to create an identity for an area, include designing gateway features, or using a tag line or slogan for specific marketing materials. With the district centered upon the interchange of Airport Drive with I-575, a plan for the beautification of the area as well as creating a unique identity would be desirable.

Development standards are frequently used to implement any master plan. Standards typically include regulations for signage, landscaping, building materials, circulation, pedestrian linkages, permitted land uses, buffers, and storage. A portion of the Airport Area (indicated on the Airspace Plan in the Appendix) should have building height limits and land use restrictions to ensure the compatibility of future development. The FAA Model Ordinance could be integrated into any final development standards. Additional development standards include storm water and/or environmental measures, parking, drainage, and related transportation plans. The challenge is to insure that while the standards are increased, they do not simultaneously inhibit the type of development the district is trying to attract. The following photos illustrate some of the desired aesthetics for the Airport Area. More images can be found in the Desired Appearance portion of the Appendix.



Brick and stone construction and signage



Brick and stone building material, landscaping and architectural detail



Accessory amenities with variation in architecture, board fencing, brick, stone and siding building materials

The Airport Area lies in close proximity to The Bluffs of Technology Park. The Bluffs is home to the new Cherokee County Administrative Offices and 600-seat conference center along with the future Canton Campus of Appalachian Technical College. At present, there is no direct route between the Airport and The Bluffs. With the planned development in both areas, a connection between the two would better serve both areas and create a synergy to further encourage business development.

The Airport Area Master Plan will assist leaders within the community in creating an environment that fosters business growth. The majority of County residents travel out of the

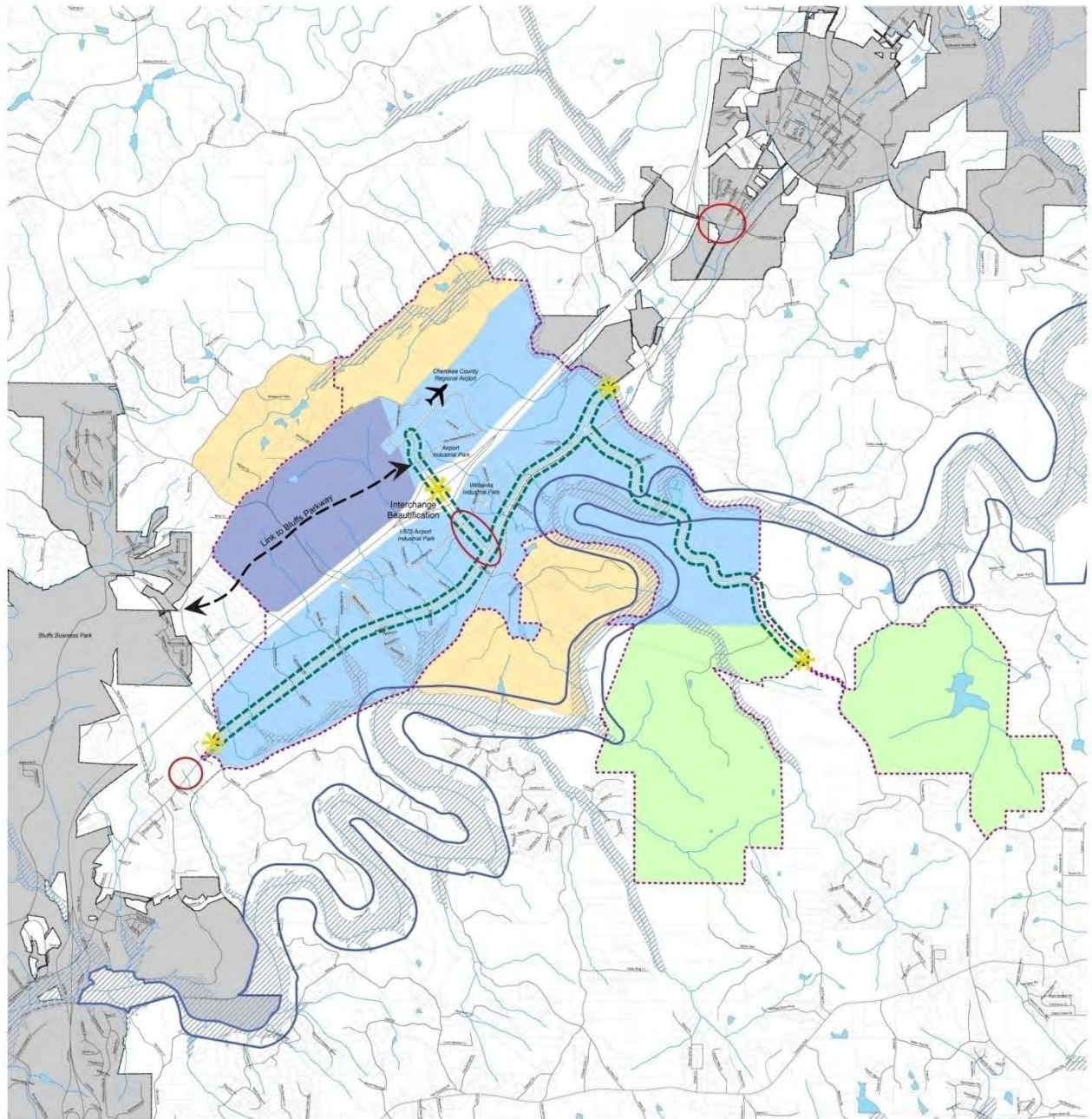
county for work according to the 2000 U.S. Census. The Department of Labor has identified these individuals as primarily “white and pink collar” employees. Using existing businesses and the airport’s expansion as a foundation, the Airport Area Master Plan will create an environment where corporate clients of the airport find the area favorable for securing a permanent location; thus bringing numerous employment opportunities to Cherokee County that match the skills of current residents.

Concept Plan

The Concept Plan, shown on the next page, illustrates the desired physical location of particular land uses as well as places that need more specific design standards because of their impact of the look and feel of the Airport Area. The Airport Area is divided into land use areas for Business Parks (primarily office buildings), a Workplace Zone (industrial and warehousing), and Service Management (including existing Landfill areas and the Atlanta Gas Light property), as well as low-intensity Executive Housing on the outer edges to provide a transition between the Airport Area and surrounding rural areas. Finally, major intersections were highlighted as good locations for the supportive commercial and retail development that this area currently lacks.

The Plan notes several areas that may need a combination of design standards and/or investment to begin shaping the identity of the area. The Landscape Corridors are areas that need a consistent, well-kept appearance to ensure that existing and new development is screened appropriately. The images in the Appendix illustrate this desired look. The Plan also notes Gateway Features and major entrance points to the Airport Area. These features could be a combination of signage, public art, and/or landscaping, which denotes entrance into the Regional Airport Area District.

Airport Area Master Plan



- Legend**
- Proposed Airport Overlay Boundary
 - Landscape Corridor
 - Flood Easement
 - 100 Year Flood Plain
 - City Boundaries
 - Business Park Area
 - Executive Housing
 - Service Management Buffer
 - Workplace Zone
 - Gateway to Airport Area
 - Commercial/Retail Node

CHEROKEE AIRPORT PLAN

Drawing Prepared by:
 CHEROKEE COUNTY
 PLANNING & ZONING DEPT.
 CANTON, GEORGIA
 DATE: 01/12/09

NOTICE:
 THIS MAP WAS COMPILED FROM VARIOUS SOURCES. NO
 WARRANTIES OR REPRESENTATIONS ARE EXPRESSED OR
 IMPLIED AS TO THE ACCURACY OR COMPLETENESS OF THE
 INFORMATION SHOWN HEREON. THE IMPLIED WARRANTIES OF MERCHANTABILITY AND
 FITNESS FOR A PARTICULAR PURPOSE.

0 0.25 0.5 1 Miles

Implementation Steps

To achieve the vision of the Airport Area Master Plan, there are several steps which must be taken:

- Development of a Regional Airport Area District as an overlay zoning district with development standards based on stakeholder input.
- Creation of a signage program to clearly identify the effort being put forth by the community and to establish the area as a Workplace Center.
- Continued support for the Airport Expansion Project to ensure its completion by 2012.
- Further expansion of water and sewer capabilities by CCWSA to prepare for future business growth.

APPENDIX

Desired Appearance-Airport Area

The following pictures depict sites in the Airport Master Plan and surrounding areas that provide examples of features to mimic and expound upon.

1



Fencing, heavy landscaping,
stone signage



Brick façade, variation in
architectural finish



Brick and stone construction
and signage



Brick and stone building material, landscaping and architectural detail



Signage, major intersection fencing, heavy landscaping



Accessory amenities with variation in architecture, board fencing, brick, stone and siding building materials



Architectural variation/features,
brick construction

The following pictures feature sites in the Airport Master Plan area that present opportunities for enhancement.



Mismatched building color, limited landscaping, no architectural variation in structure



Outside storage without any screening, no attempt at concealment



Old equipment in clear view, no landscaping, structure not maintained



Outside storage not screened from view, no landscaping, limited architectural variation in structure



Outside storage not screened from view, no landscaping, limited architectural variation in structure



Receptacles and accessory building structures in clear view, no landscaping or decorative features

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Airport Dr (west of 575)

A study of vehicle traffic was conducted with HI-STAR unit number 7297. The study was done in the SB lane on Airport Dr (west of 575) in Ga in Cherokee county. The study began on 12/12/2007 at 12:00 AM and concluded on 12/19/2007 at 12:00 AM, lasting a total of 168 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 3,609 vehicles passed through the location with a peak volume of 103 on 12/13/2007 at 07:00 AM and a minimum volume of 0 on 12/12/2007 at 12:00 AM. The AADT Count for this study was 516.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9															
0	11	273	430	584	665	649	509	248	131	50	22	18	10	9	

At least half of the vehicles were traveling in the 0 - -1 mph range or a lower speed. The average speed for all classified vehicles was 0 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 0 mph and the 85th percentile was 0.00 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
2897	391	201	63	32	14	7	4

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,288 which represents 91.10 percent of the total classified vehicles. The number of Small Trucks in the study was 201 which represents 5.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 63 which represents 1.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 57 which represents 1.60 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 12/13/2007 at 07:00 AM the average headway between the vehicles was 34.62 seconds. The slowest traffic period was on 12/12/2007 at 12:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29 and 85 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: E. Ch Dr.(300' north of bridge)

A study of vehicle traffic was conducted with HI-STAR unit number 3651. The study was done in the NB lane on E. Ch Dr.(300' north of bridge) in , Ga in Cherokee county. The study began on 01/24/2008 at 11:00 AM and concluded on 01/25/2008 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,593 vehicles passed through the location with a peak volume of 160 on 01/24/2008 at 05:00 PM and a minimum volume of 3 on 01/25/2008 at 12:00 AM. The AADT Count for this study was 1,593.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	2	4	3	4	30	59	218	483	431	251	80	19	6	3

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 50 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 22.5 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 57.39 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1284	158	64	31	42	11	3	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,442 which represents 90.50 percent of the total classified vehicles. The number of Small Trucks in the study was 64 which represents 4.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 31 which represents 1.90 percent of the total classified vehicles. The number of Tractor Trailers in the study was 56 which represents 3.50 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/24/2008 at 05:00 PM the average headway between the vehicles was 22.36 seconds. The slowest traffic period was on 01/25/2008 at 12:00 AM. During this slowest period, the average headway was 900.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 27 and 62 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Airport Dr (west of 575)

A study of vehicle traffic was conducted with HI-STAR unit number 7776. The study was done in the NB lane on Airport Dr (west of 575) in , Ga in Cherokee county. The study began on 01/24/2008 at 11:00 AM and concluded on 01/25/2008 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 627 vehicles passed through the location with a peak volume of 96 on 01/25/2008 at 07:00 AM and a minimum volume of 0 on 01/24/2008 at 09:00 PM. The AADT Count for this study was 627.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	17	181	140	99	70	44	25	30	7	5	3	3	0	1

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 27 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 1.92 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 15 mph and the 85th percentile was 37.76 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
529	52	25	13	2	4	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 581 which represents 93.00 percent of the total classified vehicles. The number of Small Trucks in the study was 25 which represents 4.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 13 which represents 2.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 1.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/25/2008 at 07:00 AM the average headway between the vehicles was 37.11 seconds. The slowest traffic period was on 01/24/2008 at 09:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 27 and 72 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: E. Ch. Dr (300' north of bridge)

A study of vehicle traffic was conducted with HI-STAR unit number 7017. The study was done in the SB lane on E. Ch. Dr (300' north of bridge) in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 4,658 vehicles passed through the location with a peak volume of 202 on 01/15/2008 at 07:00 AM and a minimum volume of 1 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 1,553.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	30	30	34	74	186	489	1055	1385	930	323	76	33	7	5

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 46 mph with 81.9 percent exceeding the posted speed of 40 mph. The HI-STAR found 9.53 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 53.63 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
3685	502	173	112	114	59	8	4

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 4,187 which represents 89.90 percent of the total classified vehicles. The number of Small Trucks in the study was 173 which represents 3.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 112 which represents 2.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 185 which represents 4.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 07:00 AM the average headway between the vehicles was 17.73 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1800.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 68 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ E. Cherokee Dr

A study of vehicle traffic was conducted with HI-STAR unit number 7776. The study was done in the SB lane on Hwy 5 @ E. Cherokee Dr in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,055 vehicles passed through the location with a peak volume of 238 on 01/16/2008 at 07:00 AM and a minimum volume of 2 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 2,352.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	285	606	977	946	494	485	798	1088	905	324	65	22	3	3

At least half of the vehicles were traveling in the 35 - 39 mph range or a lower speed. The average speed for all classified vehicles was 36 mph with 34.4 percent exceeding the posted speed of 45 mph. The HI-STAR found 5.96 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 51.50 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
5905	688	245	89	35	27	9	3

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,593 which represents 94.20 percent of the total classified vehicles. The number of Small Trucks in the study was 245 which represents 3.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 89 which represents 1.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 74 which represents 1.10 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/16/2008 at 07:00 AM the average headway between the vehicles was 15.06 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 68 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ E. Cherokee Dr

A study of vehicle traffic was conducted with HI-STAR unit number 3651. The study was done in the NB lane on Hwy 5 @ E. Cherokee Dr in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,911 vehicles passed through the location with a peak volume of 312 on 01/15/2008 at 05:00 PM and a minimum volume of 2 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 2,637.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	182	820	1709	935	442	458	824	1115	831	371	113	25	17	10

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 35 mph with 31.6 percent exceeding the posted speed of 45 mph. The HI-STAR found 6.83 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 51.14 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
6732	652	303	107	37	17	3	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,384 which represents 94.00 percent of the total classified vehicles. The number of Small Trucks in the study was 303 which represents 3.90 percent of the total classified vehicles. The number of Trucks/Buses in the study was 107 which represents 1.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 58 which represents 0.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 05:00 PM the average headway between the vehicles was 11.5 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 64 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ Fate Conn Rd

A study of vehicle traffic was conducted with HI-STAR unit number 7297. The study was done in the SB lane on Hwy 5 @ Fate Conn Rd in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 6,336 vehicles passed through the location with a peak volume of 229 on 01/15/2008 at 11:00 AM and a minimum volume of 2 on 01/16/2008 at 03:00 AM. The AADT Count for this study was 2,112.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	16	17	21	40	80	263	999	2091	1798	723	207	59	14	8

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 49 mph with 77.3 percent exceeding the posted speed of 45 mph. The HI-STAR found 15.9 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 55.42 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
5653	481	112	46	21	15	7	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,134 which represents 96.80 percent of the total classified vehicles. The number of Small Trucks in the study was 112 which represents 1.80 percent of the total classified vehicles. The number of Trucks/Buses in the study was 46 which represents 0.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 44 which represents 0.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 11:00 AM the average headway between the vehicles was 15.65 seconds. The slowest traffic period was on 01/16/2008 at 03:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 33 and 62 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ Fate Conn Rd

A study of vehicle traffic was conducted with HI-STAR unit number 3806. The study was done in the NB lane on Hwy 5 @ Fate Conn Rd in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,565 vehicles passed through the location with a peak volume of 272 on 01/15/2008 at 05:00 PM and a minimum volume of 2 on 01/17/2008 at 02:00 AM. The AADT Count for this study was 2,522.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	25	25	48	66	107	257	591	1392	2072	1722	765	324	123	47

At least half of the vehicles were traveling in the 50 - 54 mph range or a lower speed. The average speed for all classified vehicles was 53 mph with 85.2 percent exceeding the posted speed of 45 mph. The HI-STAR found 39.4 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 50 mph and the 85th percentile was 60.81 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
6802	536	127	53	26	16	2	2

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,338 which represents 97.00 percent of the total classified vehicles. The number of Small Trucks in the study was 127 which represents 1.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 53 which represents 0.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 46 which represents 0.60 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 05:00 PM the average headway between the vehicles was 13.19 seconds. The slowest traffic period was on 01/17/2008 at 02:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 31 and 58 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Airport District Traffic Accidents 2006

Location	Cross Street
	Jan
East Cherokee Drive	Cokers Chapel Road
Hwy 5	Tippens Trail
I-575	Howell Bridge Rd
I-575	Airport Road
I-575	Hwy 5
I-575	Howell Bridge Rd
	Feb
E Cherokee Dr	Creekside Way
Hwy 5	Green Circle
	Mar
Hwy 5	Green Circle
	Apr
Hwy 5	Allison Lane
Hwy 5	Northridge Rd
E Cherokee Dr	Creekside Way
Hwy 5	Airport Road
Hwy 5	Fate Conn Rd
Hwy 5	Fate Conn Road
Hwy 5	York Drive
	May
Airport Rd	I-575
Hwy 5	Lower Bethany Road
Hwy 5	East Cherokee Drive
Hwy 5	East Cherokee Dr
I-575	Airport Road
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Howell Bridge rd
	Jun
I-575	Airport Rd
I-575	Howell Bridge
	Jul
Airport Drive	Interstate 575
Airport Road	Hwy 5
East Cherokee Drive	Highway 5
Hwy 5	Leo Taylor Lane
I-575	Airport Drive
I-575	Old Page Place
	Aug
Airport Industrial Dr	Torrison
Hwy 5	Howell Bridge
I-575	Airport Drive
I-575	Airport Rd

Airport District Traffic Accidents 2006

I-575	Howell Bridge
I-575	Howell Bridge
I-575	Old Vandivier Road

Sep

Hwy 5	Airport Drive
Hwy 5	Lower Bethany Rd
York Dr	Hwy 5

Oct

East Cherokee Drive	River Mill Rd
Fate Conn	Hwy. 5
Hwy 5	Green Drive
Hwy 5	York Drive
I-575	Airport Dr
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
L. Bethany Rd	Old Hwy 5

Nov

E Cherokee Dr	Cokers Chapel Rd
Hwy 5	Aiport Rd
Hwy 5	Green Dr
I-575	Airport Rd
I-575	Airport Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Old Vandiver Drive

Dec

East Cherokee Dr	Hwy 5
East Cherokee Dr	Hwy 5
I-575	Airport Road
I-575	Howel Bridge Road
I-575	Howell Bridge Rd
I-575	Old Page Place
I-575	Old Page Place
I-575	Old Page Place
I-575	Old Vandiver Rd
I-575	Old Vandiver Rd
Hwy 5	Fate Conn Road

TOTAL INCIDENTS	72
------------------------	-----------

Airport District Traffic Accidents 2007

Location

Cross Street

Jan-07

Hwy 5	East Cherokee Dr
East Cherokee Drive	Hwy 5
East Cherokee Drive	Hwy 5
Hwy 5	Lower Bethhany
Hwy 5	Howell Bridge Rd
Hwy 5	E Cherokee Dr
Hwy 5	Airport Rd

Feb-07

East Cherokee Dr.	Henry Scott
Fate Conn Rd	Bluffs Creek Parkway
Hwy 5	Airport Rd
Hwy 5	Roland Dr
Hwy 5	Calls Drive
I-575	Howell Bridge Rd
I-575	Airport Dr

Mar-07

East Cherokee Dr	Cokers Chapel Road
East Cherokee Dr	Ga Highway 5
Hwy 5	Wilbanks Drive
Hwy 5	York Dr
I-575	Howell Bridge Rd
Lower Bethany Road	Ghorley Drive
Old Nelson Rd	Gibert Pettty Dr

Apr-07

East Cherokee Dr	Hwy 5
East Cherokee Dr	Autumn Glen Dr
East Cherokee Dr	NewCastle Walk
Fate Conn Rd	Hwy 5
Hwy 5	Cherokee Forrest Trl.
Hwy 5	Fairview Rd
I-575	Old Page Place Rd
I-575	Airport Road

May-07

Ball Ground Highway	East Cherokee Drive
E Cherokee Dr	Hwy 5
E Cherokee Dr	Cokers Chaper Road
E Cherokee Dr	Pump House Trail
E Cherokee Dr	Cokers Chaper Road
E Cherokee Dr	Autumn Glen
I-575	Airport Drive

Jun-07

East Cherokee Dr	Old Hwy 5
East Cherokee Dr	Old Hwy 5
East Cherokee Dr	River Mill Drive
Fate Conn Rd	Bluffs Pkwy

**Airport District Traffic Accidents
2007**

Hwy 5	Cherokee Forest Trl
Hwy 5	York Dr
Hwy 5	Georgia Ave
I-575	Howell Bridge Road

Jul-07

East Cherokee Dr	Cokers Chapel Rd
East Cherokee Dr	Necastle walk
East Cherokee Dr	Old Highway 5
Hwy 5	Airport Dr
Hwy 5	Calls Dr
Hwy 5	Fate Conn Road
I-575	Airport Dr
I-575	Airport Drive
I-575	Airport Drive
I-575	Airport Drive
I-575	Howell Bridge Rd
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Little River Bridge
I-575	Lower Bethany Road
I-575	Old Page PI overpass
I-575	Old Page Place overpass

Aug-07

East Cherokee Drive	Carlan Drive
East Cherokee Drive	Creekside Way
East Cherokee Drive	Hwy 5
Hwy 5	Appalachian Hwy
Hwy 5	East Cherokee Dr.
Hwy 5	Old Vandiver Road
I-575	Old Page PI
I-575	Old Vandiver
I-575	Old Vandiver Road

Sep-07

Appalachian Hwy	Hwy 5
East Cherokee Dr	Cokers Chapel
East Cherokee Dr	Newcastle Walk
East Cherokee Dr	Old Hwy 5
Hwy 5	Diana Ave
Hwy 5	East Cherokee Dr.
Hwy 5	Safety Dr.
Hwy 5	York Dr
I-575	Howell Bridge Rd

Oct-07

E Cherokee Dr	Fairview Drive
E Cherokee Dr	Old Hwy 5
E Cherokee Dr	Old Hwy 5
Hwy 5	E Cherokee Dr
Hwy 5	Fate Conn Rd

Airport District Traffic Accidents 2007

I-575

Airport Dr.

E Cherokee Drive
E Cherokee Drive
Fate Conn Rd
Fate Conn Rd
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5 Conn
I-575
I-575
I-575
I-575

Nov-07

11833 E Cherokee Dr
Autumn Glen Dr
Stoney Hollow Rd
Stowers Road
Commerce Ln
East Cherokee Dr
Faulkner Rd
Georgia Ave
Hwy 372 Connector
Old Vandiver Dr
Waleska Rd
Airport Drive
Howell Bridge Rd
Howell Bridge Rd
Howell Bridge Road

E Cherokee Dr
E Cherokee Dr
Hwy 372
Hwy 372
Hwy 372
Hwy 372
Hwy 5
Hwy 5
Hwy 5
Hwy 5
I-575
I-575
I-575
I-575
I-575
I-575
I-575
Jade Trl

Dec-07

Hwy 5
Cokers Chapel Rd
Hwy 5
Trinity Church Rd
Conns Creek Rd
Freehome Rd
E Cherokee Dr
E Cherokee Dr
Northridge Rd
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Howell Bridge Road
Jade Court

TOTAL INCIDENTS

118

Airport District Business Count

Business Counts

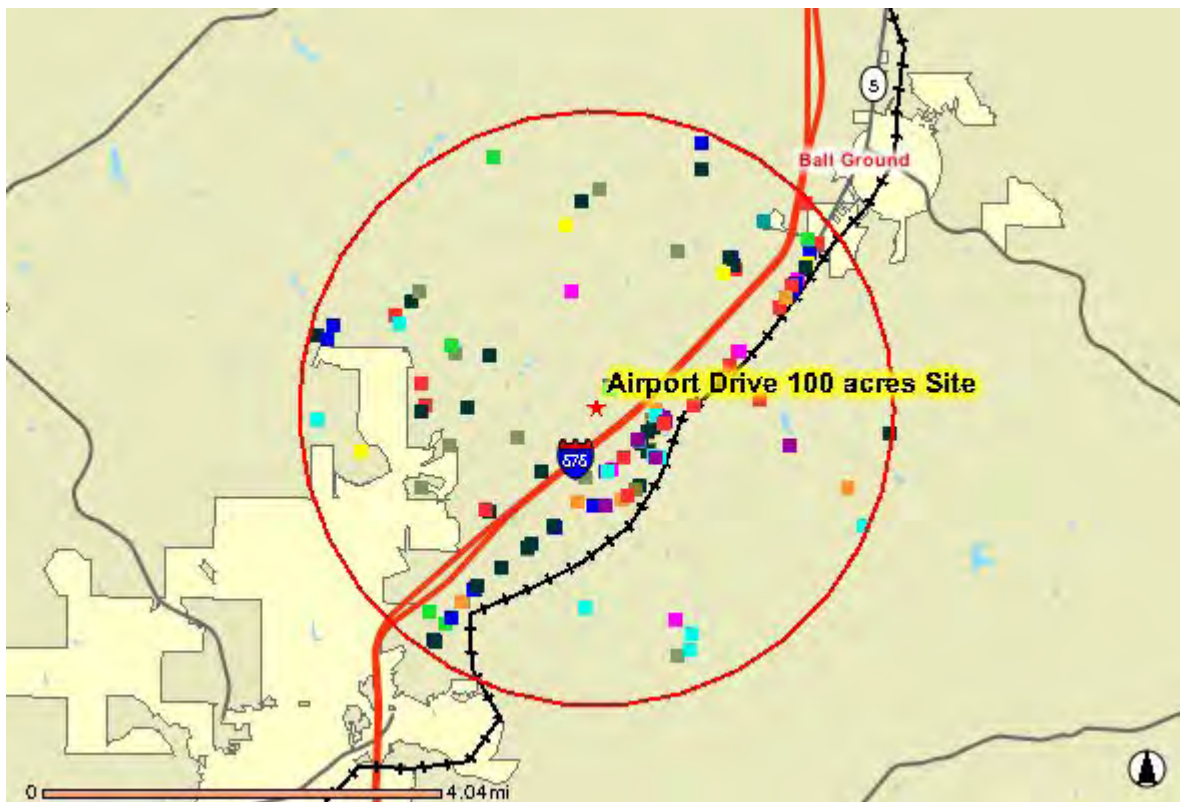
Click on business type for business list

Center: **Airport Drive 100 acres Site**

Distance: 3 miles

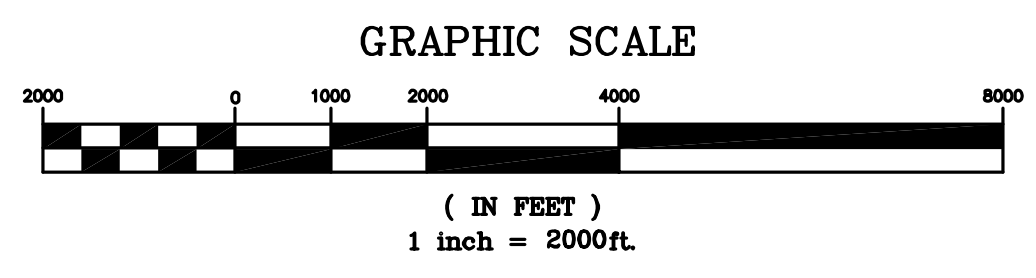
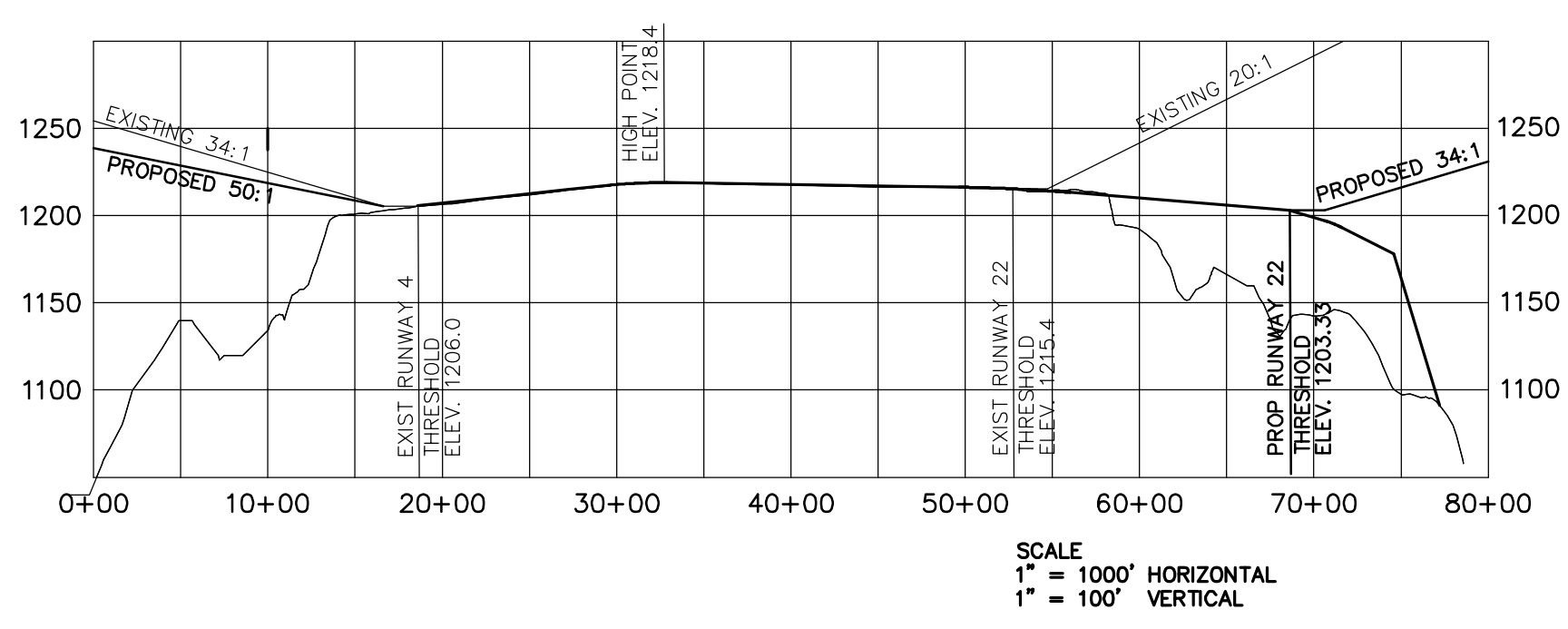
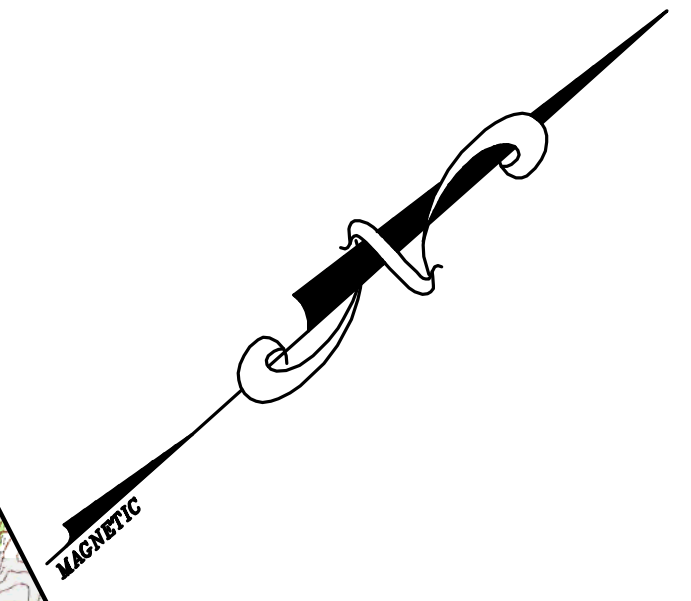
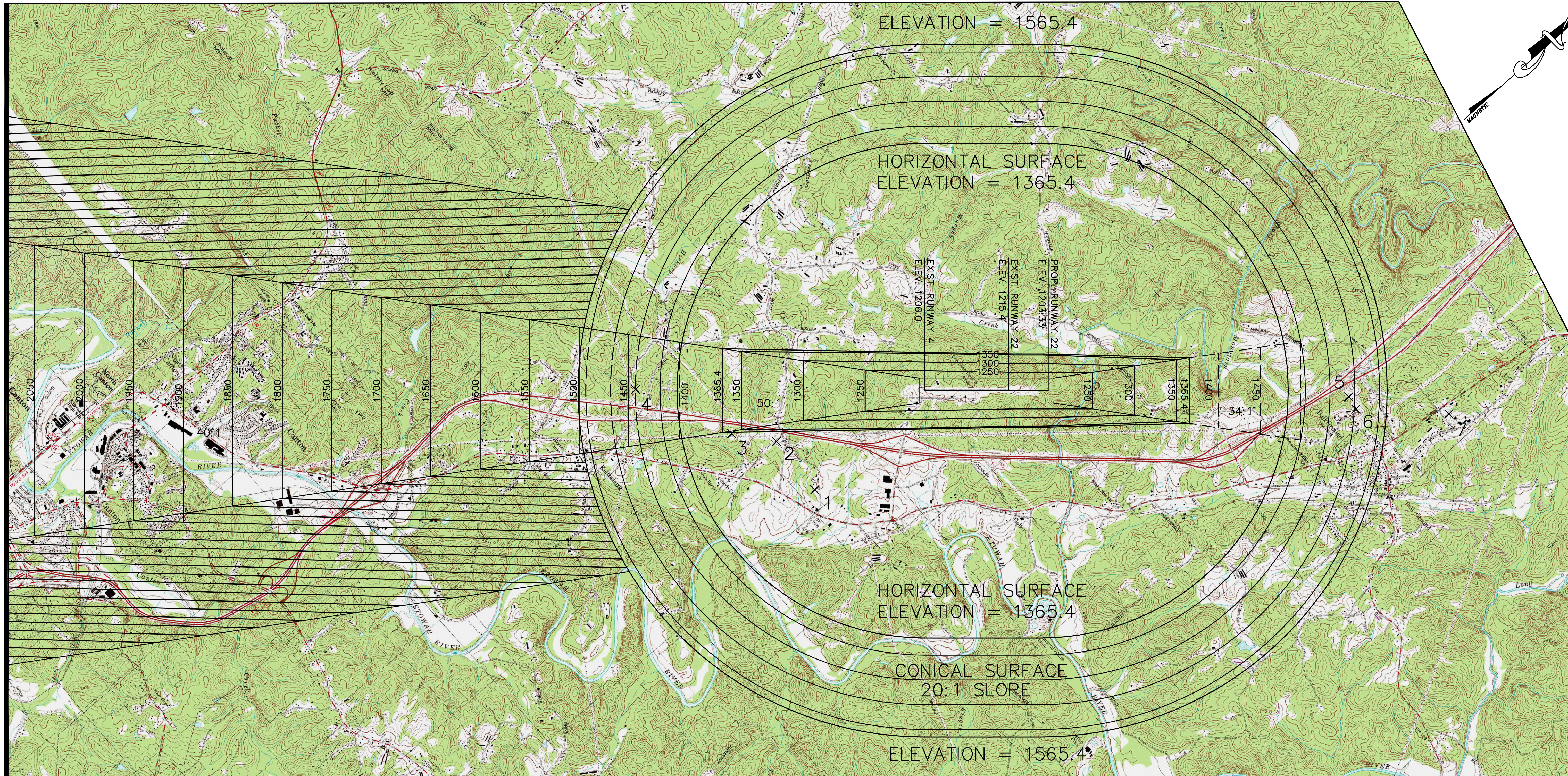
Business Type	Total	%
<input type="checkbox"/> RETAIL TRADE	24	15.1%
<input type="checkbox"/> UTILITIES	1	0.6%
<input type="checkbox"/> ADMINISTRATIVE AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES	15	9.4%
<input type="checkbox"/> UNCLASSIFIED	5	3.1%
<input type="checkbox"/> HEALTH CARE AND SOCIAL ASSISTANCE	1	0.6%
<input type="checkbox"/> WHOLESALE TRADE	7	4.4%
<input type="checkbox"/> OTHER SERVICES	16	10.1%
<input type="checkbox"/> FINANCE AND INSURANCE	2	1.3%
<input type="checkbox"/> INFORMATION	3	1.9%
<input type="checkbox"/> AGRICULTURE, FORESTRY, FISHING AND HUNTING	3	1.9%
<input type="checkbox"/> PUBLIC ADMINISTRATION	1	0.6%
<input type="checkbox"/> CONSTRUCTION	37	23.3%
<input type="checkbox"/> REAL ESTATE	4	2.5%
<input type="checkbox"/> MANUFACTURING	17	10.7%
<input type="checkbox"/> ARTS, ENTERTAINMENT, AND RECREATION	1	0.6%
<input type="checkbox"/> PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	18	11.3%
<input type="checkbox"/> TRANSPORTATION AND WAREHOUSING	4	2.5%

Source: Claritas, 2007.



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MATCH LINE SEE SHEET 3



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STRUCTURE NUMBER	HEIGHT AMSL	HEIGHT AGL	OBSTRUCTION
1	1177	195	NO
2	1329	270	NO
3	1282	211	NO
4	1377	222	NO
5	1352	43	NO
6	1438	262	NO
7	1463	305	NO

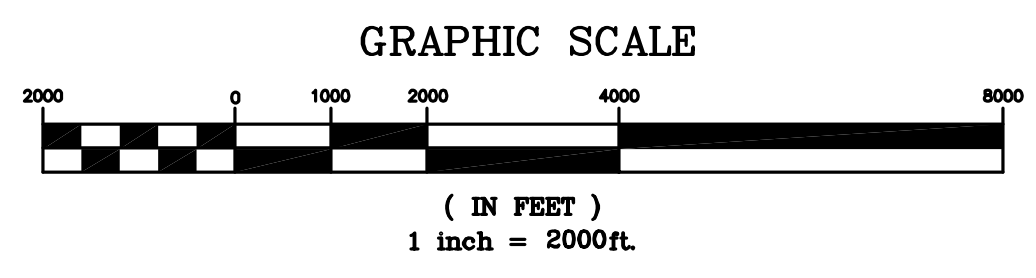
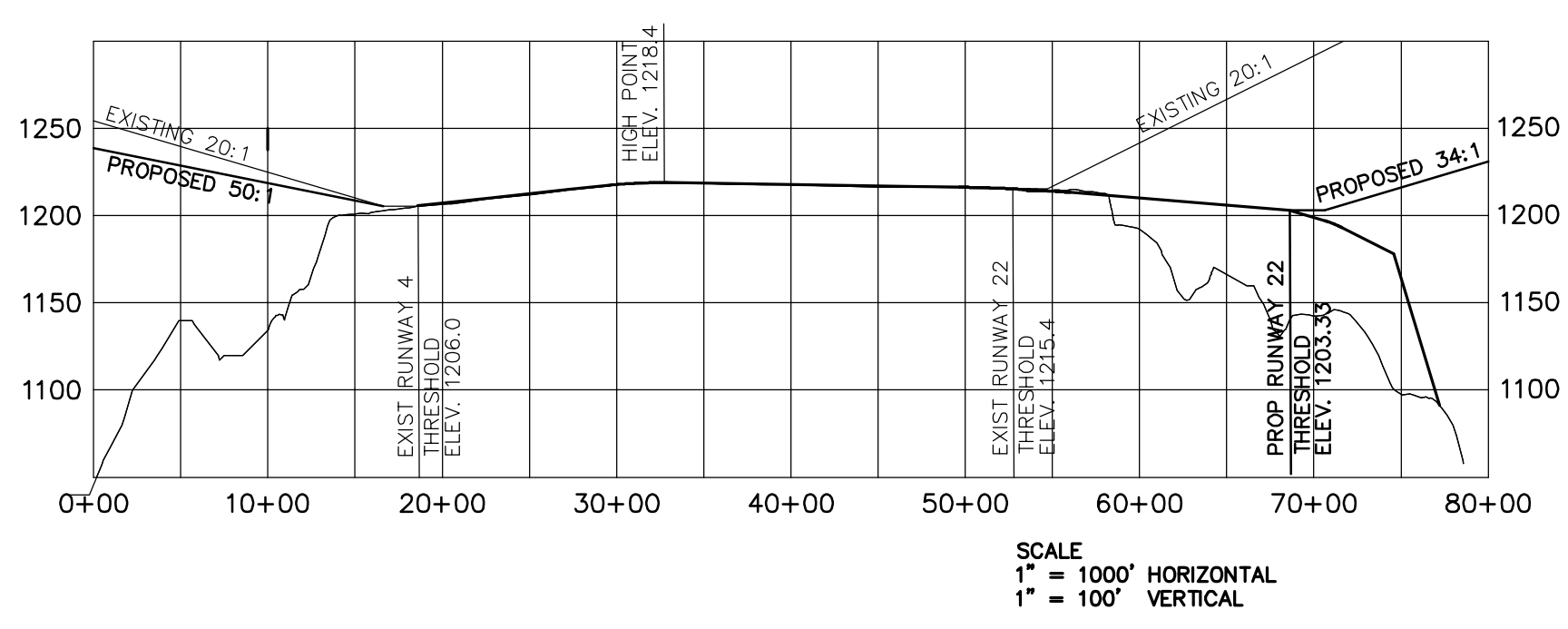
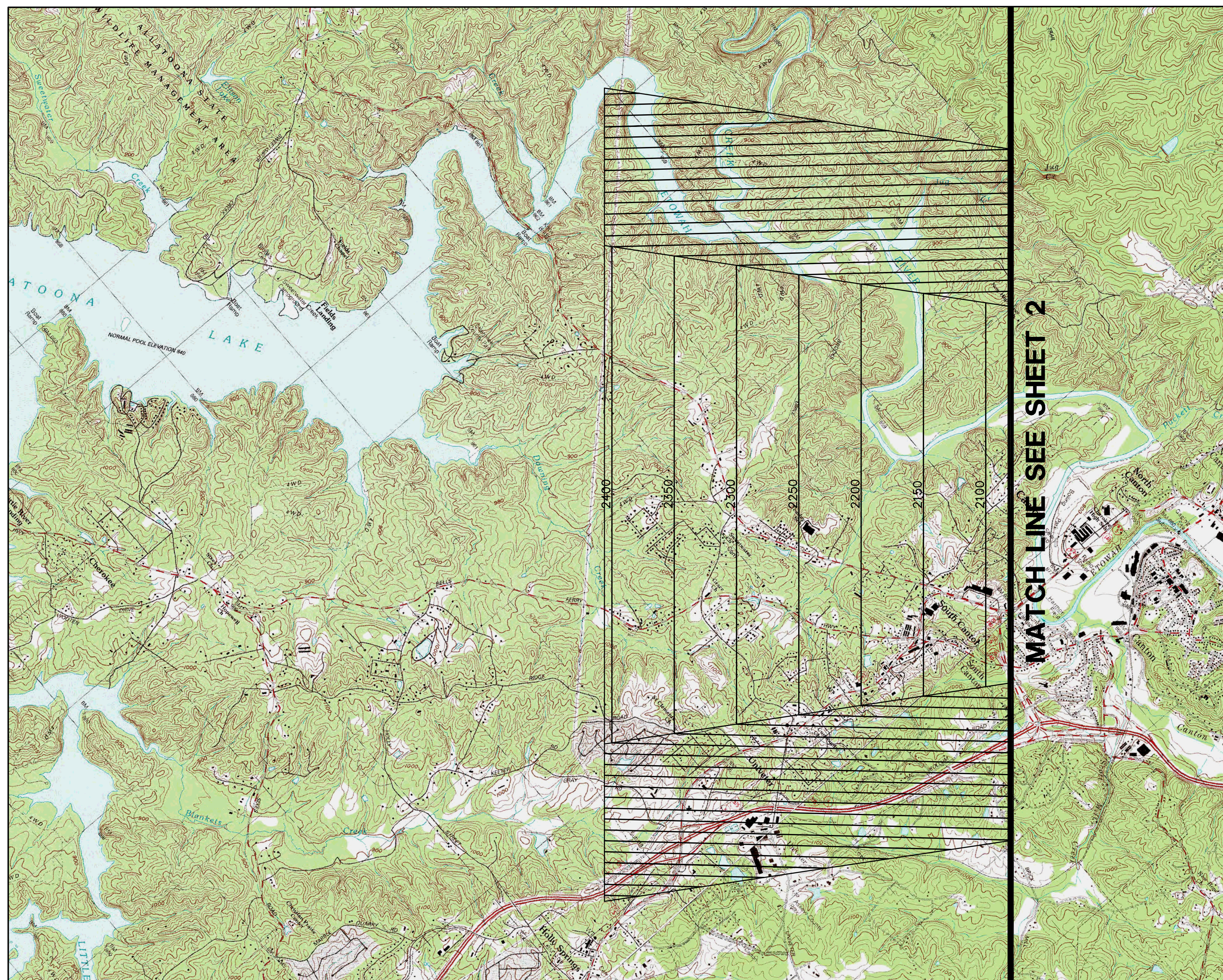
REV. NO.	DESCRIPTION	DATE

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DRAWN BY JMG	PROJECT DATE 12-05	Office Locations: North Carolina South Carolina Georgia	BIDDING	
APPROVED BY	PROJECT NUMBER 98778.00		CONSTRUCTION	
FILE NAME AIRSPACE PLAN	PLOT DATE		RECORD DWG.	

CHEROKEE COUNTY AIRPORT
CANTON, GEORGIA

AIRPORT AIRSPACE PLAN

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REV. NO.	DESCRIPTION	DATE

PROJECT MANAGER PSE	DRAWING SCALE AS SHOWN	2120 POWERS FERRY RD. SUITE 100 ATLANTA, GA 30339 (770) 955-5574	RELEASED FOR APPROVALS	DATE
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APPROVED BY	PROJECT NUMBER 98778.00		CONSTRUCTION	
FILE NAME AIRSPACE PLAN	PLOT DATE	Georgia	RECORD DWG.	

CHEROKEE COUNTY AIRPORT
CANTON, GEORGIA

AIRPORT AIRSPACE PLAN

Insert tab labeled:

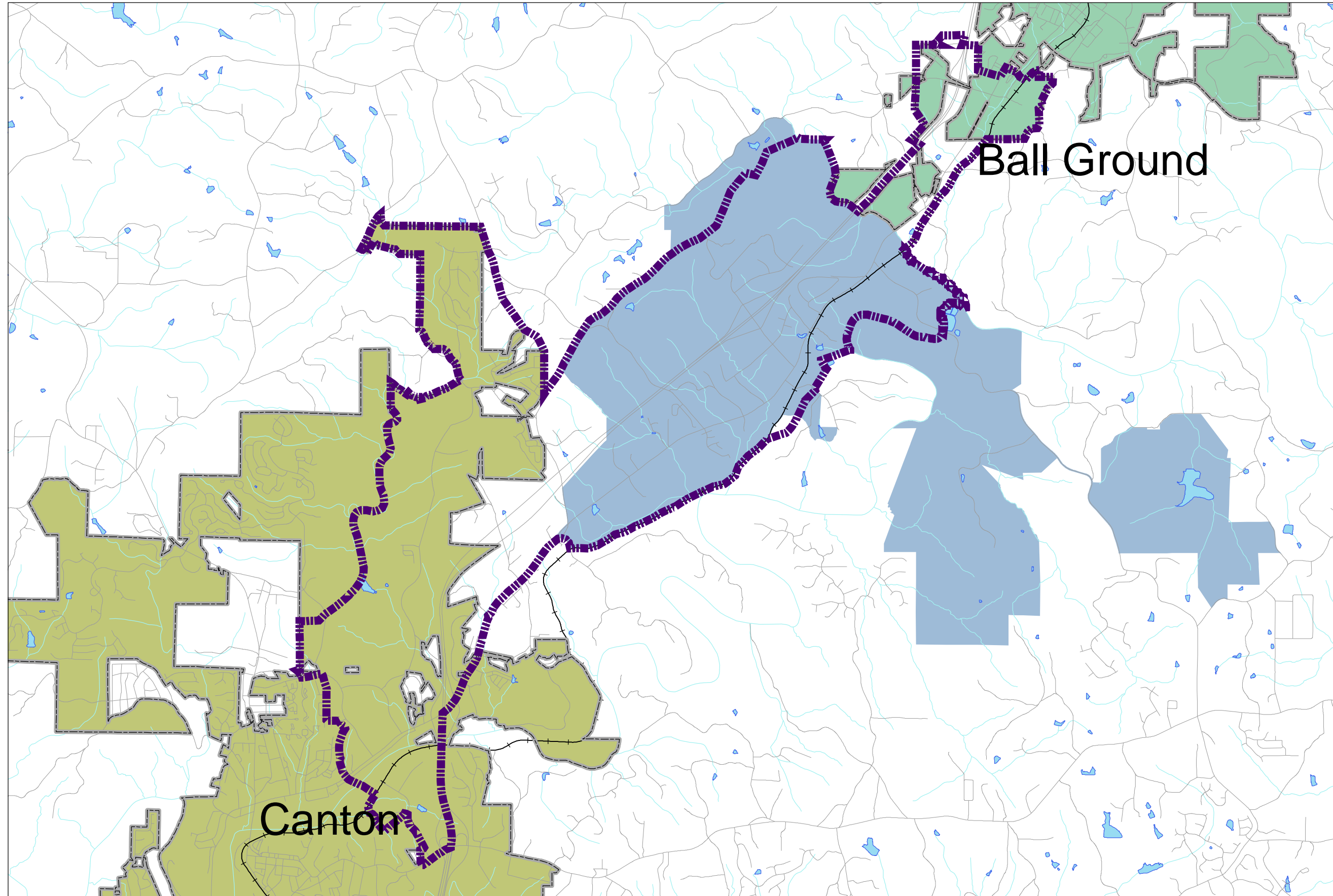
Maps

MAPS

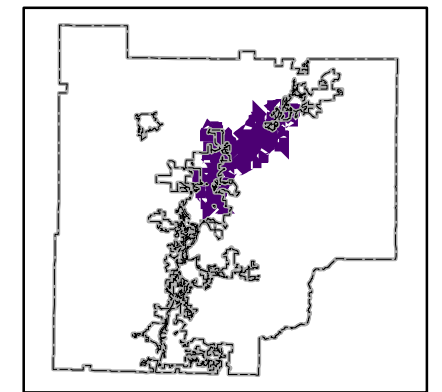
- Technology Ridge Redevelopment Area
- Technology Ridge Block Groups
- Technology Ridge 2005 to 2011 Reported Incidents
- City of Canton Crime Sub Maps
- Technology Ridge Home Foreclosures
- Cherokee County Building Permits and Business Licenses
- Technology Ridge Development Potential
- Technology Ridge Zoning
- Technology Ridge Future Development Map

Technology Ridge Urban Redevelopment Area

Location Map

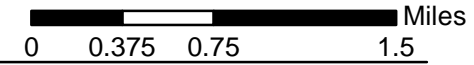


- Legend**
- Railroad
 - Streams
 - Lakes
 - Redevelopment Area
 - Airport Area Master Plan
- City Boundaries**
- Ball Ground
 - Canton



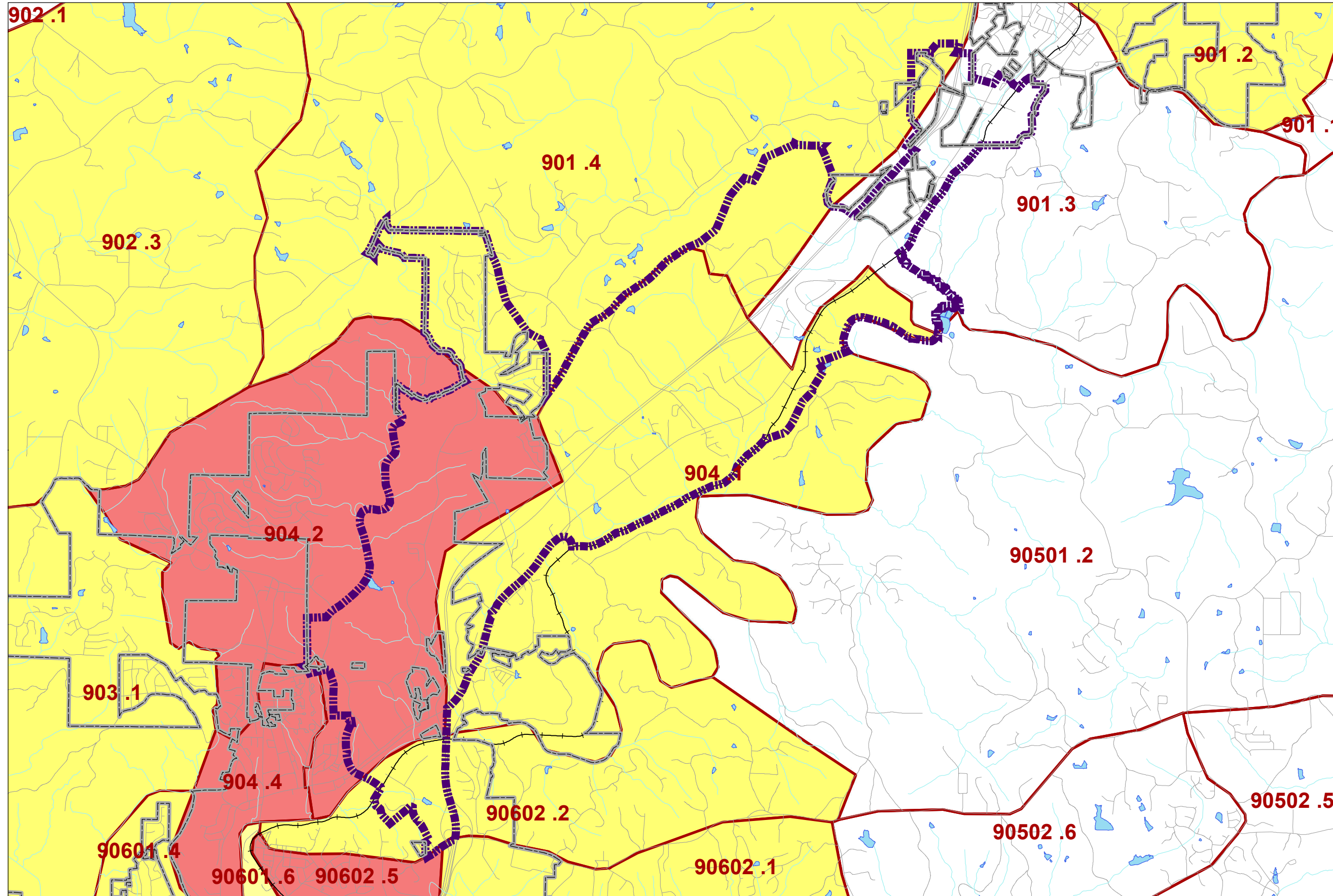
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Technology Ridge Urban Redevelopment Area

Block Groups

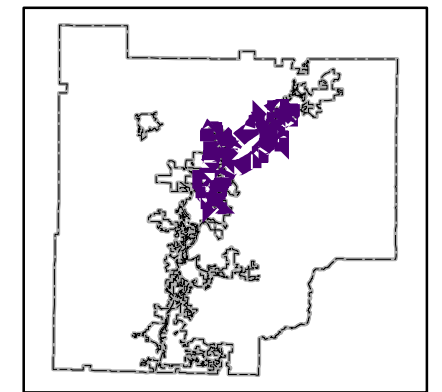


Legend

- Railroad
- Streams
- Lakes
- Redevelopment Area

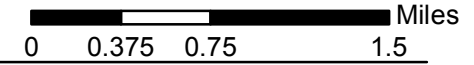
Poverty Block Groups in 2000

- Less than 15% poverty
- 15% or more poverty
- Adjacent to 15% Poverty

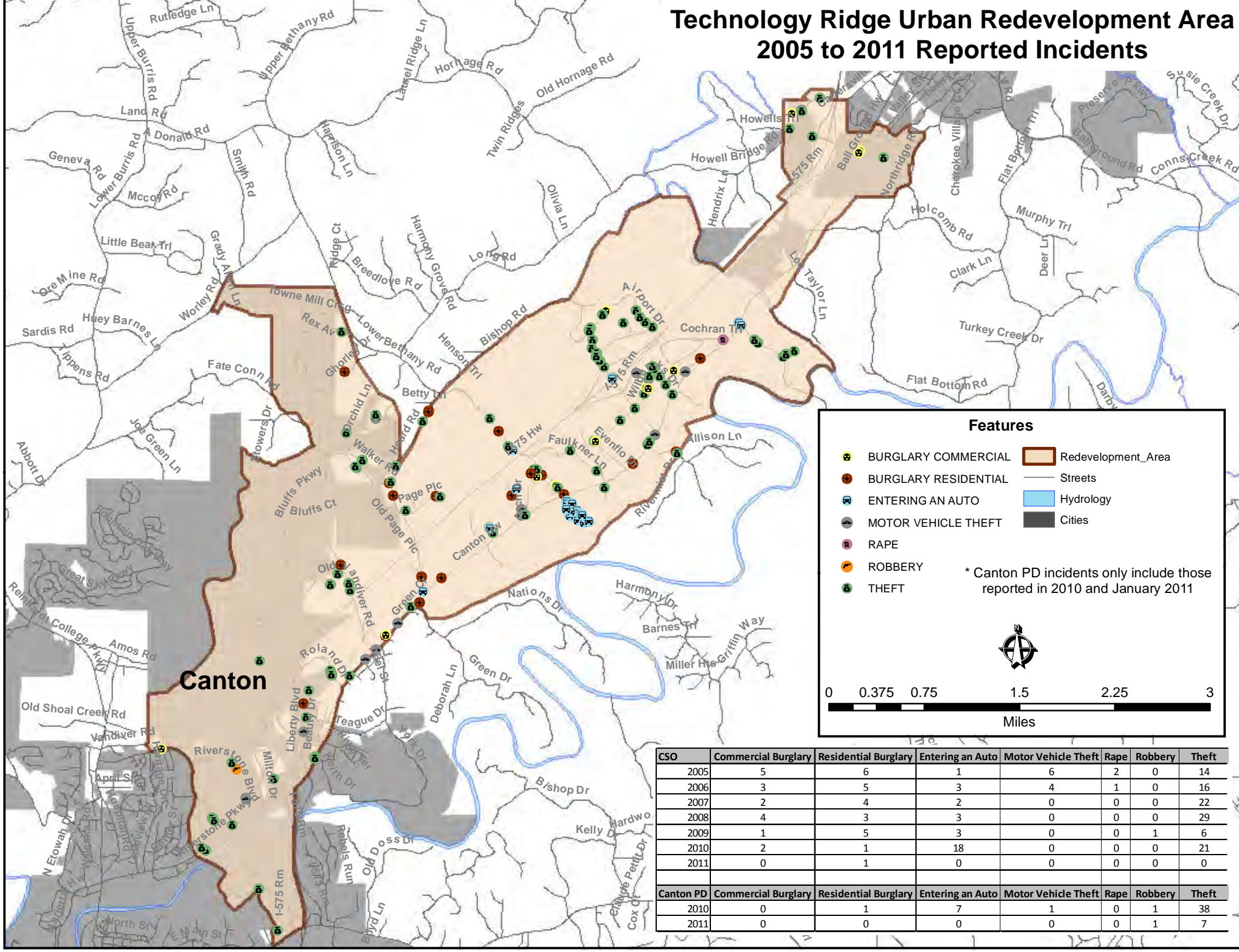


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Technology Ridge Urban Redevelopment Area 2005 to 2011 Reported Incidents



Features

- BURGLARY COMMERCIAL
- BURGLARY RESIDENTIAL
- ENTERING AN AUTO
- MOTOR VEHICLE THEFT
- RAPE
- ROBBERY
- THEFT
- Redevelopment_Area
- Streets
- Hydrology
- Cities

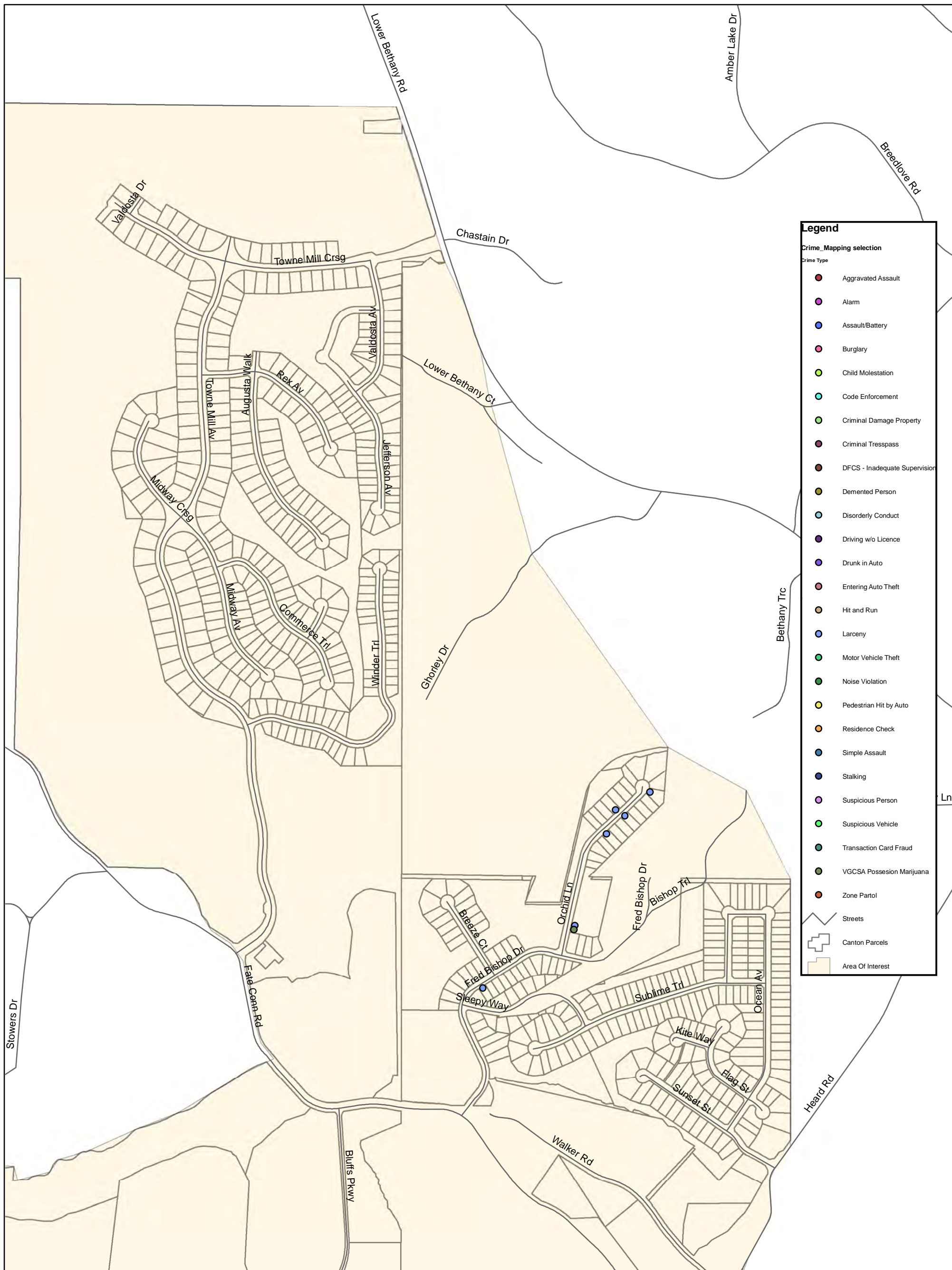
* Canton PD incidents only include those reported in 2010 and January 2011

0 0.375 0.75 1.5 2.25 3
Miles

CSO	Commercial Burglary	Residential Burglary	Entering an Auto	Motor Vehicle Theft	Rape	Robbery	Theft
2005	5	6	1	6	2	0	14
2006	3	5	3	4	1	0	16
2007	2	4	2	0	0	0	22
2008	4	3	3	0	0	0	29
2009	1	5	3	0	0	1	6
2010	2	1	18	0	0	0	21
2011	0	1	0	0	0	0	0
Canton PD	Commercial Burglary	Residential Burglary	Entering an Auto	Motor Vehicle Theft	Rape	Robbery	Theft
2010	0	1	7	1	0	1	38
2011	0	0	0	0	0	1	7

North Canton Area Crime Incidents

Sub Map 1



Legend

Crime_Mapping selection

Crime Type

- Aggravated Assault
- Alarm
- Assault/Battery
- Burglary
- Child Molestation
- Code Enforcement
- Criminal Damage Property
- Criminal Trespass
- DFCS - Inadequate Supervision
- Demented Person
- Disorderly Conduct
- Driving w/o Licence
- Drunk in Auto
- Entering Auto Theft
- Hit and Run
- Larceny
- Motor Vehicle Theft
- Noise Violation
- Pedestrian Hit by Auto
- Residence Check
- Simple Assault
- Stalking
- Suspicious Person
- Suspicious Vehicle
- Transaction Card Fraud
- VGCSA Possesion Marijuana
- Zone Partol

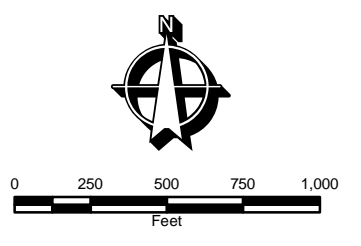
Streets

Canton Parcels

Area Of Interest

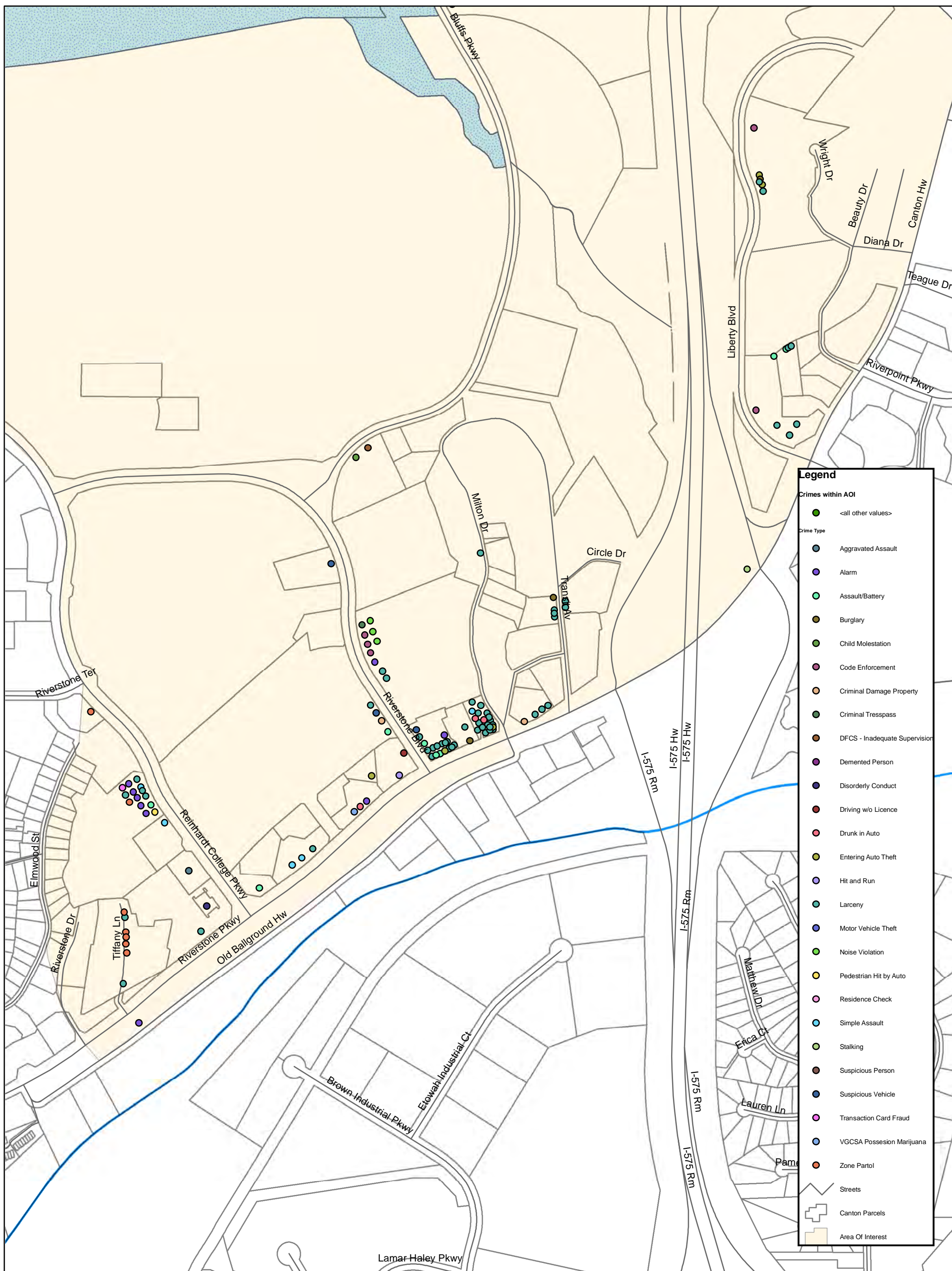
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Geographic Coordinate System: North American 1983
 Datum: North American 1983
 Projected Coordinate System: NAD 83 State Plane Georgia West FIPS 1002 Feet
 Projection: Transverse Mercator



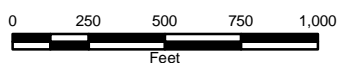
North Canton Area Crime Incidents

Sub Map 3

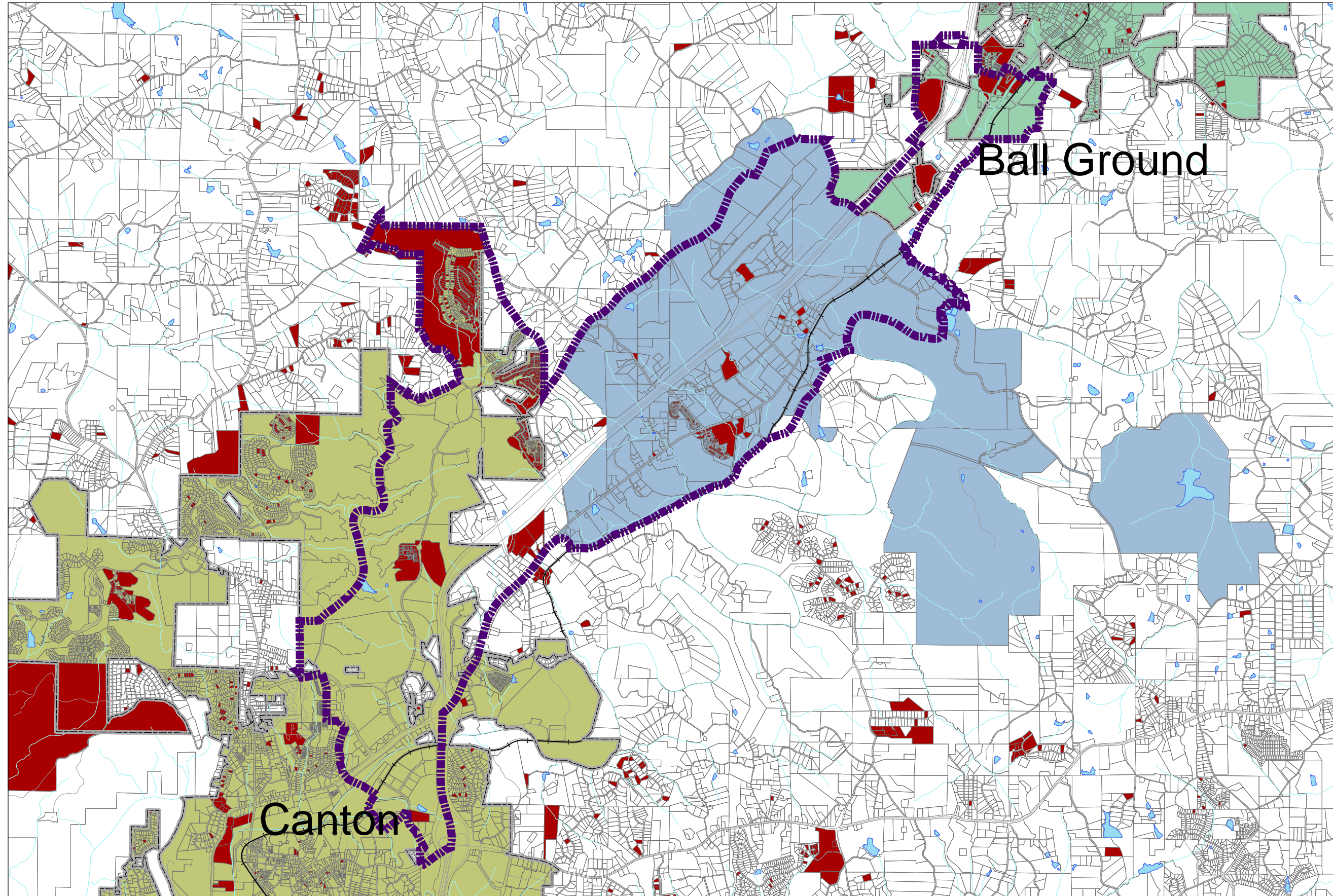


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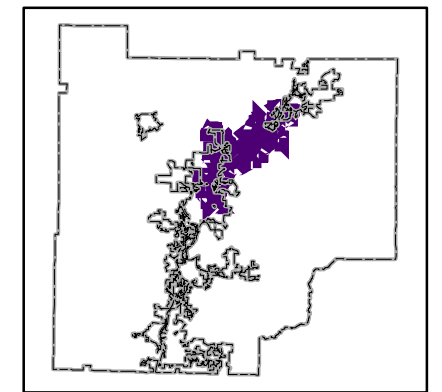
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 Datum: North American 1983
 Projected Coordinate System: NAD 83 State Plane Georgia West FIPS 1002 Feet
 Projection: Transverse Mercator



151 Elizabeth Street
 Canton, GA 30114

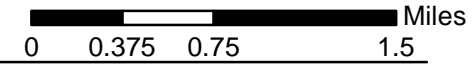


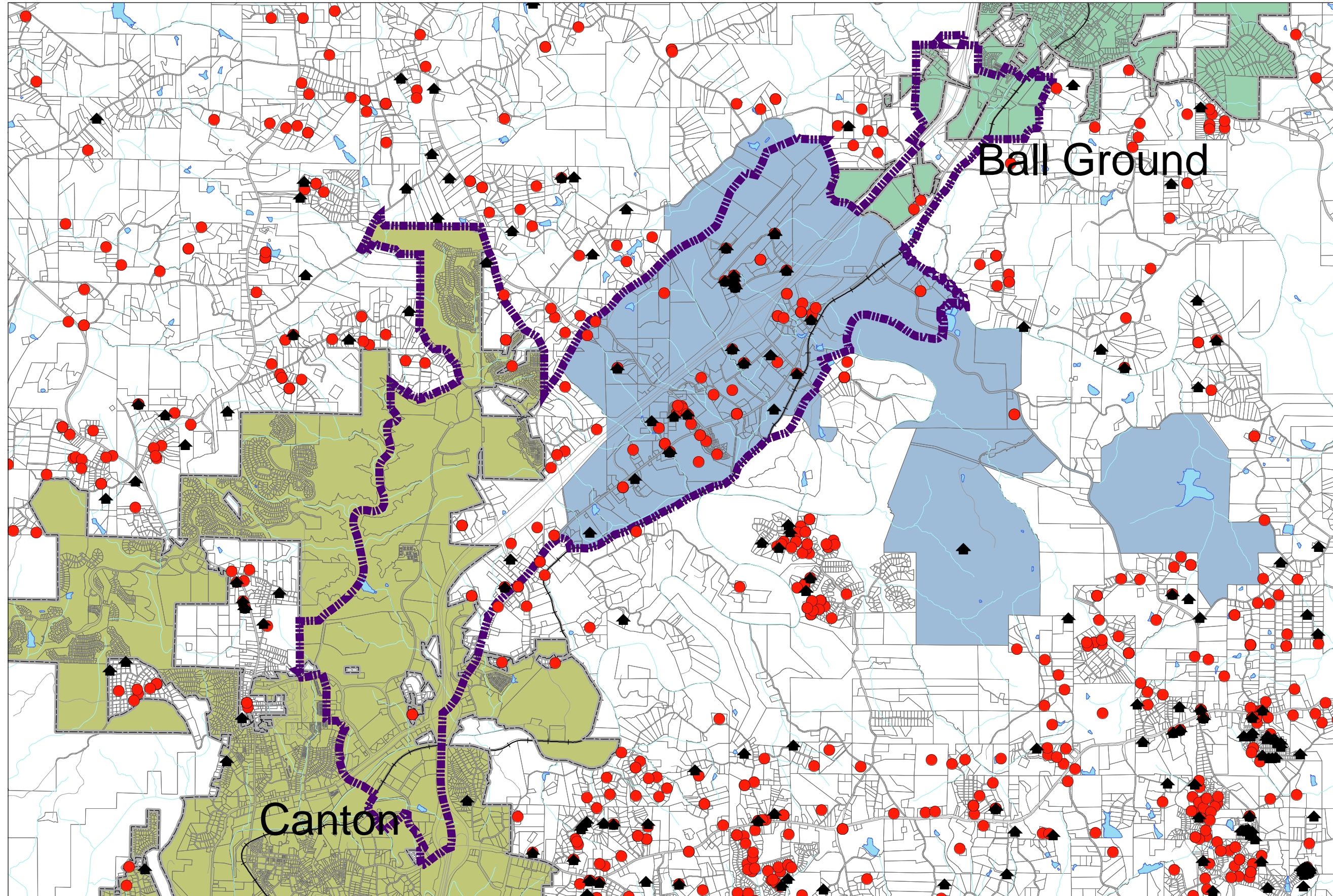
- Legend**
- Railroad
 - Streams
 - Lakes
 - ▭ Redevelopment Area
 - Tax Parcels
 - 2009-2010 Foreclosures
 - Airport Area Master Plan
- City Boundaries**
- Ball Ground
 - Canton



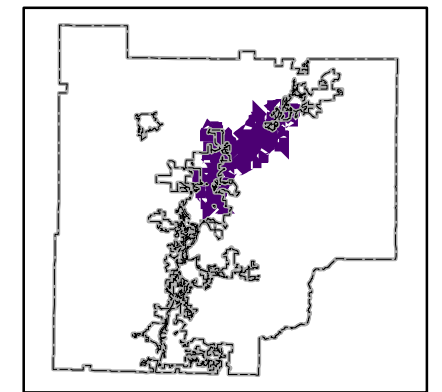
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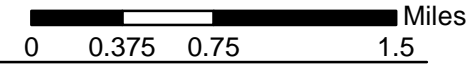


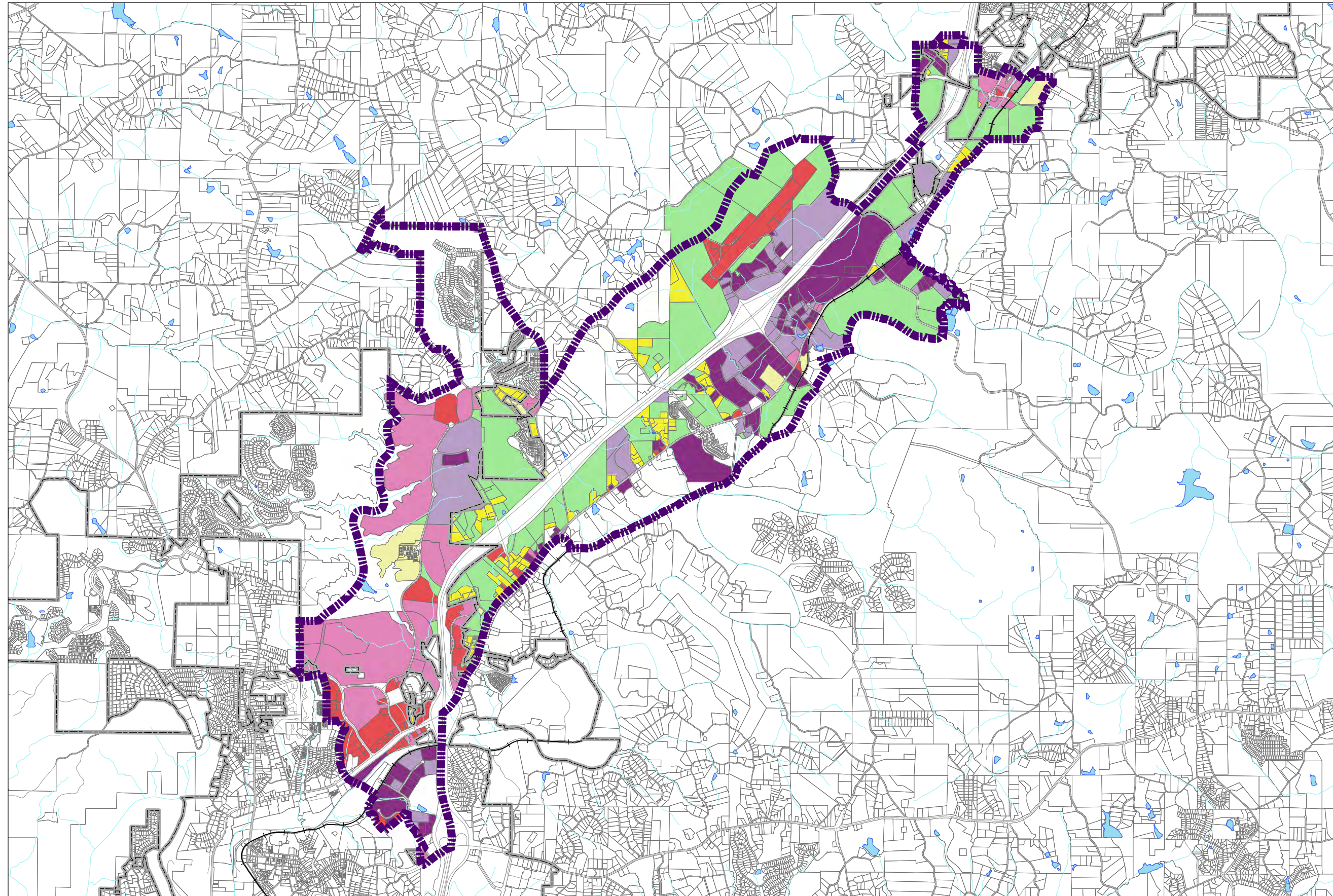
- Legend**
- ▲ 2006-2011 Permits
 - 2006-2011 Business Licenses
 - ▬ Redevelopment Area
 - Railroad
 - Lakes
 - Streams
 - Tax Parcels
 - Airport Area Master Plan
- City Boundaries**
- Ball Ground
 - Canton



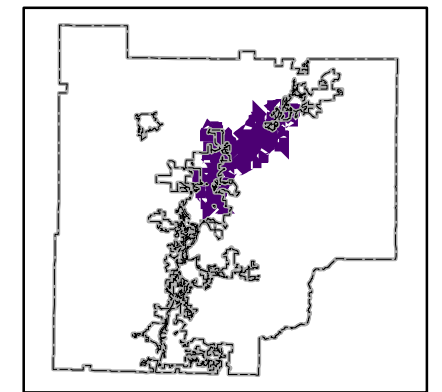
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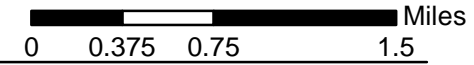


- Legend**
- Railroad
 - Streams
 - Lakes
 - Redevelopment Area
 - Tax Parcels
 - City Boundaries
- Land Use Status**
- Existing Commercial
 - Existing Industrial
 - Existing Residential
 - Vacant Land
 - Vacant Commercial
 - Vacant Industrial
 - Vacant Residential



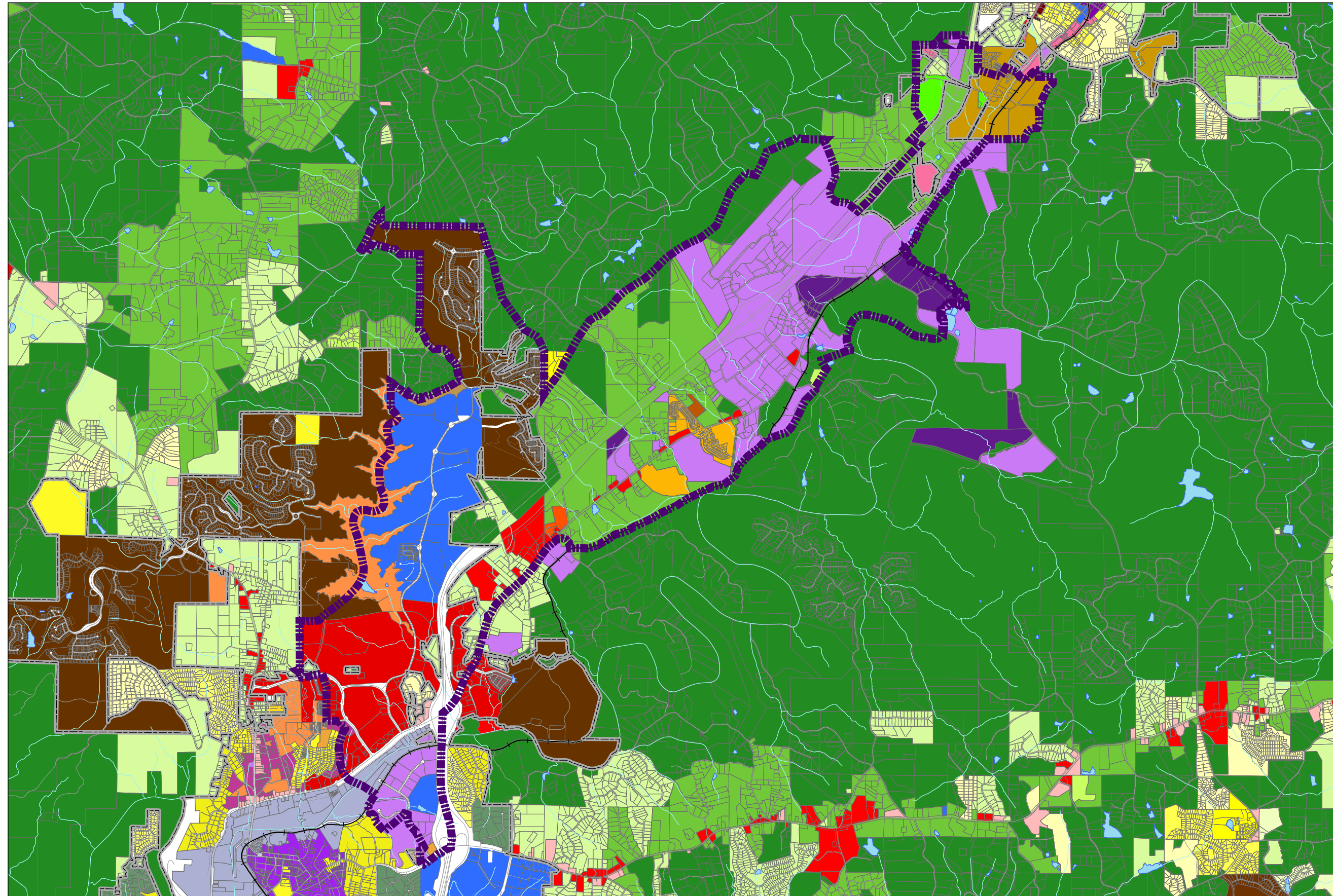
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Technology Ridge Urban Redevelopment Area

Zoning

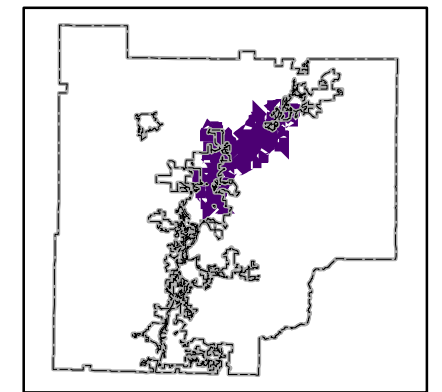


Legend

- Railroad
- Streams
- Lakes
- ⊞ Redevelopment Area
- Tax Parcels
- City Boundaries

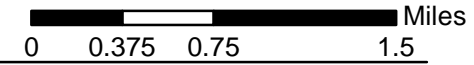
Zoning

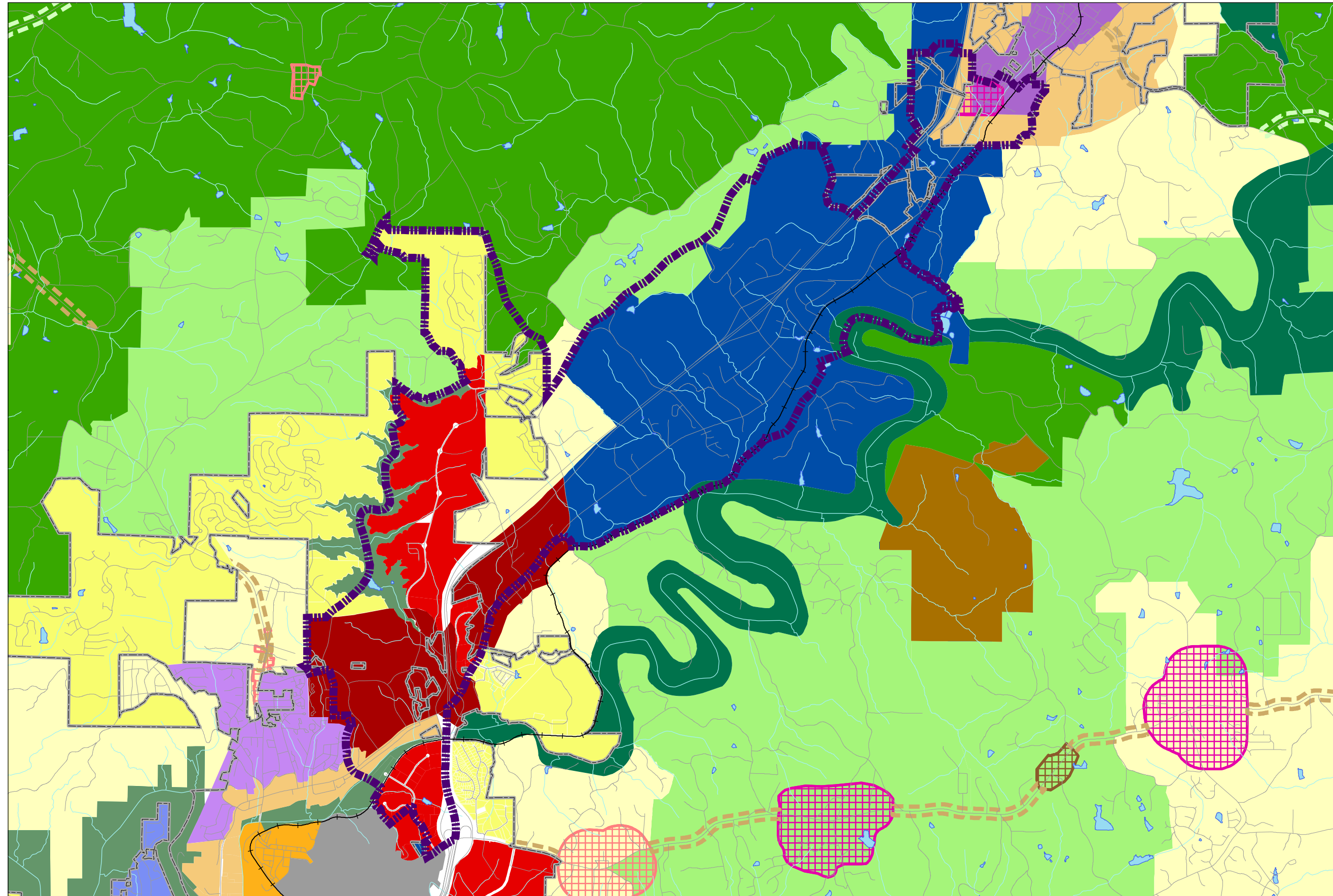
- AG
- R80
- R60
- R40
- R30
- R20
- R15
- RD3
- R10
- RZL
- RA
- RTH
- RM10
- RM16
- TND
- PUD
- OI
- NC
- GC
- HC
- LI
- HI



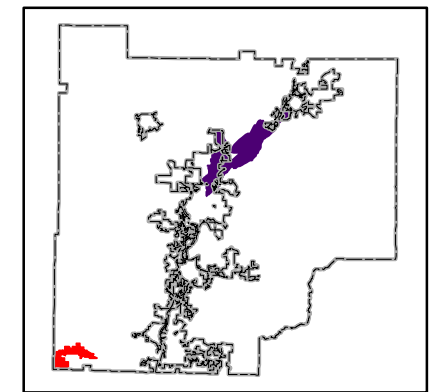
Drawing Prepared By:
 CHEROKEE COUNTY
 PLANNING AND LAND USE DEPARTMENT
 CANTON, GA
 DATE: 16 JUNE 2011

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- Legend**
- Redevelopment Area
 - Railroad
 - Lakes
 - Streams
- Canton Future Development**
- Central City
 - Crescent Ridge Corridor
 - Emerald Trail
 - Historic Canton
 - New Canton
 - Riverstone
 - New Town
 - Sunnyside
 - South Canton
 - South Crescent Ridge Corridor
 - Technology Center
- Cherokee Future Development**
- Natural Preserve
 - Rural Places
 - Country Estates
 - Suburban Growth
 - Suburban Living
 - Neighborhood Living
 - Bells Ferry LCI
 - Urban Core
 - Workplace Center
 - Regional Center
 - Waste Management
 - County Crossroads
 - Hamlet
 - Neighborhood Village
 - Community Village
 - Scenic Corridor
 - Transitional Corridor
 - Development Corridor



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