



City Council Meeting and Public Hearing

Holly Springs Public Safety Building, Council Chambers
3235 Holly Springs Pkwy. Holly Springs, GA 30115
Monday, August 18, 2025 | 6:30 PM

Ryan P. Shirley, Mayor

Michael Roy Zenchuk II, Mayor Pro Tem, Ward 3

Kyle Whitaker, Ward 1 | Dee Phillips, Ward 2 | Kevin Moore, Ward 4 | Jeff Wilbur, Ward 5

AGENDA

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

"Veterans of U.S. military services may proudly salute the flag while not in uniform based on a change in the governing law on 25 July 2007."

III. INVOCATION

IV. PRESENTATIONS

- A. Yard of the Month
Patricia M. Deigan
- B. Recognition of Service
Oma Lou Stewart

V. PUBLIC HEARING/OPEN

- A. 2025 Proposed Millage Rate

VI. PUBLIC HEARING/CLOSE

VII. PUBLIC COMMENTS

VIII. CONSENT AGENDA

- A. August 4, 2025 City Council Meeting and Public Hearing minutes

IX. OLD BUSINESS

- A. **MA-05-2025**, applicant, EBC Pinecrest, LLC, requests rezoning of 5.45 +/- acres located off of Pine Crest Road, Holly Springs, GA, tax parcels 019, 022 and 022A of tax plat 15N14C, from GC, General Commercial, and R-20, Single Family Residential, to TND, Traditional Neighborhood Development.

X. NEW BUSINESS

- A. **A-01-2025**, applicant, Garrard Development, Inc., requests annexation of 20.11 +/- acres located off of Lower Union Hill Road, Cherokee County, GA, tax parcel 158 of tax plat 15N26.
- B. **MA-03-2025**, applicant, Garrard Development, Inc., requests rezoning of 20.11 +/- acres located off of Lower Union Hill Road, Holly Springs, GA, tax parcel 158 of tax plat 15N26, from NC, Neighborhood Commercial (County), and AG, Agricultural (County), to TND, Traditional Neighborhood Development (City), and MXD, Mixed Use (City).
- C. **ORD-5-2025**, amendment to the Holly Springs Zoning Ordinance, Article 2: Interpretations and Definitions to amend definitions and Article 5: District Uses and Regulations to amend permitted uses and conditional uses.
- D. Intergovernmental Agreement (IGA) among Cherokee County, Georgia and the cities of Ball Ground, Canton, Holly Springs, Mountain Park, Nelson, Waleska, and Woodstock, Georgia for the use and distribution of proceeds generated from a Transportation Special Purpose Local Option Sales and Use Tax and authorize the Mayor to execute the agreement upon approval of the City Attorney.
- E. Resolution adopting the Project Wildcat Technical Report; and providing for the implementation of the Wildcat Area Plan.
- F. Proposal dated July 24, 2025, from BM&K for appraisal services for the Hickory Springs Parkway Project Priority 1 and Priority 2, in an amount not to exceed \$52,500.
- G. Proposal dated August 7, 2025, from TSF Concrete for the 2025 Sidewalk and Stormwater Catch Basin Top Repairs Project, in an amount not to exceed \$24,845.
- H. Proposal dated August 7, 2025, from TSF Concrete for the Holly Springs Stormwater Maintenance Project at 103 Childers Road, in an amount not to exceed \$5,850.
- I. Resolution to amend stormwater service fee rates from \$5.00 per Equivalent Residential Unit (ERU) per month to \$5.42 per ERU per month.
- J. Ordinance to set the 2025 Millage Rate of 4.945 mills.

XI. REPORTS

XII. ADJOURNMENT

**City of Holly Springs
City Council Meeting and Public Hearing Minutes
August 4, 2025**

Elected Officials Present: Mayor Ryan P. Shirley, Councilwoman Dee Phillips, Councilman Kyle Whitaker, Councilman Kevin Moore, and Councilman Jeff Wilbur.

Elected Officials Not Present: Mayor Pro Tem Michael Roy Zenchuk II.

Staff Present: Alicia Argo from the City Attorney's Office, City Manager Robert H. Logan, Assistant City Manager/City Clerk Karen Norred, Finance Director Denise Lamazares, Community Development Director Nancy Moon, Chief Tommy Keheley, Deputy Chief Greg Clyburn, Detective Annie Maryska, Assistant City Clerk/Records Manager Lou Stewart, and IT/Facilities Manager Ron Carter.

I. CALL TO ORDER

Mayor Shirley called the City Council Meeting and Public Hearing to order.

II. PLEDGE OF ALLEGIANCE

Mayor Shirley led the Pledge of Allegiance.

III. INVOCATION

Councilwoman Phillips gave the invocation.

IV. PRESENTATIONS

- A. Employee Service Recognition - Fifteen Years
Denise Lamazares
- B. Employee Service Recognition - Five Years
Detective Annie Maryska
- C. Northside Hospital - Cherokee Update
Billy Hayes, CEO

V. PUBLIC HEARING/OPEN

Mayor Shirley opened the Public Hearing at 7:03 p.m.

A. 2025 Proposed Millage Rate

Finance Director Denise Lamazares gave an overview of the 2025 proposed millage rate of 4.945.

Mayor Shirley asked for public comments.

Mr. Ken Phillips, residing at 215 Cedar Valley Court, stated that he was opposed to any increase in property taxes because he feels the roads in his area are not being maintained.

VI. PUBLIC HEARING/CLOSE

Mayor Shirley closed the Public Hearing at 7:12 p.m.

VII. PUBLIC COMMENTS

No public comments were made.

VIII. CONSENT AGENDA

- A. July 21, 2025 City Council Meeting minutes

Councilman Moore made a motion to approve the consent agenda. Councilman Wilbur seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

IX. OLD BUSINESS

X. NEW BUSINESS

- A. **MA-05-2025**, applicant, EBC Pinecrest, LLC, requests rezoning of 5.45 +/- acres located off of Pine Crest Road, Holly Springs, GA, tax parcels 019, 022 and 022A of tax plat 15N14C, from GC, General Commercial, and R-20, Single Family Residential, to TND, Traditional Neighborhood Development.

Councilman Moore made a motion to table Item A until the August 18th City Council meeting. Councilwoman Phillips seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- B. Recommendation for Cherokee County Zoning Case # 25-08-021 Robert and Mary Stone, tax parcels 15N16 047 and 048, located in unincorporated county on North Rope Mill Road inside the Growth Boundary.

Councilwoman Phillips made a motion to deny Item B. Councilman Moore seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- C. Consider the adoption of a resolution authorizing the execution of various documents related to the issuance of the Urban Redevelopment Agency of the City of Holly Springs, Georgia's revenue bonds, including an intergovernmental contract with the Agency.

Councilman Wilbur made a motion to approve Item C. Councilman Whitaker seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- D. Proposal dated July 9, 2025, from Foresite Group, LLC for Professional Design Services to Add Service #6 Town Center Hardscape/Landscape/Electrical/AV Phasing Plans as shown in Exhibit "A", in an amount not to exceed \$15,600.

Councilwoman Phillips made a motion to approve Item D. Councilman Moore seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- E. Easement between D.R. Horton, Inc. (Grantor) and the City of Holly Springs, Georgia (Grantee) for a temporary construction project at the corner of Old Holly Springs Road and Kimberly Place.

Councilman Whitaker made a motion to approve Item E. Councilwoman Phillips seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- F. Easement between Warren Bailey (Grantor) and the City of Holly Springs, Georgia (Grantee) for a temporary construction project at the corner of Old Holly Springs Road and Kimberly Place.

Councilman Moore made a motion to approve Item F. Councilwoman Phillips seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- G. Estimate #2980 from Stealth Security Services dba Stealth Video for acquiring a new video surveillance system in an amount not to exceed \$6,688.00.

Councilwoman Phillips made a motion to approve Item G. Councilman Wilbur seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- H. Estimate #2981 from Stealth Security Services dba Stealth Video for acquiring new Cloud Storage Servers for the City's camera systems in an amount not to exceed \$570.00.

Councilwoman Phillips made a motion to approve Item H. Councilman Wilbur seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- I. Estimate dated May 13, 2025, from Southeast Restoration Group, for performing miscellaneous repair work and painting at the Holly Springs Public Safety building located at 3235 Holly Springs Parkway, Holly Springs, GA 30115, in an amount not to exceed \$6,623.46.

Councilwoman Phillips made a motion to approve Item I. Councilman Moore seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

- J. Proposal dated July 2025, from Convergent for performing annual fire alarm inspections at the Public Safety building located at 3235 Holly Springs Parkway, Holly Springs, GA 30115, in an amount not to exceed \$1,100.00.

Councilwoman Phillips made a motion to approve Item J. Councilman Moore seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

XI. REPORTS

- A. Monthly Departmental Reports
No reports were made.

XII. ADJOURNMENT

Councilman Whitaker made a motion to adjourn the meeting and move into executive session for the purposes of litigation and real estate. Councilwoman Phillips seconded the motion. Motion carried. Yes 4, No 0, Abstained 0.

XIII. EXECUTIVE SESSION

- A. Litigation
B. Real Estate

Respectfully submitted.

Attest:

Ryan P. Shirley, Mayor

Karen Norred, City Clerk
(Seal)

ITEM REPORT

AGENDA ITEM NUMBER: IX.A.



FROM: Nancy Moon, Community Development Director

MEETING DATE: August 18, 2025

AGENDA ITEM: MA-05-2025, applicant, EBC Pinecrest, LLC, requests rezoning of 5.45 +/- acres located off of Pine Crest Road, Holly Springs, GA, tax parcels 019, 022 and 022A of tax plat 15N14C, from GC, General Commercial, and R-20, Single Family Residential, to TND, Traditional Neighborhood Development.

EXECUTIVE SUMMARY:

The applicant, EBC Pinecrest, LLC, requests rezoning of 5.45 +/- acres located off of Pine Crest Road, Holly Springs, GA, tax parcels 019, 022 and 022A of tax plat 15N14C, from GC, General Commercial, and R-20, Single Family Residential, to TND, Traditional Neighborhood Development. The applicant proposes to develop a town home community consisting of 43 units or a proposed density of 7.89 units per acre. The entrance is located on Pine Crest Road. Pinecrest Way, a private road, borders the property on the northeast side of the property. A proposed site plan and proposed elevations are attached. The development is proposed to begin construction in the Spring or Summer of 2026.

Planning Commission Recommendation

The Planning Commission conducted a public hearing on July 10, 2025. No public comments were presented at the meeting. The Planning Commission voted (4-0) to recommend approval of the request to rezone the property to TND, Traditional Neighborhood Development.

Update

At the August 4, 2025, City Council meeting, this application was tabled to allow the applicant to explore revising the plan for additional guest parking spaces. This has been completed, and the guest parking spaces increased from 6 to 20 spaces. Also, the application was tabled to review adding or contributing to the cost of a connecting sidewalk between this development and Holly Springs Parkway. The City Engineer estimated that the cost of providing the sidewalk alone would be approximately \$96,000, while adding a closed drainage system to the sidewalks would increase the cost to \$204,000. After discussion with the applicant, they have offered to contribute \$5,000 towards the sidewalk improvements on the adjacent property.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. Revised Site Plan
2. Site Plan
3. Staff Analysis
4. Location Map
5. Proposed Elevations
6. Application
7. Public Information Meeting Report
8. CCSD Impact Report
9. CCWSA Letter
10. Ordinance and Exhibits

RECOMMENDATION:

The staff recommendation is approval of the application to rezone the property with the following stipulations:

1. A master association shall be formed which shall include all component parts of the project. The master association shall be responsible for the oversight, upkeep, and maintenance of the entrance areas, signage, private infrastructure, detention areas, mail kiosk, amenity areas, common areas, open space areas, other common recreational areas, and all landscaping and plantings contained within the community.
2. The master association to be formed hereunder shall have architectural design regulations which shall control and coordinate all principal and accessory buildings within the project, as well as items such as project entrance signage, signage for individual units, signage within amenity areas, common areas, open space areas, other common recreational areas and the like to protect and maintain the quality and integrity of the development. The yard areas around each unit shall be fully sodded/landscaped and maintained by the mandatory homeowners' association.
3. All restrictive covenants and association documents shall be submitted for review by the Community Development Director prior to final plat approval.
4. The property shall consist of fee-simple for-sale single-family town homes. The Declaration of Restrictive Covenants shall restrict the number of units which can be leased at any one time to no more than ten percent.
5. Density shall be limited to a maximum gross density of 7.89 units per acre, or a maximum of 43 fee-simple single-family detached and attached residential dwelling units.
6. The architectural style of all structures shall consist of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and shall follow the design guidelines as outlined in the Holly Springs

Commercial Corridor Overlay District. The Town Center Architect and the Downtown Development Authority shall approve the elevations for all structures on all parcels prior to issuance of building permits.

7. Gutters shall blend with the architectural style of the buildings, consistent with the master covenants as established by the master association.
8. Garage doors shall be set back a minimum of 20 feet from the back of sidewalks.
9. Signage at the entrance point shall be ground-based, monument style, in compliance with Article 10, Signs and Outdoor Advertising, Holly Springs Zoning Ordinance, and shall complement the high quality, architectural vision and style of the proposed homes. The entrance areas shall be professionally designed, landscaped and maintained.
10. Lighting shall be environmentally sensitive, with the developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
11. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space, recreation areas, and landscaping.
12. Entrance design and improvements to Pine Crest Road shall be provided as per the determination and recommendation of the City Engineer. At a minimum, a deceleration lane, closed drainage system with curb and gutter, sidewalk, and pedestrian lighting conforming to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, shall be required along the frontage of Pine Crest Road.
13. All construction and employee vehicles and equipment shall be parked, and otherwise located, on the property during the development of infrastructure and construction of structures and shall not be parked on or along Pine Crest Road or Pinecrest Way. There will be no stacking of vehicles along any roadway waiting for entry onto the property.
14. As requested by the Cherokee County School District, the developer shall provide a School Mitigation Fee of \$989 per residential unit constructed, and such fee shall be paid prior to the issuance of each building permit.
15. Per offer of developer, a sidewalk improvements fee in the amount of \$5000 shall be contributed to the City prior to the issuance of the Land Disturbance Permit.

CONCURRENCES:

City Manager
Planning Commission

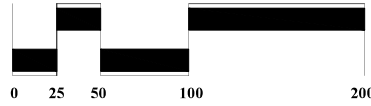
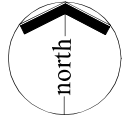
Rezoning Plat

Pinecrest Road Community

Cherokee County, Land Lots 271 & 272, 15th District, 2nd Section

prepared for:

Elevation Building
Real Estate Group, LLC
Justin Mimbs



Scale: 1" = 50'

August 13, 2025

Site Data

Total Site Area: 5.45 AC

Present Zoning: GC / R-20

Proposed Zoning: TND

(Traditional Neighborhood Development)

TND Building Setbacks:

front: 15' (20' provided, exterior)

side: 10' (20' provided, exterior)

rear: 20'

Total Units Shown: 43

(23' x 40' front loaded townhouse units
with rear patio/deck)

Proposed Density: 7.9 UN/AC

Guest parking: 20 spaces

DGM

LAND PLANNING
CONSULTANTS, INC.



1635 OLD HWY 41
SUITE 112-314
KENNESAW, GA 30152

770-514-9006
DGMLPC.COM



General Notes:

1. Boundary taken from MASS Engineering and Consultants.
2. Topographic information from MASS Engineering and Consultants.
3. According to Flood Insurance Rate Map (FIRM) #13057C0242 E, June 7, 2019, no portion of this site contains floodplain.
4. No cemeteries are known to exist on site.
5. Streams and/or wetlands are known to exist on site and their approximate locations are shown. Their exact locations will be determined during engineering phase of project.
6. No archeological or architectural landmarks are known to exist on site.
7. Utility easements exist on site and are shown on site plan.
8. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.



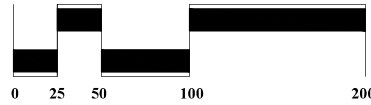
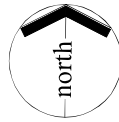
Rezoning Plat

Pinecrest Road Community

Cherokee County, Land Lots 271 & 272, 15th District, 2nd Section

prepared for:

Elevation Building
Real Estate Group, LLC
Justin Mimbs



Scale: 1" = 50'
April 22, 2025

DGM

LAND PLANNING
CONSULTANTS, INC.



1635 OLD HWY 41
SUITE 112-314
KENNESAW, GA 30152

770-514-9006
DGMLPC.COM

Site Data

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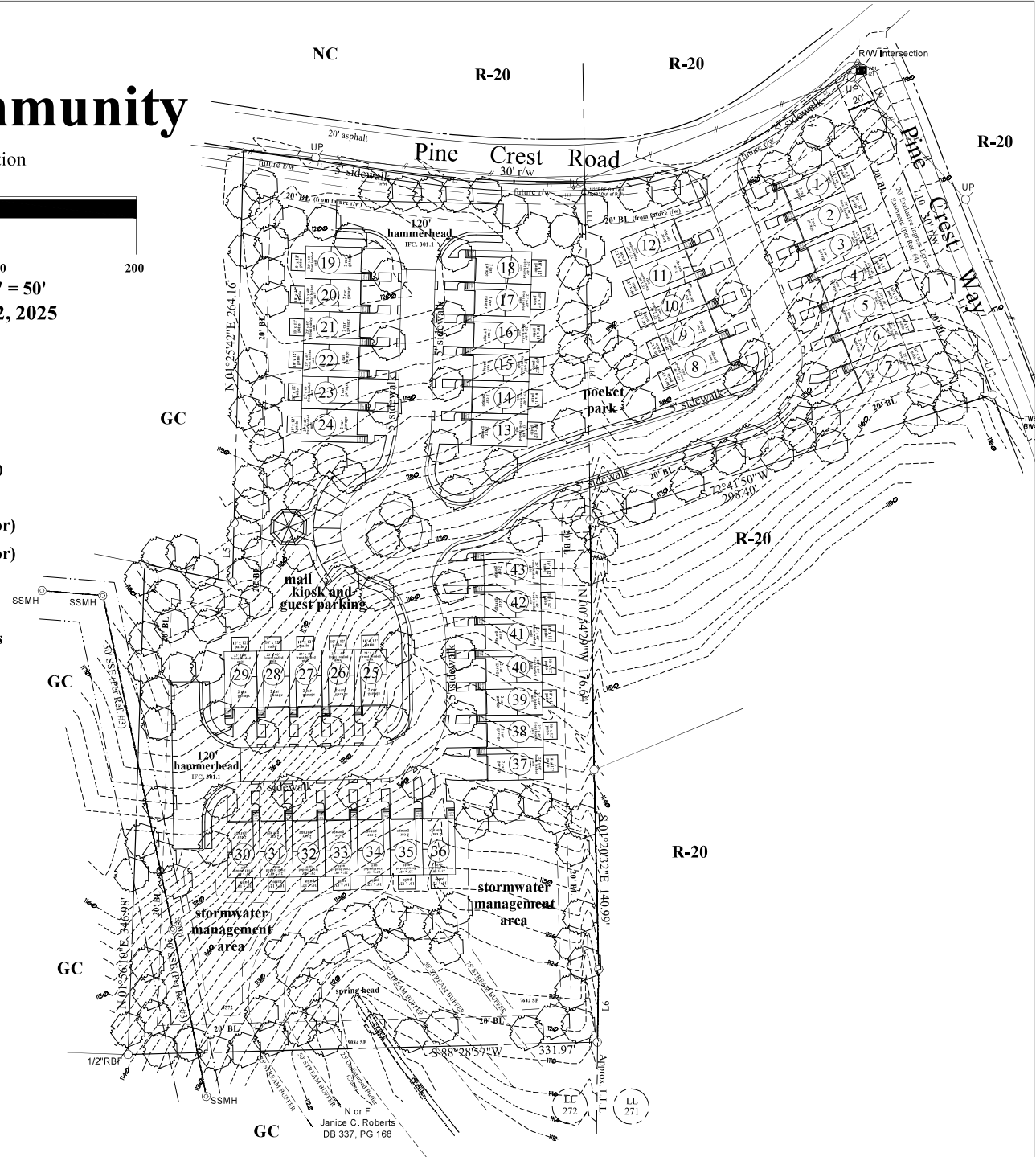
side: 10' (20' provided, exterior)

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(23' x 40' front loaded townhouse units
with rear patio/deck)

Proposed Density: 7.9 UN/AC



General Notes:

1. Boundary taken from MASS Engineering and Consultants.
2. Topographic information from MASS Engineering and Consultants.
3. According to Flood Insurance Rate Map (FIRM) #13057C0242 E, June 7, 2019, no portion of this site contains floodplain.
4. No cemeteries are known to exist on site.
5. No streams and/or wetlands are known to exist on site.
6. No archeological or architectural landmarks are known to exist on site.
7. Utility easements exist on site and are shown on site plan.
8. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.



Staff Analysis

A. Existing Land Use and Zoning Classification of Nearby Property

ADJACENT ZONING		ADJACENT DEVELOPMENT	
NORTH:	NC/R-20	NORTH:	SFR
SOUTH:	HDMFR/R-20	SOUTH:	Future Apartments/SFR
EAST:	R-20	EAST:	SFR
WEST:	GC	WEST:	Pinecrest Motel/SFR Pinecrest Shopping Center

B. Zoning Proposal Review Standards; Study Required for Amendment

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property?

Surrounding development in the area includes single-family residential, future apartment development, motel, retail and office uses. The proposed development, consisting of 43 townhomes adjoins both commercial and a proposed high-density apartment complex. The proposed development will provide a step down in intensity from the nearby existing commercial properties to the adjacent and nearby single family residential uses.

2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property?

The development of this property should not cause a substantial adverse effect on adjacent or nearby properties with regards to existing uses or usability. Buffers are planned to help screen development from the adjacent residential properties.

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned?

The property, as currently zoned, would be allowed to develop with those uses associated within the GC, General Commercial and R-20, Single Family Residential, zoning districts.

4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?

This request will generate additional traffic and use of utilities; however, the development will follow all design regulations. As there are only 43 units, the application submittal is not required to include a traffic study. Per the City Engineer, a deceleration lane, closed drainage system with curb and gutter, sidewalk, and pedestrian lighting shall be required along the frontage of Pine Crest Road. The

Cherokee County School District has indicated an impact of 32 students with an additional capacity cost of \$42,511 or \$989 per unit.

5. Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)?

The Future Development Map classifies this property for development within the Neighborhood Center and Town Center character areas. The Neighborhood Center is very similar to traditional neighborhoods. One noteworthy distinction between traditional neighborhoods and neighborhood center is that neighborhood centers are likely to have higher compositions of nonresidential (civic, office, neighborhood-serving retail) uses than traditional neighborhoods.

Application: Existing and new single-family residential neighborhoods with a mixed-use component.

Primary Future Land Uses: Neighborhood commercial, office, and government uses, and parks, recreation, greenways, and trails included as part of a traditional neighborhood.

Zoning Districts: PD-R, TND, NC, OI, GV, MXD-1, MXD-2

Density/Intensity: Moderate density single family residential uses up to 8 units/acre.

The Town Center consists of a compact area corresponding with the City's downtown. Acceptable uses include residences, businesses, offices, civic buildings and uses, entertainment space, institutional, and mixed-use developments. In addition, this character area is proposed to incorporate redevelopment and revitalization objectives of a compact, pedestrian-friendly downtown. Within this character area, participation of other agencies such as the Downtown Development Authority, and/or the Planning and Zoning Commission will be required in terms of development planning.

Application: Holly Springs Town Center

Primary Future Land Uses: Mix of uses including commercial, office, government, residential, and park.

Zoning Districts: PD-C, NC, GC, OI, GV, MXD-1, MXD-2

Density/Intensity: Moderate density single family residential uses up to 8 units/acre.

Surrounding development includes a mix of retail, office, and single family residential along with the proposed apartment complex. Stepping down to townhomes before the surrounding single-family residential properties will provide a transition.

6. Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?

The proposed development, consisting of single-family detached residential homes, is in compliance with the vision and objectives of the Community Agenda, primarily as follows:

- a) **Residential Uses.** Use the character areas and the Future Development Map (FDM) to guide residential growth, steering appropriate densities to suitable locations. (9.1, #3)
 - b) **Traditional Neighborhood Development.** Promote traditional neighborhood and mixed-use developments in appropriate areas, which could include commercial, multi-family, and single-family sections within the same project area. (9.1, #4)
 - c) **Architectural Requirements.** Utilize the adopted architectural requirements for the various character areas of the city, seeking to refine and enhance these requirements, as needed. Consistently enforce architectural regulations to promote a uniform and harmonious quality of development within respective character areas. (9.1, #11)
 - d) **Land Use Decisions.** Use the Future Development Map (FDM) as a guide when making land use decisions (map amendment requests) and reviewing other development proposals. (9.1, #22)
 - e) **Housing Options.** Promote an adequate range of safe, affordable, inclusive, and resource efficient housing in the community. This may be achieved by encouraging development of a variety of housing types, sizes, costs, and densities in each neighborhood; promoting programs to provide housing for residents of all socio-economic backgrounds, including affordable mortgage finance options; instituting programs to address homelessness issues in the community; or coordinating with local economic development programs to ensure availability of adequate workforce housing in the community. (9.2, #1)
7. Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?

The development of the property will be held to the environmental development standards for all local, state, and federal requirements. Engineering design and approval will meet all standards.

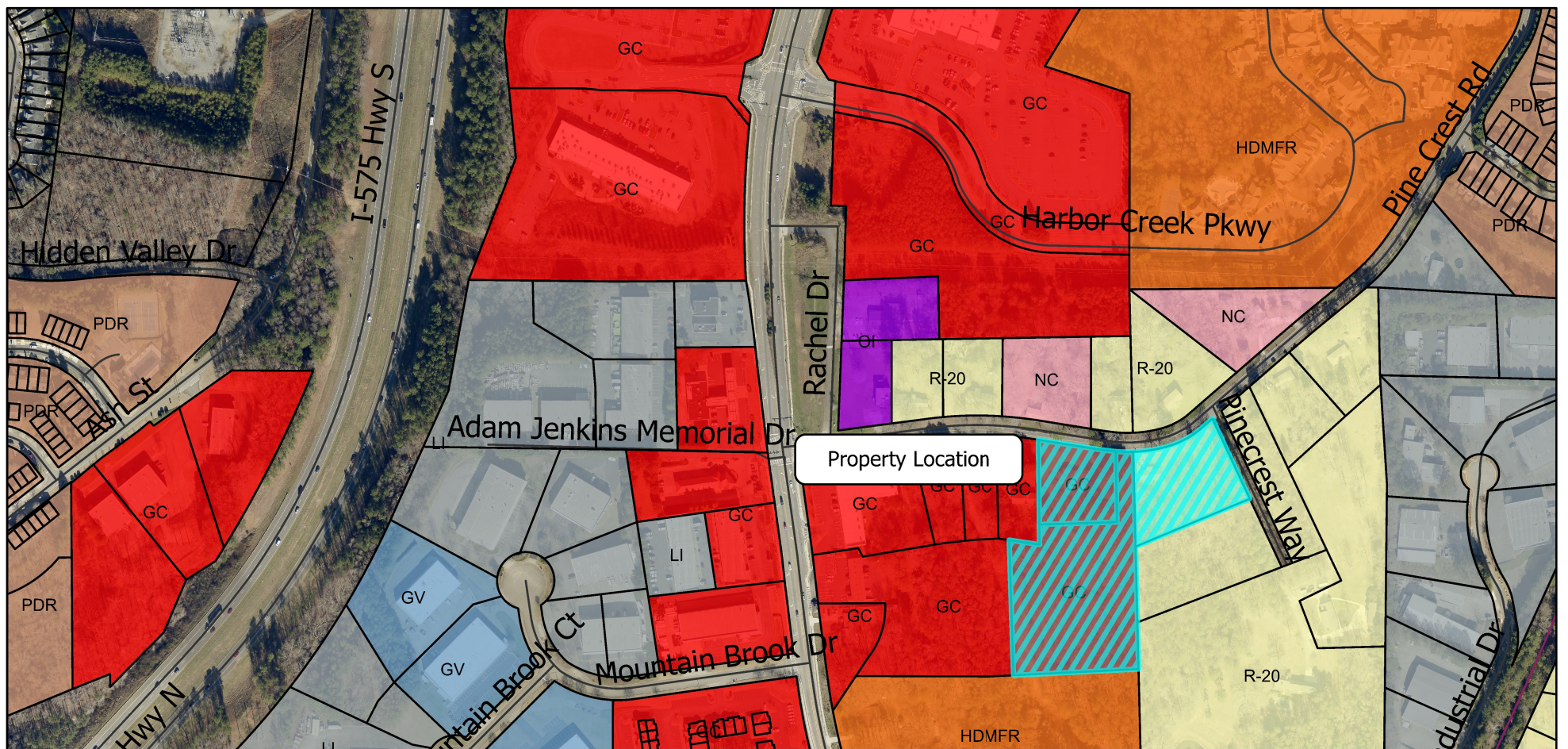
8. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal?

The proposed project is located partially in the Town Center Model Zoning District and will have pedestrian access to the core development within the Town Center. This

project will provide support for the businesses located within the Town Center, as well as allow an additional form of housing not available in the general area.

Public Information Meeting

The applicant conducted a public information meeting on June 9, 2025. The area residents who attended were concerned about the improvements to Pine Crest Road, sight distance, and rental units.



MA-05-2025 Location Map

—+— Railroad

□ Parcels_2025

— Streets_2025

Zoning 2025

ZONING

AG- Agricultural

R-80- Estate Residential

R-40- Single Family
Residential Estate

R-20- Single Family
Residential

RD-20- Single Family and
Duplex

RD-3- Single Family
Residential

PUD- Planned Unit
Development

TND- Traditional
Neighborhood
Development

PDR- Planned
Development Residential

HDMFR- High Density
Multi-Family Residential

GC- General Commercial

NC- Neighborhood
Commercial

OI- Office Institutional

GV-Governmental

LI- Light Industrial

/// MXD-Mixed Use Overlay











MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

For Application Procedures, See p. 7

APPLICATION MA- 05-2025 APPLICATION CUP- _____
HEARING DATE _____ DATE OF APPLICATION _____
APPLICANT EBC Pinecrest, LLC OWNER EBC Pinecrest, LLC 9040 Main Street Woodstock, GA
(If other than applicant)
Charles & Candace Carroll 436 Pinecrest Rd.
ADDRESS 9040 Main Street ADDRESS _____
Woodstock, GA
ZIP CODE 30188 PHONE _____ ZIP CODE _____ PHONE _____
EMAIL justin@elevationbuildingco.com EMAIL justin@elevationbuildingco.com
SIGNATURE See attached signature pages SIGNATURE See attached signature pages

APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) GC and R-20 REQUESTED ZONING DISTRICT TND

REQUESTED CONDITIONAL USE(S) _____

PROPERTY LOCATION/ADDRESS 372 & 436 Pine Crest Road

MAP NUMBER 15N PARCEL NUMBER(S) 15-0272-0042, 15-0271-0011 and 15-0272-0052

LAND LOT(S) 271 & 272 DISTRICT(S) 15th SECTION(S) 2nd

ACREAGE 5.45 SEWAGE DISPOSAL TYPE CCWSA UTILITIES AVAILABLE Yes

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST: _____

Applicant is requesting to rezone the Subject Property from General Commercial (GC) and R-20 to TND

(COMPLETE ON ATTACHED PAPER IF NECESSARY)

The following information must be provided with completed application:

- ☐ WARRANTY DEED
- ☐ TAX DOCUMENTATION
- ☐ SURVEY PLAT BY REGISTERED SURVEYOR
- ☐ 1 LARGE COPY (22" x 34") OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR ☐ 1 PDF
- ☐ COPY OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR
- ☐ CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
- ☐ ATTACHMENT B (CONDITIONAL USE PERMIT REQUESTS ONLY)
- ☐ WATER/SEWER AVAILABILITY LETTER FROM CCWSA (CHEROKEE COUNTY WATER AND SEWERAGE AUTHORITY)

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:

APPROVED _____ STIPULATIONS _____

DISAPPROVED _____

CITY COUNCIL DECISION:

APPROVED _____ STIPULATIONS _____

DISAPPROVED _____

FILING FEES _____ RECEIPT# _____ CHECK# _____

Application Information

Please print or type answers, using additional paper or a separate sheet of paper, if necessary.

(1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property? See attached responses.

(2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property? See attached responses.

(3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned? See attached responses.

(4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools? See attached responses.

(5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)? See attached responses.

(6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents? See attached responses.

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity? See attached responses.

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? See attached responses.

Complete the following section, if applicable.

Residential

Minimum house size: 2,500 sq. ft. (average)

Exterior façade: Mix of Hardie and masonry siding

Maximum number of units: 43

Anticipated start date: 4th quarter 2025

Anticipated completion date: 1st quarter 2026

Commercial

Number of buildings: N/A

Maximum square footage: _____ sq. ft.

Number of stories: _____

Total number of employees: _____

Exterior façade: _____

Anticipated start date: _____

Anticipated completion date: _____

REZONING RESPONSES EBC PINECREST, LLC

- (1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property?

The Subject Property is currently zoned GC-General Commercial and R-20 and is in an area that is transitioning from commercial developments facing Holly Springs Parkway and then industrial zoned property adjacent to the railroad further down Pine Crest Road. The proposed neighborhood is suitable given the fact that the proposal puts the neighborhood with good access to the interstate and surrounding businesses. The neighborhood will provide rooftops that will support the commercial development that is proposed with the new city center which is slightly south of the development.

- (2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property?

The Subject Property is surrounded by single family residential. The Applicant is requesting the same use. The property is partially zoned GC so downzoning to residential will potentially be beneficial to the neighbors.

- (3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned?

The Subject Property is surrounded by residential and is currently zoned GC and R-20. There is no current economic use under the current split-zoned categories.

- (4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?

The proposal is higher density which will result in an increase in student population. The growth trends are consistent with the growth projections in Metro Atlanta. The City has adequate utility capacity to accommodate the proposal. The new neighborhood aligns with the city's goal to add residential in the area around the new city center that is currently under development.

- (5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)?

The City's Future Development Map designates the Subject Property as being in the Town Center and Parkway Corridor. The Applicant's proposal will create a desirable transition from the heavy commercial area of Highway 5 east toward the residentially zoned Pine Crest Road.

- (6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?

The Subject Property is located in the Town Center and Parkway Corridor Character Areas. Both allow for single-family residential. The proposal will provide an addition to the housing inventory that is currently not available in the western part of Pine Crest near the commercial area of Highway 5.

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?

The Applicant is an experienced builder and will use protocols and best practices to minimize the effects on soil, air and water during construction. The City and County have adequate utility capacity to accommodate a development of this size.

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal?

The existing conditions give strong supporting grounds for approval of the proposed zoning and use. That said, the Proposed Zoning and Proposed Use complies with the intent of the City's Future Development Map and Comprehensive Plan by providing an appropriate land use for the subject property.

**CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE A PUBLIC HEARING
APPLICATION**

1.

My name is Justin Mimbs. I am the officer who is delegated the responsibility for authenticating records of ***EBC PINECREST LLC***. ("Applicant and Titleholder"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Public Hearing Application ("Application") regarding certain real property located in the City of Holly Springs, Cherokee County, Georgia.

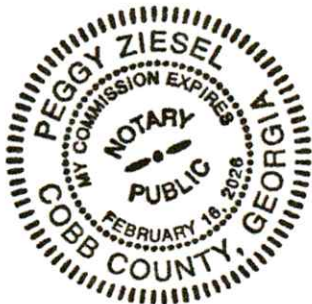
2.

In accordance with the Requirements for completing a Holly Springs Public Hearing Application, I hereby attest on behalf of the Applicant and Titleholder Company that I have reviewed the Application and related documents which are being filed simultaneously therewith on behalf of the Applicant to which this Certificate is attached and hereby certify:

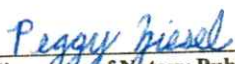
- (a) That corporate seal or facsimile affixed to the Application is in fact the seal of the Applicant and Titleholder Company or a true facsimile thereof; and
- (b) That the officer or other representative of the Applicant and Titleholder Company who executed this Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Application on behalf of the Applicant and Titleholder Company, and that the signature of said officer or other representative is genuine; and
- (c) That the execution of the Application and the filing of the Application on behalf of the Applicant and Titleholder Company by the officer or other representative of the Applicant and Titleholder Company has been duly authorized.

EBC PINECREST, LLC

By: 
Print Name Justin Mimbs Date 3/19/25
Its: Officer
Title



NOTARY SEAL


Signature of Notary Public

03.19.2025
Date

ATTACHMENT TO APPLICATION FOR REZONING

Titleholder: Charles B. Carroll and Candace K. Carroll

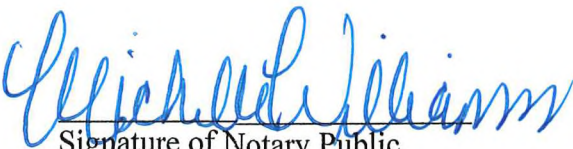
TIN: 15N14C 019
PIN: 15-0271-0011

PROPERTY OWNER'S CERTIFICATION

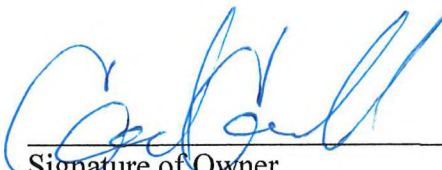
The undersigned(s) below, or as attached, is the owner of the property considered in this application.

 5/23/25
Signature of Owner Date

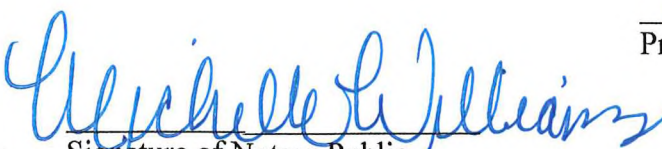
Charles B Carroll
Printed Name


Signature of Notary Public

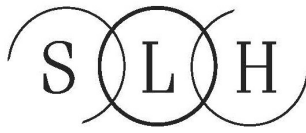


 5/23/25
Signature of Owner Date

Candace Carroll
Printed Name


Signature of Notary Public





GARVIS L. SAMS, JR.
(1952-2025)
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

June 26, 2025

VIA E-MAIL

Ms. Nancy Moon, Community Development Director
City of Holly Springs
3237 Holly Springs Pkwy.
Holly Springs, GA 30115

Re: Application of EBC Pinecrest, LLC for Rezoning of 5.45 ± acres of real property located in the City of Holly Springs, Cherokee County, Georgia; Tax Map 15N14C 019, 15N14C 022, 15N14C 022 A; Land Lots 271 & 272, 15th District, 2nd Section.

Dear Nancy:

The Applicant, EBC Pinecrest, LLC, conducted a Public Input Meeting on Monday, June 9, 2025 at 7:00 pm at the Historic Holly Springs Train Depot. Notice letters (including the site plan) were mailed to all property owners within 1,000 feet of the subject property per the mailing list pulled from Cherokee County GIS. A stamped Certificate of Mailing dated May 29, 2025, is attached as well as a copy of the notice letter and its enclosure. The sign-in sheet is also attached.

Those in attendance generally accept that the property is going to be developed and with its proximity to the new downtown project, the proposed density made sense. They were pleased that the homes would be for sale and not for rent. They wanted to make sure that the developer would make improvements to their section of the road with sidewalks and a driveway with proper site distance. The neighbors recognized this would increase traffic, but they understood this is to be expected with the proximity to the Interstate and shopping such as Walmart.

Please contact me at your earliest convenience should you have any questions regarding the meeting.

Sincerely,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
Attorney for the Applicant
phuff@samslarkinhuff.com

PFH/jcc
Attachments

Rezoning Case Impact Report

Jurisdiction		Rezoning Case Number		Applicant Name	
City of Holly Springs		MA-05-2025		EBC Pinecrest, LLC	
Acreage	Number Of Lots	Housing Type		Current Zoning	Proposed Zoning
5.45	43	Single-Family Residential		GC&R-20	TND
Estimated Student Impact ⁽¹⁾		Additional Capacity Needed		Additional Capacity Cost ⁽²⁾	Annual Student Cost ⁽³⁾
32	Students	2	Classroom(s)	\$42,511	\$271,035
Planning Commission Meeting Date		County Commission/City Council Meeting Date		Map & Parcel Number(s)	
				15N14C-019, 022	
Property Description					
Southwest intersection of Pine Crest Rd & Pine Crest Way					

Affected Schools Capacity Information

Elementary School	ES Enrollment	ES Capacity	% Capacity
Holly Springs ES	842	1,068	79%
Middle School	MS Enrollment	MS Capacity	% Capacity
Dean Rusk MS	1,530	1,643	93%
High School	HS Enrollment	HS Capacity	% Capacity
Sequoyah HS	2,061	2,375	87%

All Enrollment and Capacities are based on the last published Cherokee County Inventory of School Housing (CCISH) Numbers.

It is the position of CCSD that all developers should attempt to mitigate as much of the impact of their proposed development as possible. In every such case, the district designates a minimum contribution expected to help provide adequate facilities for the school-age children who will occupy the residences in the development.

Please recommend to all Residential Zoning applicants to contact Mitch Hamilton at 770-721-8429 to discuss mitigation of their subdivision before appearing before the Zoning Board. If the applicant cannot meet during that time, we request that the Zoning Board put a condition on the zoning so they must meet with Mr. Hamilton before the City Council/County Commission Meeting.

The estimated cost for building an elementary school is 40 to 45 million dollars, middle school is 65 to 70 million dollars, and the cost of building a high school is 100+ million dollars.

(1) - All increases in student enrollment should be considered cumulative. All recent cases will impact the affected Schools. The School District may have to transport the students of any given development to an alternate district due to over-enrollment.

(2) - Additional Capacity Calculations are based on adding Mobile Units to existing campus facilities at the following rate: 1 Mobile Unit = 2 Classrooms with a cost of \$60,000/Mobile Unit

(3) - Annual Cost is calculated using the General Fund Operating Expenditure cost per pupil of \$8,694.

Cherokee County Water & Sewerage Authority

March 19, 2025

RE: Water & Sewerage Availability (Tax Map 15N14C, Parcel 022 & 022A)

To Whom It May Concern:

Please be advised that Cherokee County Water & Sewerage Authority presently has a 6" PVC water main on the South side of Pine Crest Road North of the subject property.

Sewer is available on the subject property. The acquisitions of easements to manholes or lift stations will be the responsibility of the developer.

The capacity for Rose Creek Wastewater Treatment Facility is 6.0 MGD and the Authority is presently treating 3.5 MGD. The Fitzgerald Creek Treatment Facility is 11.5 MGD and the Authority is presently treating 5.0 MGD.

There is presently no moratorium for water or sewer connections on the Authority System. Sewer connections are available on first pay, first serve basis. However, plans for any development must be submitted and approved by the Authority prior to any water or sewer connection application being accepted for processing. Also, existing infrastructure, size and location, must be verified by developer/engineer/contractor prior to submittal to Cherokee County Water and Sewerage Authority.

If you have any questions, please don't hesitate to call me.

Sincerely,



Bradley M. Payne
Construction Office Supervisor

CC: Garry Hensley
Jody Henson
Keith Allen
Jeff Hooper

P. O. Box 5000 ~ Canton, Georgia 30114 ~ 770-479-1813

REZONING ORDINANCE

An ordinance to approve an application for rezoning in the City of Holly Springs, Georgia, concerning 5.45 +/- acres, identified as tax parcels 019, 022, and 022A of tax plat 15N14C of the 15th District of Cherokee County identified in Exhibit A, Location Map, from GC, General Commercial and R-20, Single Family Residential, to TND, Traditional Neighborhood Development; and

WHEREAS, an application was properly submitted to the City of Holly Springs Planning and Zoning Commission by EBC Pinecrest, LLC, requesting rezoning in the City of Holly Springs, Georgia, concerning 5.45 +/- acres, identified as tax parcels 019, 022, and 022A of tax plat 15N14C of the 15th District of Cherokee County identified in Exhibit A, Location Map, and Exhibit B, "Rezoning Plat, Pinecrest Road Community," from GC, General Commercial and R-20, Single Family Residential, to TND, Traditional Neighborhood Development; and

WHEREAS, after balancing the interest of the community in promoting public health, safety, morality, or general welfare against the right of the property owner to unrestricted use of the property,

The Council of the City of Holly Springs hereby ordains that:

Section 1

The application for rezoning in the City of Holly Springs, concerning 5.45 +/- acres, identified as tax parcels 019, 022, and 022A of tax plat 15N14C of the 15th District of Cherokee County identified in Exhibit A, Location Map, from GC, General Commercial and R-20, Single Family Residential, to TND, Traditional Neighborhood Development; and

Section 2

The approval of this application has the following stipulations attached:

1. A master association shall be formed which shall include all component parts of the project. The master association shall be responsible for the oversight, upkeep, and maintenance of the entrance areas, signage, private infrastructure, detention areas, mail kiosk, amenity areas, common areas, open space areas, other common recreational areas, and all landscaping and plantings contained within the community.
2. The master association to be formed hereunder shall have architectural design regulations which shall control and coordinate all principal and accessory buildings within the project, as well as items such as project entrance signage, signage for individual units, signage within amenity areas, common areas, open space areas, other common recreational areas and the like to protect and maintain the quality and integrity of the development. The yard areas around each unit shall be fully sodded/landscaped and maintained by the mandatory homeowners' association.
3. All restrictive covenants and association documents shall be submitted for review by the Community Development Director prior to final plat approval.
4. The property shall consist of fee-simple for-sale single-family town homes. The Declaration of Restrictive Covenants shall restrict the number of units which can be leased at any one time to no more than ten percent.
5. Density shall be limited to a maximum gross density of 7.89 units per acre, or a maximum of 43 fee-simple single-family detached and attached residential dwelling units.
6. The architectural style of all structures shall consist of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and shall

follow the design guidelines as outlined in the Holly Springs Commercial Corridor Overlay District. The Town Center Architect and the Downtown Development Authority shall approve the elevations for all structures on all parcels prior to issuance of building permits.

7. Gutters shall blend with the architectural style of the buildings, consistent with the master covenants as established by the master association.
8. Garage doors shall be set back a minimum of 20 feet from the back of sidewalks.
9. Signage at the entrance point shall be ground-based, monument style, in compliance with Article 10, Signs and Outdoor Advertising, Holly Springs Zoning Ordinance, and shall complement the high quality, architectural vision and style of the proposed homes. The entrance areas shall be professionally designed, landscaped and maintained.
10. Lighting shall be environmentally sensitive, with the developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
11. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space, recreation areas, and landscaping.
12. Entrance design and improvements to Pine Crest Road shall be provided as per the determination and recommendation of the City Engineer. At a minimum, a deceleration lane, closed drainage system with curb and gutter, sidewalk, and pedestrian lighting conforming to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, shall be required along the frontage of Pine Crest Road.
13. All construction and employee vehicles and equipment shall be parked, and otherwise located, on the property during the development of infrastructure and construction of structures and shall not be parked on or along Pine Crest Road or Pinecrest Way. There shall be no stacking of vehicles along any roadway waiting for entry onto the property.
14. As requested by the Cherokee County School District, the developer shall provide a School Mitigation Fee of \$989 per residential unit constructed, and such fee shall be paid prior to the issuance of each building permit.
15. Per offer of developer, a sidewalk improvements fee in the amount of \$5000 shall be contributed to the City prior to the issuance of the Land Disturbance Permit.

Section 3

This ordinance shall become effective August 18, 2025, upon approval by Mayor and City Council.

Section 4

The Community Development Director of the City of Holly Springs, Georgia, is hereby instructed to make any and all appropriate changes to the Official Zoning Map of Holly Springs, necessitated by the action described in Section 1 above; however, said changes to the Official Zoning Map of Holly Springs are effective concurrent with the effective date identified in Section 3 above, whether or not they have been physically made and represented. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

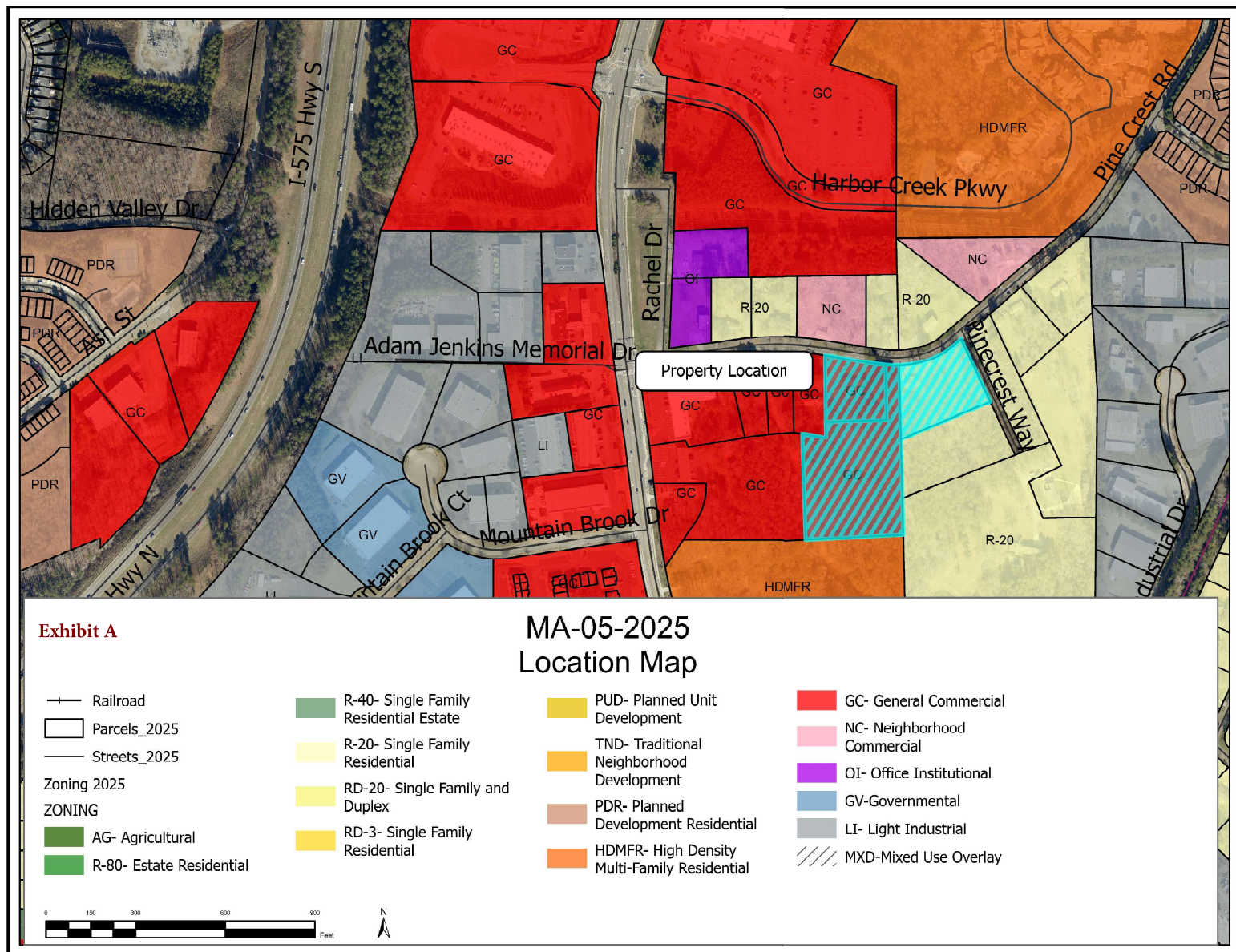
Adopted the 18th day of August, 2025, by the Mayor and City Council of the City of Holly Springs, Georgia.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)



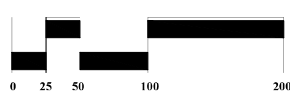
Rezoning Plat Exhibit B

Pinecrest Road Community

Cherokee County, Land Lots 271 & 272, 15th District, 2nd Section

prepared for:

Elevation Building
Real Estate Group, LLC
Justin Mimbs



Scale: 1" = 50'
August 13, 2025

DGM
LAND PLANNING
CONSULTANTS, INC.



1635 Old Hwy 41
SUITE 112-314
KENNESAW, GA 30152

770-514-9006
DGMLPC.COM

Site Data

Total Site Area: 5.45 AC

Present Zoning: GC / R-20

Proposed Zoning: TND

(Traditional Neighborhood Development)

TND Building Setbacks:

front: 15' (20' provided, exterior)

side: 10' (20' provided, exterior)

rear: 20'

Total Units Shown: 43

(23' x 40' front loaded townhouse units
with rear patio/deck)

Proposed Density: 7.9 UN/AC

Guest parking: 20 spaces

N or F
Charles Walter Davis
DB 2090, PG 268
PB 16, PG 195

GC



R-20

N or F
Michael McFarland &
Diane McFarland
DB 193, PG 319
PB 13, PG 29

GC

N or F
Janice C. Roberts
DB 337, PG 188

General Notes:

1. Boundary taken from MASS Engineering and Consultants.
2. Topographic information from MASS Engineering and Consultants.
3. According to Flood Insurance Rate Map (FIRM) #13057C0242 E, June 7, 2019, no portion of this site contains floodplain.
4. No cemeteries are known to exist on site.
5. Streams and/or wetlands are known to exist on site and their approximate locations are shown. Their exact locations will be determined during engineering phase of project.
6. No archeological or architectural landmarks are known to exist on site.
7. Utility easements exist on site and are shown on site plan.
8. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.

ITEM REPORT

AGENDA ITEM NUMBER: X.A.



FROM: Nancy Moon, Community Development Director

MEETING DATE: August 18, 2025

AGENDA ITEM: A-01-2025, applicant, Garrard Development, Inc., requests annexation of 20.11 +/- acres located off of Lower Union Hill Road, Cherokee County, GA, tax parcel 158 of tax plat 15N26.

EXECUTIVE SUMMARY:

Applicant, Parks Huff, representing Garrard Development, requests annexation of 20.11 +/- acres located off of Lower Union Hill Road, Cherokee County, GA, tax parcel 158 of tax plat 15N26. The property is currently zoned NC, Neighborhood Commercial and AG, Agricultural. The applicant is proposing to develop the property as a mixed-use development consisting of medical office, retail, and residential uses. The proposed zoning is TND, Traditional Neighborhood Development and MXD, Mixed Use. The property for the cell tower is not being rezoned and is not included in the application for annexation and rezoning. This two-acre tract was recorded with a plat, approved by Cherokee County, in 2023.

In 2022, the City and County adopted a growth boundary agreement, identifying areas on the boundary of the existing city limits which may be annexed subject to following the state annexation process. The agreement provides procedures for property within the growth boundary, as well as procedures for property located outside the growth boundary. This property is located outside the area identified in the growth boundary agreement. Section 5. GB (Growth Boundary) Protocols and Section 5. d. City - Outside GB states as follows:

GB Protocols. It is understood that the County and City will continue to face a balancing act between private property rights and the County and City authority to guide development for the common good of the community. The County and City desire to work together to honor the GB during the term of this agreement and therefore agree to the following:

d. City — Outside GB. If a proposed development project is submitted by an Owner to the City for consideration on property located outside, but on property abutting the GB and/or otherwise contiguous to the municipal boundary, the City will encourage the Owner to first

contact the County for consideration. If the Owner refuses to meet with the County, the City will document this decision and disclose it to the County in accordance with Section 6 (Memorandum of Understanding). If the owner meets with the County, but after doing so desires to work with the City, the City will contact the County for written input and analysis, if any, regarding the proposed development project in accordance with the provisions in (4)(b)(Memorandum of Understanding).

As required, the applicant was encouraged to meet with the County concerning this development. The applicant followed this request and did meet with the County on March 20, 2025. After discussion with the County and not receiving support for the project, the applicant chose to file the application with the city to annex and rezone. A letter was received, dated April 2, 2025, notifying City staff of this decision (see attachments for letter from the applicant and email correspondence from the County to the applicant). Upon receipt of this letter, the County was notified as provided for in the communication requirements of the Memorandum of Understanding for the Growth Boundary Agreement. City staff, County staff, and the applicant met on April 17, 2025, and May 1, 2025, to discuss the project. In addition, City and County staff met on June 2, 2025, to discuss this case. The County staff requested or stated the following:

- 1) Reduce density to 65-75 units.
- 2) Detached housing should be on the northern perimeter with the attached housing towards the center of the property.
- 3) Entrances located closest to the intersection of East Cherokee and Lower Union Hill will be right-in/right-out due to the distance from the intersection.
- 4) Consider moving the commercial to front on East Cherokee.
- 5) If commercial development is moved to front on East Cherokee, attached housing may take the place along Lower Union Hill with appropriate landscaped screening.

Cherokee County

Cherokee County heard this case at its June 3, 2025, meeting. They voted unanimously (3-0) to object to the annexation in accordance with state law. Via a letter sent by email, dated June 10, 2025, the county notified the City, as well as the Georgia Department of Community Affairs (DCA), of the objection, citing the following: material increase in burden on the County related to the proposed change in zoning, increased residential density, and infrastructure demands related to the proposed change in zoning. A copy of the letter is attached. On June 13, via email, a notice (copy attached) was received from DCA stating that the "petition for annexation arbitration was deemed incomplete by the department per the statute and rules," and therefore, DCA declined to appoint an arbitration panel. A number of County residents sent their objections via email. I have attached those comments to the rezoning case packet.

Planning Commission Public Hearing

The Planning Commission conducted a public hearing on July 24, 2025. A large number of area residents attended the meeting. Concerns voiced at the meeting included: narrow buffer, density, public integrity was questioned, townhomes are inappropriate, transition

inappropriate, disastrous for traffic, development goes against the growth boundary, and sets a dangerous precedent. In addition, a petition against the development, consisting of 600+ signatures, was presented. The Planning Commission voted to recommend approval (3-1) to annex the property.

FISCAL IMPACT:

N/A

ATTACHMENTS:

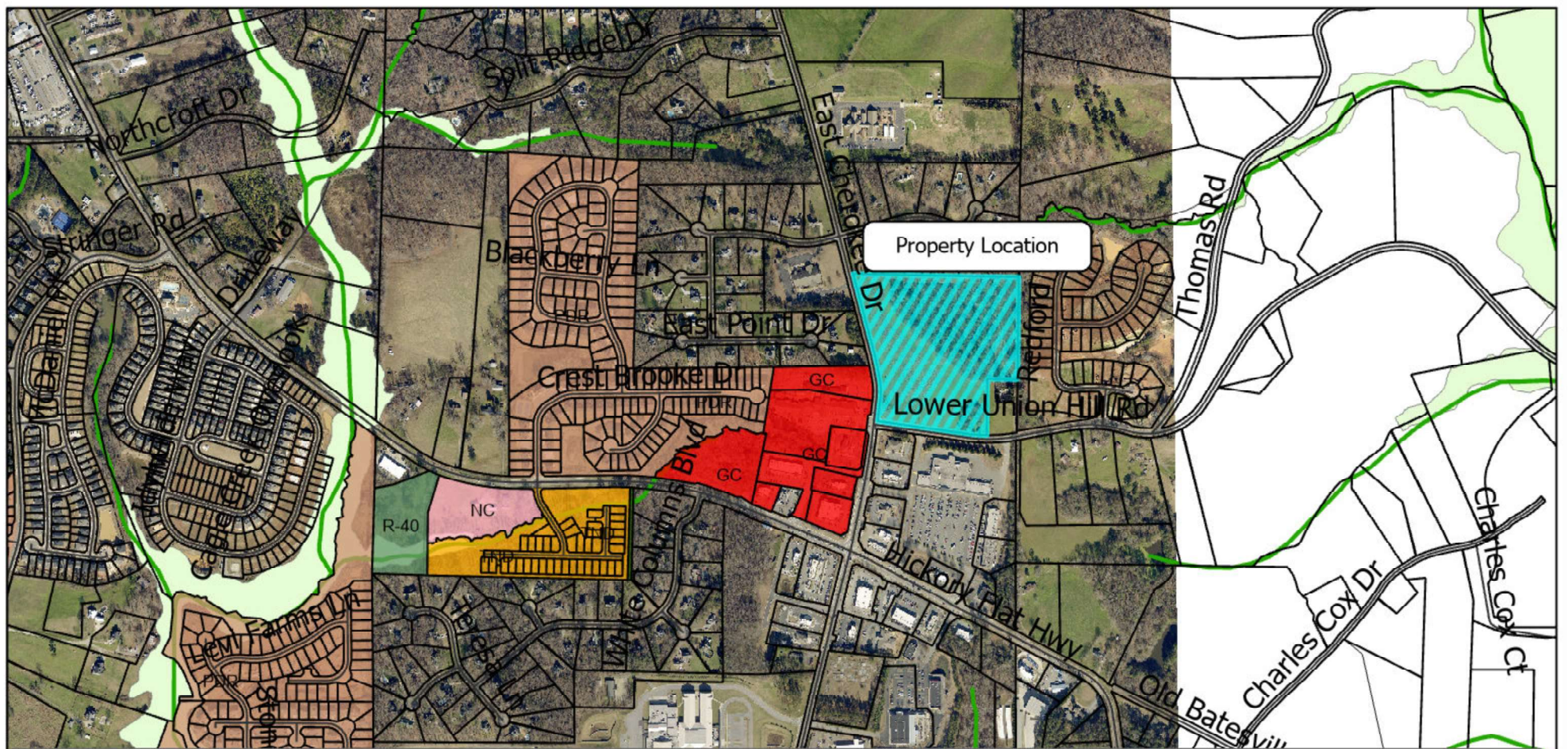
1. Location Map
2. Survey
3. Original Site Plan
4. Revised Site Plan -1
5. Revised Site Plan -2
6. Final Site Plan
7. Application
8. Decision Letter to File in City
9. Cherokee County Staff Analysis
10. Cherokee County Objection
11. Ordinance and Exhibit A

RECOMMENDATION:

The staff recommendation is approval of the annexation request.

CONCURRENCES:

City Manager
Planning Commission



A-01-2025 MA-03-2025 Location Map

+ Railroad
 □ Parcels_2025
 — Streets_2025

Zoning 2025

ZONING

AG- Agricultural
 R-80- Estate Residential

R-40- Single Family Residential Estate
 R-20- Single Family Residential
 RD-20- Single Family and Duplex
 RD-3- Single Family Residential

PUD- Planned Unit Development
 TND- Traditional Neighborhood Development
 PDR- Planned Development Residential
 HDMFR- High Density Multi-Family Residential

GC- General Commercial
 NC- Neighborhood Commercial
 OI- Office Institutional
 GV- Governmental
 LI- Light Industrial
 MXD- Mixed Use Overlay



Plat
Recorded 11/13/2023 9:29 AM
Patty Baker
Clerk of Superior Court
Cherokee County, GA
Book 120 Page 981
Participant IDs: 9822841399

"THIS DOCUMENT WAS PRODUCED ON A 24" X 36" SHEET UTILIZING ELECTRONIC MEDIA AND DIGITALLY SIGNED BY THE SURVEYOR UTILIZING NITRO PDF EDITOR AT THE TIME AND DATE SHOWN AND A COPY OF THE ORIGINAL DOCUMENT EXIST IN THE OFFICE OF THE SURVEYOR. ANY MODIFICATIONS MADE THEREAFTER ARE INVALID. ANY DIGITAL COPY OF THIS DOCUMENT THAT DOES NOT CONTAIN A SIGNATURE VALIDATION AT THE SAME TIME AND DATE OF CREATION OF THIS FILE HAS BEEN MODIFIED. ANY DIGITAL OR PAPER COPY CAN BE AUTHENTICATED USING THE ORIGINAL SURVEYOR'S DOCUMENT."

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (B) OF O.C.G.A. SECTION 16-6-47, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY AN APPLICABLE LOCAL JURISDICTION FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES. APPROVAL CERTIFICATES SHOULD BE CONFINED WITH ANY FURTHER INSTRUMENTS ISSUED BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCELS. FURTHERMORE, UNDERGROUND LAND SURVEYOR CERTIFIED THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL REQUIREMENTS FOR PROPERTY SURVEYING AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 16-6-47.



10/31/2023
DATE
CLINTON K. COULTER
GEORGIA REGISTERED LAND SURVEYOR NO. 3471

APPROVED FOR RECORDING
CHEROKEE COUNTY
PLANNING AND ZONING
Planner
11/13/2023

STATE OF GEORGIA COUNTY OF CHEROKEE

RESOLUTION NO. 2023-R-089

A RESOLUTION OF THE CHEROKEE COUNTY BOARD OF COMMISSIONERS TO AMEND RESOLUTION 2023-R-081 REGARDING APPLICANT OVALENE C CAGLE AND 7.94 ACRES LOCATED IN LAND LOT 285 OF THE 16TH DISTRICT, 2ND SECTION OF CHEROKEE COUNTY, GEORGIA, AND INDICATED AS PARCEL 104 ON TAX MAP 1522, AND FOR OTHER PURPOSES.

WHEREAS, on or about September 5, 2023, the Cherokee County Board of Commissioners approved Resolution 2023-R-081 (Zoning Case No. 23-05-005) regarding Applicant Ovalene C. Cagle and approximately 7.94 acres identified in the record of the Cherokee Tax Assessor as Parcel 104; and
WHEREAS, a copy of Resolution 2023-R-081 has been studied hereto as Exhibit A for review and reference purposes;

AND WHEREAS, the Cherokee County Board of Commissioners desires to remove one (1) condition that was included in Resolution 2023-R-081 regarding the property, to wit: "The balance of property to be sold shall be sold to the applicant as a whole unit only";
WHEREAS, the Cherokee County Board of Commissioners hereby resolves the aforementioned condition and adopts the following resolution of Resolution 2023-R-081 as previously approved in its entirety; and
NOW, THEREFORE, BE IT RESOLVED BY THE Cherokee County Board of Commissioners, and it is hereby so resolved by the authority of the same, that the Board of Commissioners hereby removes the condition regarding "The balance of property to be sold shall be sold to the applicant as a whole unit only" and adopts the remaining portions of Resolution 2023-R-081 in its entirety;

SO RESOLVED, APPROVED, AND ADOPTED this 14th day of November, 2023.

By: *[Signature]*
HARRIS JOHNSON, Chairman
Attest: *[Signature]*
CHRISTY BLACK, County Clerk

RESOLUTION NO. 2023-R-081 CASE 23-05-005 APPLICANT: ESTATE OF OVALENE C CAGLE

A resolution concerning the following subject property:
2.94 ACRES LOCATED IN LAND LOT 285 OF THE 16TH DISTRICT, 2ND SECTION OF CHEROKEE COUNTY, GEORGIA, AND INDICATED AS PARCEL 104 ON TAX MAP 1522.

WHEREAS, the subject property is owned by the Estate of Ovalene C. Cagle, who is deceased; and
WHEREAS, the subject property is located in Land Lot 285 of the 16th District, 2nd Section of Cherokee County, Georgia, and is indicated as Parcel 104 on Tax Map 1522; and
WHEREAS, the subject property is currently owned by the Estate of Ovalene C. Cagle, who is deceased; and
WHEREAS, the subject property is currently owned by the Estate of Ovalene C. Cagle, who is deceased;

WHEREAS, the subject property is currently owned by the Estate of Ovalene C. Cagle, who is deceased; and
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WHEREAS, the subject property is currently owned by the Estate of Ovalene C. Cagle, who is deceased; and
WHEREAS, the subject property is currently owned by the Estate of Ovalene C. Cagle, who is deceased;

CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

LEGEND	
D P.P. - POWER POLE	
L.P. - LIGHT POLE	
F.H. - FIRE HYDRANT	
M.H. - SANITARY SEWER MANHOLE	
W.M. - WATER METER	
G.M. - GAS METER	
R.B.S. - REINFORCING BAR SET	
R.B.F. - REINFORCING BAR FOUND	
C.T.F. - CRIMP TOP PIPE FOUND	
O.T.F. - OPEN TOP PIPE FOUND	
R.W.M.O. - RIGHT-OF-WAY MONUMENT	
T.F. - TYPE OF FENCE	
J.B. - JUNCTION BOX	
D.I. - DROP INLET / YARD INLET	
C.B. - CATCH BASIN	
R.C.P. - REINFORCED CONCRETE PIPE	
C.M.P. - CORRUGATED METAL PIPE	
F.F.E. - FINISHED FLOOR ELEVATION	
W.V. - WATER VALVE	
C.O. - CEMENT CLEAN OUT	
T.M. - TELEPHONE MANHOLE	
O.P.L. - OVERHEAD POWER LINES	
H.R. - HEADWALL	
P.W. - POWER	
S.S. - STREET ADDRESS	
W. - WATER LINE	
U. - UNDERGROUND TELEPHONE LINE	
G. - GAS LINE	
E. - UNDERGROUND ELECTRICAL LINE	

DEAR DEVELOPER/OWNER:
THE CHEROKEE COUNTY FIRE MARSHAL'S OFFICE HAS REVIEWED YOUR REQUEST TO SUB-DIVIDE THE REFERENCED PROPERTY. WE ARE PROVIDING COMMENTS(S) AND INFORMATION FOR YOU TO CONSIDER WHEN YOU REVIEW THE COMMENTS BELOW. PLEASE KEEP IN MIND THE INSURANCE SERVICE ORGANIZATION (ISO) RATING OF YOUR FIRE DEPARTMENT IN CHEROKEE COUNTY. ISO RATED CHEROKEE COUNTY FIRE & EMERGENCY AS A 2.5/10 RISK CLASS FIRE DEPARTMENT. THE RATING SCALE IS FROM 1 AS BEING THE BEST AND 10 AS BEING THE WORST. PROTECTION PROVIDED: THE SPLIT CLASSIFICATION OF 2.5/10 WITH OUR RATING IS DESIGNATED FOR THOSE PROPERTIES THAT ARE NOT WITHIN 1000 FEET OF A FIRE HYDRANT. THE RATING OF 2.5/10 OR IF YOU CHOOSE NOT TO ADD ADDITIONAL PROTECTION, THE RATING OF 2.5/10 WILL CAUSE AN INCREASED HOMEOWNER'S INSURANCE PREMIUM. THERE HAVE BEEN CASES WHERE THE 2.5/10 RATING HAS CAUSED A HOMEOWNER'S INSURANCE PREMIUM TO RISE TO TWICE THEIR PREVIOUS AMOUNT. AGAIN, THIS IS DUE TO NO FIRE HYDRANT WITHIN 1000 FEET OF THE RESIDENCE.
FIRE HYDRANT - IN ORDER TO RECEIVE THE LOWEST INSURANCE PREMIUM RATES AND AN ADEQUATE WATER SUPPLY FOR FIREFIGHTING PURPOSES WE ARE RECOMMENDING YOU PROVIDE A FIRE HYDRANT(S) INSTALLED IN A LOCATION SO THAT ONCE HOMES ARE BUILT ON THE PROPERTY THERE WILL BE A FIRE HYDRANT WITHIN 1000 FEET OF ANY AND ALL HOMES WITHIN THIS PARCEL OF LAND. YOU WILL NEED TO CONTACT THE WATER AUTHORITY WHICH PROVIDES THE WATER SERVICES FOR MORE INFORMATION AND REQUIREMENTS FOR THE INSTALLATION OF ANY ADDITIONAL WATER LINES AND ALL FIRE HYDRANT INSTALLATION REQUIREMENTS. ONCE THE WATER LINE AND FIRE HYDRANT ARE APPROVED AND INSTALLED PLEASE ADVISE OUR OFFICE SO WE CAN UPDATE OUR RECORDS AND MAPS FOR THE PROPERTY AS NEEDED. IF THE WATER AUTHORITY REQUESTS YOUR REQUEST FOR A FIRE HYDRANT, WE CAN UPDATE OUR RECORDS AND MAPS FOR THE PROPERTY AS NEEDED.
FIRE DEPARTMENT VEHICLE ACCESS - FIRE DEPARTMENT ACCESS TO PROPERTIES IS PARAMOUNT IN OUR ABILITY TO ACCESS PROPERTIES FOR A MORE EFFECTIVE FIREFIGHTING STRATEGY. FIRE DEPARTMENT ACCESS ROADS SHOULD BE 30 FEET WIDE, LESS THAN A 10% GRADE AND BE OF AN ALL-WEATHER/FULL-SEASON SURFACE CAPABLE OF SUPPORTING 25,000 POUNDS. IF THE PUBLIC/Private ACCESS DRIVE IS LONGER THAN 150 FEET IT WILL NEED TO HAVE AN APPROVED TURNAROUND AT THE END.
FIRE MARSHAL'S OFFICE PLAN REVIEW COMMENTS - IT DOES NOT APPEAR THERE IS A FIRE HYDRANT WITHIN 1000 FEET OF ALL PARTS OF THE BUILDABLE AREA OF THE PROPERTIES.
FIRE MARSHAL'S OFFICE RECOMMENDATION - THE CHEROKEE COUNTY FIRE MARSHAL HAS THE RECOMMENDATION THAT A FIRE HYDRANT BE INSTALLED AT AN APPROVED LOCATION BY THE CHEROKEE COUNTY FIRE MARSHAL'S OFFICE AS WELL AS THE UTILITY COMPANY THAT PROVIDES WATER.

CURRENT ZONING (TRACTS 1 & 3): AG

SETBACKS:
FRONT (EAST CHEROKEE DRIVE) - 65'
FRONT (LOWER UNION HILL ROAD) - 50'
SIDE - 50'
REAR - 50'
MINIMUM LOT WIDTH AT FRONT SETBACK: 130'

CURRENT ZONING (TRACT 2): NC

SETBACKS:
FRONT (EAST CHEROKEE DRIVE) - 65'
FRONT (LOWER UNION HILL ROAD) - 50'
SIDE - 15'
REAR - 15'
MINIMUM LOT WIDTH AT FRONT SETBACK: 100'

GPS NOTES:

- 1) HORIZONTAL DATUM IS NAD 83. VERTICAL DATUM IS NAVD 83.
- 2) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED USING A TRIMBLE RSC2 DATA COLLECTOR RECEIVING GPS CORRECTIONS FROM A L1/L2 GPS PHONE FROM THE EDPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS CORRELATED MEASUREMENTS FROM THE TRIMBLE REAL TIME NETWORK OPERATED BY EDPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.01 HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

SURVEY NOTES:

- 1) ALL DISTANCES ON SURVEY ARE HORIZONTAL DISTANCES.
- 2) ALL DISTANCES ON SURVEY ARE SHOWN AS "GROUND" DISTANCES.
- 3) ALL DISTANCES ON SURVEY ARE EXPRESSED IN U.S. SURVEY FEET.
- 4) ALL ANGULAR DIRECTIONS ARE EXPRESSED IN DEGREES, MINUTES AND SECONDS. IF MINUTES AND SECONDS ARE NOT SHOWN, IT IS TO BE UNDERSTOOD THAT MINUTES ARE 00 AND SECONDS ARE 00.
- 5) NO CEMETERIES OBSERVED WHILE SURVEYING PROPERTY.
- 6) CREEKS RUNNING THROUGH THE PROPERTY MAY BE CONSIDERED STATE WATERS AND MAY BE SUBJECT TO BUFFERS. CREEK DELINEATION WAS NOT PERFORMED.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY THE SURVEYOR. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SURVEYOR'S CONSIDERATION. CLAIMS NOT SURVEYED OR RECORDED, THIS DEEDING THEM UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY OF THE SURVEY BY THIRD PARTIES AS AT THEIR OWN RISK.
THIS PLAT OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE -X- ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER 13-03127S - ANGLAR FLOOD.
1303127S-020 DATE: JUNE 7, 2019

IT IS THE POLICY OF CHEROKEE COUNTY THAT DRAINAGE EASEMENTS ARE DEDICATED TO THE PUBLIC AND ARE NOT ACCEPTED BY CHEROKEE COUNTY FOR COUNTY MAINTENANCE AND ARE NOT CONSIDERED COUNTY PROPERTY. IT IS CHEROKEE COUNTY POLICY THAT NO COUNTY FORCE MAIN OR EQUIPMENT SHALL BE USED PERFORM CONSTRUCTION IN ANY DRAINAGE EASEMENT WITHIN CHEROKEE COUNTY, UNLESS SAID EASEMENT LIES WITHIN CHEROKEE COUNTY RIGHT-OF-WAY AND/OR SAID WORK IS NECESSARY TO PROTECT COUNTY RIGHT-OF-WAY PER POLICY ADOPTED JANUARY 14, 1992.

PROPERTY OWNERS WILL BE REQUIRED TO KEEP ALL STORM DRAINAGE EASEMENTS LOCATED OFF OF COUNTY RIGHT-OF-WAY FREE OF OBSTRUCTION AT ALL TIMES SO AS TO ENSURE THE MAXIMUM DESIGNED DRAINAGE FLOW. THE PROPERTY OWNER SHALL NOT ALTER ANY DRAINAGE IMPROVEMENTS WITHOUT THE PRIOR WRITTEN APPROVAL OF THE CHEROKEE COUNTY ENGINEERING DEPARTMENT.

DEVELOPMENT THAT WILL RESULT IN LAND DISTURBANCE EQUAL TO OR GREATER THAN ONE (1) ACRE REQUIRES COVERAGE UNDER THE APPLICABLE MINES GENERAL PERMIT. THE REQUIREMENTS FOR COVERAGE INCLUDE, BUT ARE NOT LIMITED TO, A GEORGINA LICENSED DESIGN PROFESSIONAL, PHASE 1 PHASE EROSION CONTROL PLANS FOR ALL INTENDED DISTURBANCE ASSOCIATED WITH YOUR PROJECT, AND OBTAINING APPROVAL FROM CHEROKEE COUNTY AS THE LOCAL ISSUING AUTHORITY.

A UNITED STATES ARMY CORPS OF ENGINEERS PRECONSTRUCTION NOTIFICATION AND EROSION PERMIT IS REQUIRED FOR ANY FUTURE PIPED STREAM CROSSINGS IN STATE WATERS.

PRIOR TO ANY BUILDING, EROSION, OR DEVELOPMENT PERMITS BEING ISSUED ON THESE PARCELS, A LOT GRADING AND EROSION CONTROL PLAN, PREPARED BY A GEORGIA SOIL AND WATER CONSERVATION COMMISSION (COWC) LICENSED DESIGN PROFESSIONAL, SHALL BE SUBMITTED AND APPROVED BY THE CHEROKEE COUNTY ENGINEERING DEPARTMENT.

A GEORGIA REGISTERED DESIGN PROFESSIONAL SHALL DESIGN AND PERMIT ALL FUTURE STORM DRAINAGE ON THESE PROPERTIES.

ALL DRIVEWAYS WILL BE REQUIRED TO OBTAIN A DRIVEWAY PERMIT FROM THE CHEROKEE COUNTY ENGINEERING DEPARTMENT. PROPERTY OWNER WILL BE RESPONSIBLE FOR MARKING STATE ALL DRIVEWAYS MEET CHEROKEE COUNTY STANDARDS.

SURVEYOR REFERENCES TRACTS 1 & 2:

D.B. 13062 PG. 400
D.B. 37, PG. 70
CURRENT OWNER:
OVALENE CAGLE

SURVEYOR REFERENCES TRACTS 3:

D.B. 12065 PG. 24
CURRENT OWNER:
JEFFREY CARNES & ELSIE HALEY

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S81°44'44"W	19.14'
L2	S82°35'17"W	50.64'
L3	S84°40'47"W	53.48'
L4	S87°09'23"W	54.55'
L5	S89°49'55"W	15.26'

I HEREBY CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED WITHIN THE JURISDICTION OF CHEROKEE COUNTY, GEORGIA.
[Signature] 11-2-23
JEFFREY CARNES DATE

I HEREBY CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED WITHIN THE JURISDICTION OF CHEROKEE COUNTY, GEORGIA.
[Signature] 11-2-23
ELISIE HALEY DATE

I HEREBY CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED WITHIN THE JURISDICTION OF CHEROKEE COUNTY, GEORGIA.
[Signature] 11-2-23
ELISIE HALEY DATE
EXECUTOR FOR THE ESTATE OF OVALENE CAGLE

Gaskins
ENGINEERING & SURVEYING CONSULTING SERVICES, INC.
1190 Mountain View Rd., Suite 100, Cherokee, GA 30513
Cherokee Office: 706.293.1111
Atlanta Office: 404.253.1111
Mobile Office: 706.293.1111

MINOR SUBDIVISION & LOT LINE ADJUSTMENT PLAT FOR:
TRACTS 1 & 2 - ESTATE OF OVALENE CAGLE
TRACT 3 - JEFFREY CARNES & ELSIE HALEY
LOCATED IN L.L. 252 & 253 15th DISTRICT, 2nd SECTION CHEROKEE COUNTY, GA

FIELD DATE: 11/09/2023 DRAWN BY: JRM
OFFICE DATE: 10/27/2023 CHECKED BY: GRC
SCALE: 1"=100' FILE: G.LAND/CHEROKEE

CHEROKEE COUNTY - GA - WEST ZONE

CHEROKEE COUNTY - GA - WEST ZONE

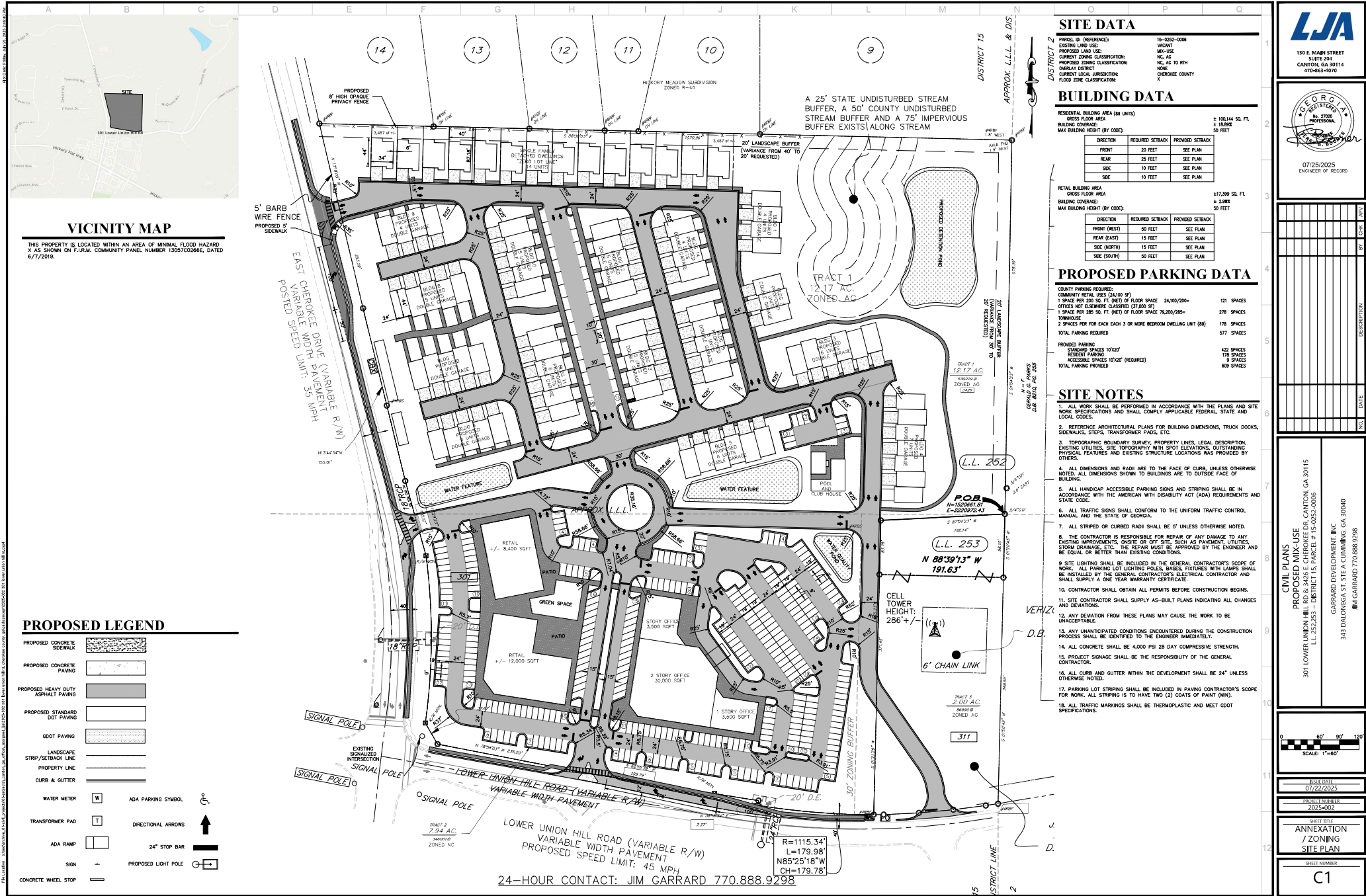
ORIGINAL SITE PLAN



Revised Site Plan -1



Revised Site Plan-2





City of Holly Springs, Georgia

Petition for Annexation

100% Method

Please completed one petition per parcel; duplicate this form as needed. Please print or type.

APPLICANT INFORMATION

Date: April, 3, 2025

Applicant's Name: Parks Huff

Corporation Name: Sams, Larkin & Huff, LLP

Mailing Address: 376 Powder Springs Street, Suite 100, Marietta, GA 30064

Phone: 770-884-4819

Email: phuff@samslarkinhuff.com

PROPERTY OWNER INFORMATION

Property Owner(s): Estate of Pete and Ovalene Cagle

Mailing Address: 7208 Vaughn Road, Canton, GA 30115

Phone: _____

Email: _____

PROPERTY INFORMATION

Tax Map #: 15N26 Parcel #: 158

Land Lot(s)/District: LL 252 & 253, 15th District, 2nd Section

Physical Address: 301 Lower Union Hill Road, Canton, GA 30115

Property Location Description: NE Corner of E. Cherokee Drive & Lower Union Hill Rd.

Current Zoning: NC & AG

(Attach additional sheets, if necessary)

Has an application for rezoning, special use, or variance been applied for in the County within the past five (5) years? yes If “yes,” please provide complete explanation and details in the space below:

On January 24, 2023 a petition to rezone 7.94 acres of the parcel from AG to GC was filed.

On September 5, 2023 the BOC approved a NC zoning of the 7.94 acres with the following conditions: 1) The balance 12.17 acres be deed restricted to residential uses only, and 2) All structures built on the NC property be outside the cell tower fall radius.

On September 19, 2024 the BOC approved a zoning resolution to remove condition #1 that the balance of the 12.17 acres be deed restricted to residential uses.

(attach additional sheets, if necessary)

Describe the proposed development for the property in question should the annexation be approved, including the appropriate City zoning classification desired. (NOTE: Any annexation request requiring a rezoning in the City will need to be made on the appropriate rezoning request forms for the City of Holly Springs. This annexation petition does not complete the requirements for making a rezoning request).

The project is a proposed mixed-use mini village combining interconnected medical office, retail, and residential uses with upscale architectural consistency, parks, ponds, and outdoor dining centered around a roundabout feature. Residents, can shop, dine, and receive medical treatment all onsite and within walking distance without ever leaving the property. The applicant is seeking a TND designation with a MXD mixed use overlay.

(attach additional sheets, if necessary)

SUBMITTAL CHECKLIST

The following exhibits must be attached to this Annexation Petition:

- D A copy of the most recent warranty deed or equivalent conveyance of ownership for the property to be annexed;
- D A copy of the Cherokee County Tax Plat, illustrating the property to be annexed;
- D Complete the Applicant & Property Owner(s) Signature Sections, following page;
- D Any additional information requested by City Officials.

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

GARRARD Development
Applicant Name (Please Print)

Jim Garrard
Corporation Name (Please Print)

[Signature]
Applicant Signature

Title (Please Print)

4-3-25
Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

Jeffrey Carnes, Co-Executrice
Property Owner Name (Please Print)

[Signature]
Property Owner Signature

3-27-25
Date

Elsie Haley, Co-Executrice
Property Owner Name (Please Print)

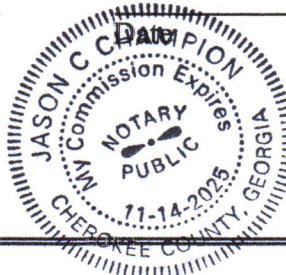
[Signature]
Property Owner Signature

3-27-2025
Date

Property Owner Name (Please Print)

Property Owner Signature

[Signature]
Notary (form must be notarized)



Received by: Nancy Moon
City of Holly Springs, Georgia

Date: 04/25/2025

15N26158

LOWER UNION HILL RD

CAGLE OVALENE,
C/O JEFFREY CARNES,
7208 VAUGHN RD.,
CANTON, GA, 30115

Total Market Value

PENDING

No Photo Available



KEY INFORMATION

Parcel #	15N26158
Account #	446124
Owner Name	CAGLE OVALENE
Neighborhood	13000
Land Size	20.30
Legal Description	LL 253; 15TH D PB 37 PG 70
Tax District	01 - County Unincorporated



April 2, 2025

Ms. Nancy Moon
Community Development Director
City of Holly Springs
P.O. Box 30142
Holly Springs, GA 30142

Re: 20.11 Acre Tract – 15N26 158
Proposed Mixed-Use Village

Dear Ms. Moon:

On March 20, 2025 we met with Thomas Trawick, the Zoning Manager in the Planning and Zoning Department for Cherokee County, to discuss the development of the above referenced parcel as a mixed-use community village comprised of residential, medical, retail, and dining uses. At the meeting we presented the enclosed site plan rendering depicting the details of the proposed development.

At the meeting Mr. Trawick shared the history of the site as to prior rezoning attempts and basically explained that due to the political climate of the district commissioner, the County would not be interested in supporting this development. He provided the attached follow up email to that effect.

We believe, and Mr. Trawick even indicated, that our use is in keeping with the area and provides an ideal transition between the residential neighborhoods and the General Commercial area node adjacent to the site on the other sides of both Lower Union Hill Road and East Cherokee Drive. Further it is in keeping with the Future Land Use Map for Cherokee County indicating this specific parcel as part of the "Village Community" designation. A copy of the map is attached for your reference.

Based on the City of Holly Springs' proactive development climate for quality walkable live-work communities, we would like to request annexation into the City. We feel the rustic character and architectural style are in keeping with the community and uniquely qualify this proposed use to be well suited in the City as a valuable asset and service to the community.

Please accept this letter and application as a formal request for annexation.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Garrard' in a cursive script.

Jim Garrard
Garrard Development

From: [Thomas E. Trawick](#)
To: [Jim Garrard](#)
Subject: Hickory Flat Corner Tract - 15N26 158
Date: Friday, March 21, 2025 5:09:39 PM
Attachments: [image001.png](#)
[Resolution 2023-R-089, Amending Resolution 2023-R-081 for Ovalene Cagle Case #23-07-015, September 19, 2023.pdf](#)

Mr. Garrard.

Per our conversation from the other day, I do not foresee this property being zoned for townhomes at this time. I base this on the previous zoning action of the property, see attached, and the surrounding land uses/districts.

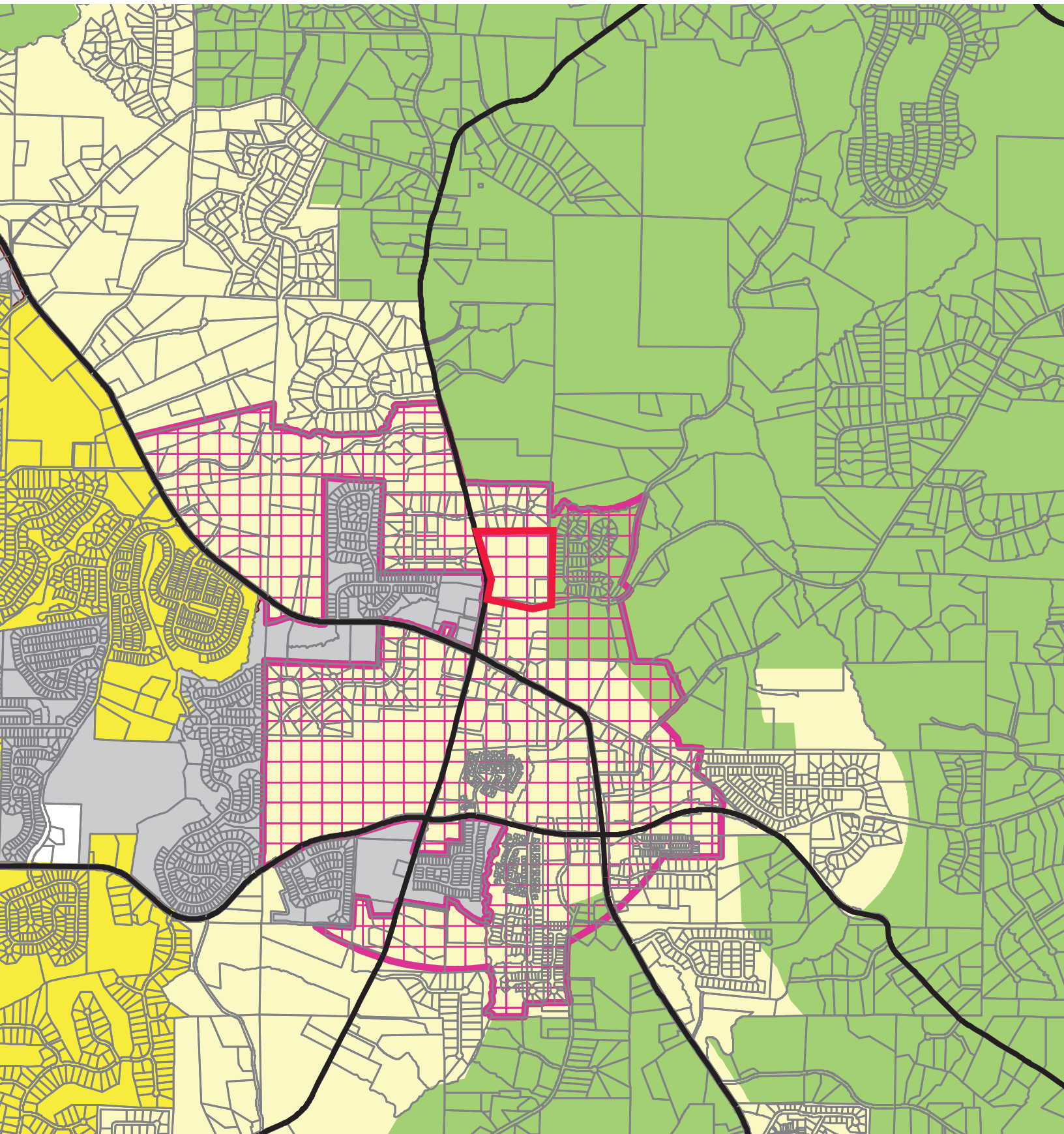
Should you have any additional questions, please let me know.

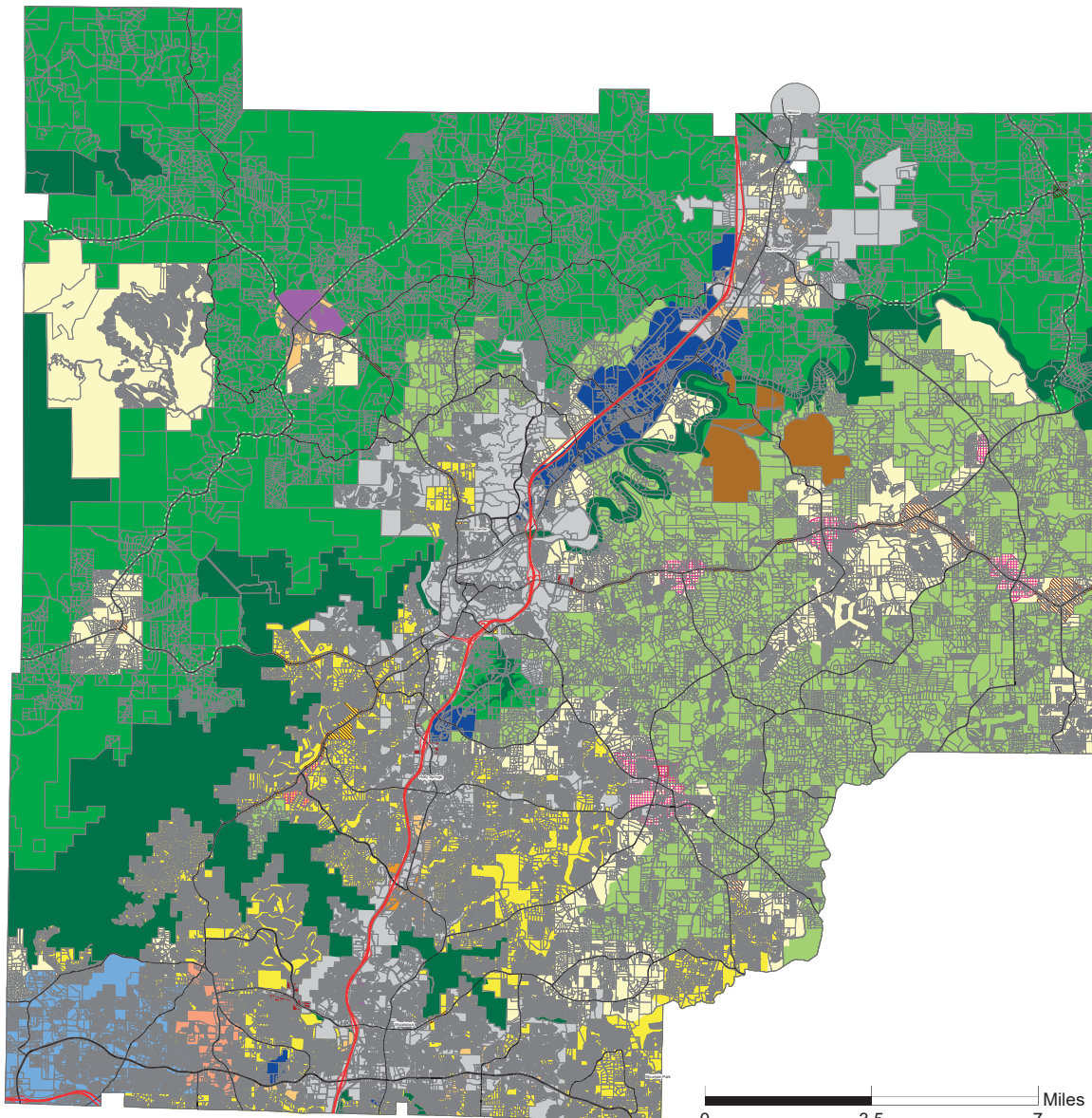
Thanks,



Thomas Trawick, AICP
Zoning Manager
Planning and Zoning
678-493-6108
tetrawick@cherokeecountyga.gov

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential, proprietary, and/or privileged information protected by law. If you are not the intended recipient, you may not use, copy, or distribute this e-mail message or its attachments. If you believe you have received this e-mail message in error, please contact the sender by reply e-mail and telephone immediately and destroy all copies of the original message.





Cherokee County Future Development Map

Legend

- Parcels
- Cities Outside of Plan

Character Area

- Natural Preserve
- Rural Places
- Country Estates
- Suburban Growth
- Suburban Living
- Neighborhood Living
- Workplace Center
- Regional Center
- Urban Core
- Utilities
- Bells Ferry LCI
- SW Cherokee
- Wild Cat
- Community Village
- Scenic Corridor
- Corridor and Nodes



Adopted Date:
August 15, 2023

Produced by:
Cherokee County Planning and Zoning

*This Map Has Been Compiled From
The Most Up To Date And Reliable
Sources Available. Cherokee County
Assumes No Responsibility For Errors
Or Omissions Contained Within This Map.
No Warranties or Representations Are
Expressed Or Implied In Fact Or In Law.*

0 3.5 7 Miles





Community Village

Description

Community Villages are nodes on top of existing Character Areas. These nodes are typically located at the convergence of major transportation corridors and allow for large buildings and intensive uses. Businesses within these nodes offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a larger market area. Large plazas provide a pedestrian friendly environment for residents, many of whom may walk or easily drive from their home to the village center, thanks to street/sidewalk connectivity.

Intent

Community Villages are envisioned as places where a compatible mixture of higher-intensity uses are located, including a variety of housing options, small offices, retail shops, services, and well-placed parks/plazas that create a small, interconnected community. At the center of the node, there is a core area containing the more intensive, primary land uses. Moving outward from the core, the land uses are a mixture of less intense retail, office and some residential. At the edge of the Community Village, the land uses are generally residential but with streets leading back to the core area.

Strategies

- No individual store or building larger than 80,000 square foot, with a maximum height of 3 stories
- Design centers to be pedestrian-oriented and break up large parking areas with landscaping and open spaces.
- Zoning districts could include CP, NC, and GC.

Summary Chart

Intensity	Residential Density - 200% of Character Area
Future Development	Primary Land Uses Grocery stores, drugstores, restaurants & shops Personal services—dry cleaners, auto repair shops Professional services—doctors, lawyer offices Secondary Land Uses Local institutions—churches, schools Residential housing/senior housing
Infrastructure	Located along major arterial roads or highways Sidewalks connect into surrounding neighborhoods Public water is available Sewer may be available depending on location
Greenspace	Major civic spaces—park or green, ball fields and courts for active recreation

Where in the County can this be found?

The dark pink color below represents all the Community Village space in the County. These areas are found at the convergence of major roads and intersections that need moderate-level commercial development.



Per O.C.G.A. § 36-36-113 (set forth in full at the end of this document for your ease of reference), a land use objection can be made by majority vote of the Board of Commissioners in the event of a material increase in burden upon the County which is quantifiable and otherwise meets the requirements of the statute. In order for a land use objection to be considered timely, it must be completed in time for the BOC to vote upon it in open session and served upon the annexing municipality within 45 days of receipt of notice of annexation via statutory overnight delivery or certified mail, return receipt requested

City	Holly Springs
Case Number A-01-2025	Applicant Sams, Larkin & Huff, LLP
Receipt of Annexation Notice Date	04/28/2025
Planning Commission Public Hearing	06/12/2025
45-day period to object expires on	06/11/2025
City Council Review & Decision	07/07/2025

Staff is requested to review the application for annexation and provide a response to the following questions.

	Yes	No
Is the property to be annexed contiguous to city jurisdictional boundary?	X	
Future Development Map designation	Community Village and Suburban Growth	
Surrounding / Contiguous City Future Development Map	Parkway Corridor	
Surrounding County Future Development Map	Community Village, Suburban Growth and County Estates	
Does this annexation create an "island" of unincorporated land?		X

1) If the application is granted will there be a material increase in burden upon the County directly related to:	Yes	No
a) the proposed change in zoning or land use?	X	
b) the proposed increase in density?	X	
c) infrastructure demands related to the proposed change in zoning or land use?	X	

	Yes	No
2) Will delivery of services be affected by the annexation?	X	
If the answer to (2) is yes, is the affect on delivery of services directly related to		
a) the proposed change in zoning or land use?	X	
b) the proposed increase in density?	X	
c) infrastructure demands related to the proposed change in zoning or land use?	X	
Note: Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in items (a), (b), and/or (c) of Section 1 above.		

	Yes	No
3) If there is a material increase in burden caused by items (a), (b), and/or (c) of Section 1 above, can your department provide evidence of any financial impact?	X	
If the answer to (3) is yes, please provide the evidence		
County plans for the provision of services are based on the primary and secondary land uses identified for this area in the Comprehensive Plan. While the Community Village Character Area is designated for this property, the primary land use is commercial and residential is a secondary land use. Additionally, the 92 proposed residential units have an overall density of 4.5 units per acre. The proposed development will cause additional costs to existing and future infrastructure.		

	Yes	No
4) Does the proposed change in zoning or land use result in a substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use?		X
If the answer to (4) is no, does the proposed change in zoning or land use result in:		
a) a use which significantly increases the net cost of infrastructure?	X	
b) a use which significantly diminishes the value or useful life of a capital outlay project, as such term is defined in O.C.G.A. 48-8-110, which is furnished by the county to the area to be annexed?	X	
If the answer to 4(a) or 4(b) is yes, then:	Yes	No

c) Does the proposed change in zoning or land use differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan?	X
d) Does the proposed change in zoning or land use differ substantially from the existing uses permitted for the property pursuant to the county's zoning ordinance or its land use ordinances?	X

Comments: This annexation consists of one 20.11 +/- acre parcel that is outside of the growth boundary. The applicant requests that the property be rezoned from AG (General Agriculture) to TND (Traditional Neighborhood Development) and MXD (Mixed Use Overlay). The applicant indicates that water and sewer will be provided by the Cherokee County Water and Sewerage Authority (CCWSA).

Planning and Zoning

1. This type of development is not supported by the 2023 Cherokee County Comprehensive Plan. The Community Village Character Area allows commercial as a primary land use and residential as a secondary use, but the property is also characterized as Suburban Growth, which encourages residential development as the primary use. This combination of Suburban Growth and Community Village together indicates the importance of residential as a primary use.
2. The 92 proposed residential units will result in an overall density of 4.5 units per acre which is twice as high as the proposed Suburban Growth residential density of 2 dwelling units per acre.
3. The County is concerned that the proposed development is inconsistent with the community's vision for Hickory Flat based on collaborative planning efforts with the city and the drafted Hickory Flat Area Plan.
4. The properties to the east are characterized as Country Estates. The proposed development does not allow for an appropriate transition to the suggested residential density of 0.5 dwelling units per acre for County Estates properties.
5. The proposed paved trail connection to the Courtyards at Hickory Flat cannot cross the undisturbed buffer around the perimeter of the Courtyards at Hickory Flat because the neighborhood is an R-20 residential conservation subdivision. Property owner permissions and a variance would be required to make that connection feasible.
6. The exterior buffer requirement for the northern R-40 residential subdivision Hickory Meadows is 35 ft minimum.
7. All structures built on the NC (Neighborhood Commercial) zoned property must be outside of the fall radius of the cell tower.

Transportation

1. The two entrances nearest the intersection of East Cherokee and Lower Union Hill will be designed to be right in and right out because they are within functional limits of the intersection.
2. Cherokee County will permit all the road access entrances after reviewing the submitted plans.

3. The centrally located roundabout appears to be a single-lane and lacks dimensions.
4. A traffic analysis will be conducted to determine the increased daily vehicle trip to understand potential impact to infrastructure.
5. The driveway entrance including a right-turn deceleration lane will be permitted by Cherokee County.
6. The road passing through the parcel with the cell tower may not be feasible and does not provide access to the commercial portion of the parcel. Additionally, an access easement required with the property owner is needed.
7. The applicant must install curb, gutter, and sidewalks along East Cherokee Drive and Lower Union Hill Road.
8. Parking for the amenity area and the mail kiosk are not detailed on the site plan.
9. Another entrance is suggested near the commercial development to provide additional access and improve connectivity.

Fire Marshal

1. The street width shall be a minimum of 20 ft wide across the whole development for fire department access and alleys must be named.
2. If the residential structure height is more than 30 ft, the access roadway to that structure shall be a minimum of 26 ft wide.
3. The Auto TURN routing for the fire truck shall be conducted to confirm the radius of the fire truck at the roundabout and the additional roadways.
4. A water flow test shall be conducted to ensure that an adequate water supply for the development is available.
5. Any future development of the property should be designed and built to meet minimum state fire codes.

O.C.G.A. § 36-36-113. Reasons for objection to annexation

(a) The county governing authority may by majority vote object to the annexation because of a material increase in burden upon the county directly related to any one or more of the following:

- (1) The proposed change in zoning or land use;
- (2) Proposed increase in density; and
- (3) Infrastructure demands related to the proposed change in zoning or land use.

(b) Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in paragraphs (1), (2), and (3) of subsection (a) of this Code section.

(c) The objection provided for in subsection (a) of this Code section shall document the nature of the objection specifically providing evidence of any financial impact forming the basis of the objection and shall be delivered to the municipal governing authority by certified mail or statutory overnight delivery to be received not later than the end of the thirtieth calendar day following receipt of the notice provided for in [Code Section 36-36-111](#).

(d) In order for an objection pursuant to this Code section to be valid, the proposed change in zoning or land use must:

(1) Result in:

(A) A substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use; or

(B) A use which significantly increases the net cost of infrastructure or significantly diminishes the value or useful life of a capital outlay project, as such term is defined in [Code Section 48-8-110](#), which is furnished by the county to the area to be annexed; and

(2) Differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan or permitted for the property pursuant to the county's zoning ordinance or its land use ordinances.



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June 10, 2025

VIA STATUTORY OVERNIGHT DELIVERY
AND VIA EMAIL

Honorable Ryan Shirley(rshirley@hollyspringsga.us)
Mayor, City of Holly Springs
3237 Holly Springs
Holly Springs, GA 30115

Robert M. Dyer (bobby@dralaw.com)
Dyer Rusbridge Argo, P.C.
687 Marietta Highway
Canton, Georgia 30114

Robert H. Logan, CPA (rlogan@hollyspringsga.us)
City Manager, City of Holly Springs
3237 Holly Springs
Holly Springs, GA 30115

Re: Annexation of Property Located at Parcel #15N26 158 ("Property") by Parks Huff
consisting of approximately ± 20.11

Mayor Shirley, Mr. Logan, and Mr. Dyer:

This office and the undersigned represent Cherokee County, Georgia ("County"). The County is in receipt of the letter from Mr. Logan, dated April 28, 2025, which it received via email on April 28, 2025 at 5:08 PM, providing notice of the above-referenced proposed annexation. The Cherokee County Board of Commissioners considered this matter at its regular meeting on June 4, 2025. At the outset, the County notes that the area to be annexed is outside the heavily negotiated and agreed upon growth boundary between the City and the County. The growth boundary agreement is a result of the City and County working together to identify the best party to serve the area and the most appropriate land use regulations to govern such provision of service. Cherokee County urges the City to respect and honor its agreement and reject this annexation.

Looking beyond compliance with the growth boundary agreement, please accept this correspondence as notice, pursuant to O.C.G.A. § 36-36-113, that the Board of Commissioners – by way of unanimous vote – hereby *objects* to the above-referenced annexation due to the material increase in burden on the County related to the proposed change in zoning, increased residential density, and infrastructure demands related to the proposed change in zoning. See O.C.G.A. § 36-36-113(a).

A county government may object to a proposed annexation due to a material increase in burden on the county related to, (1) the proposed change in zoning or land use; (2) proposed

increase in density; or (3) infrastructure demands related to the proposed change in zoning or land use. In order for an annexation objection to be valid, the proposed annexation must:

- (1) Result in:
 - A. A substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use; or
 - B. A use which significantly increases the net cost of infrastructure or significantly diminishes the value or useful life of a capital outlay project, as such term is defined in [O.C.G.A. §] 48-8-110, which is furnished by the county to the area to be annexed; and
- (2) Authorize or result in a land use that differs substantially from the existing uses suggested for the property by the county's comprehensive land use plan or permitted for the property pursuant to the county's zoning ordinance or its land use ordinances.

O.C.G.A. § 36-36-113(d). Each of these statutory elements will be addressed in turn.

I. The Proposed Change in Zoning and Land Use Results in a Substantial Change in the Intensity of the Allowable Use of the Property and a Change to a Significantly Different Allowable Use.

Pursuant to O.C.G.A. § 36-36-113(d)(1)(A), the County objects to the proposed annexation because the proposed change in zoning from AG-General Agricultural District and NC-Neighborhood Commercial District under County standards to TND-Traditional Neighborhood Development with an MXD-Mixed-Use Development District overlay under the City's standards results in a substantial change in the allowed intensity of the residential use of the Property. In this case, 12.17 acres of the Property are currently designated to the AG zoning district. In the proposed development after annexation and rezoning, these same 12.17 acres are proposed for development with 92 townhouses under the City's TND classification. Although residential use is contemplated for the Property by the County's existing AG classification, the proposed rezoning to TND according to City standards will result in an allowable intensity significantly in excess of County standards. Specifically, as set forth in Table 7.01 of the City's Zoning Code, the maximum attached residential density for TND zoned properties is 8 units per acre. Under the proposed plan, the development will include 92 townhomes on the residential portion of the Property, for a density of 7.67 units per acre. Both of these amounts far exceed the .5 units per acre (6 residential units) permitted under the County's existing AG zoning. Accordingly, the proposed change in zoning from AG and NC to TND with an MXD overlay will result in a substantial increase in the intensity of the allowed use of the Property, and the County objects on that basis.

Additionally, consistent with O.C.G.A. § 36-36-113(d)(1)(A), the County objects to the proposed annexation because the proposed change in zoning from AG and NC under County standards to TND with a MXD overlay under the City's standards results in a significantly different allowable use of the Property. The annexation notice indicates that the Property would be used for a mixed-use mini village. As currently zoned, such a use is not permitted by right on the entirety of the Property under the County's Zoning Ordinance, relevant portions of which are attached as

Exhibit “1.” In particular, the county’s AG district (which applies to 12.17 acres of the Property) does not permit the types of office, retail, and restaurant uses proposed in the Application. Thus, the intended use of the Subject Property is not permitted under the current zoning designation for the majority of the subject property. Furthermore, the attached housing proposed in the Annexation Notice is not a permitted use in either the AG or NC districts. As such, the proposed annexation (and accompanying rezoning) results in a significantly different allowable range of uses of the Property than is contemplated by County standards, and the County objects on that basis as well.

II. The Annexation Will Result in a Material Increase in Burden on the County in the Form of Significantly Increased Costs of Infrastructure and Significant Diminution of Value and Useful Life of Capital Outlay Projects

Pursuant to O.C.G.A. § 36-36-113(d)(1)(B), the County objections to the proposed annexation because the application will result in a material increase in burden on the county in the form of significantly increased costs of infrastructure and significant diminution of value and useful life of capital outlay projects. This increased burden is reflected in the loss of impact fees for multiple infrastructure and maintenance systems, as well as an increased burden on transportation infrastructure

First, the County will be unable to collect impact fees to mitigate the increased density and corresponding infrastructure and maintenance demands brought about by the development proposed on the Property. Although the County would be able to collect impact fees pursuant to its impact fee ordinance (relevant portions of which are attached as Exhibit “2”) if the proposed development remained in the County, upon annexation, the County would receive no impact fees. Despite the annexation, however, the County will continue to provide infrastructure and services, such as roads, libraries, and parks, for the owners, residents and customers of the Property. Accordingly, the County will bear the expense of the proposed development without any funds to mitigate the degradation of the County roadways or increased burden on services provided. If the property remained in the County, the impact fees owed to the County would total \$368,891.65. The County’s inability to collect these impact fees, despite continuing to provide services necessitated by the development of the Property, will materially burden Cherokee County.

Second, the impact of the proposed development on transportation infrastructure in the area of annexation will considerably burden the County. The County has already invested over \$7.6 million on two transportation projects within a quarter mile of the Property, and a third project, which is currently under construction less than a mile away, will cost over \$8.2 million. Additionally, a fourth improvement project in the vicinity is planned that will cost approximately \$11.6 million. The proposed development will meaningfully shorten the lifespan of these projects as well as existing transportation infrastructure, and will impact the County’s Comprehensive Transportation Plan. The increased residential density proposed in the application would result in approximately 600 additional daily trips due to the proposed development, representing a 3% increase in traffic on East Cherokee Drive and 6% increase on Lower Union Hill Road. This will reduce the effective life of the existing and planned improvements and result in an increase cost of \$1.233 million over the lifetime of the projects. Those road improvements were deemed necessary upon the existing traffic demands and future development plans as reflected in the County’s Future

Land Use Map and Comprehensive Plan – and does not account for the substantial increase in density and intensity of the proposed development.

Finally, the development proposed in the application will result in increased use of County parks, necessitating higher maintenance and requiring expedited replacement of amenities. At a minimum, the increased density resulting from the proposed development will result in \$1,814 of additional annual maintenance costs.

Additional documentation further elaborating on the above-referenced financial impact calculations will be provided at the arbitration hearing should the City insist on going forward with this annexation.

III. The Proposed Annexation Authorizes and Results in Land Uses that Differ Substantially from the Existing Uses Suggested for the Property by the County's Comprehensive Land Use Plan or Permitted for the Property Pursuant to the County's Zoning Ordinance.

Pursuant to O.C.G.A. § 36-36-113(d)(2), the County objects to the annexation because the application proposes a density that is inconsistent with the County's Zoning Ordinance and its Comprehensive Plan. As discussed above, the County's Zoning Ordinance permits a residential density of .5 units per acre, or 6 total units in the AG zoning district in which the Property is located. The County's Comprehensive Plan, relevant portions of which are attached as Exhibit "3," notes that the Property is located within the Suburban Growth Character Area and Community Village Node. The Suburban Growth Character Area specifies that residential density should not exceed 1.0 unit per acre. The Community Village Node overlay permits residential density up to 200% of the underlying character area. As a result, the maximum residential density per acre contemplated for the Property under the Comprehensive Plan is 2 units per acre. The TND zoning proposed in the application permits an intensity of 8 units per acre, with the annexation application seeking 92 dwelling units, or 7.67 units per acre. As such, the application proposes a density far in excess of what is permitted under the Zoning Ordinance or suggested by the Comprehensive Plan.

Importantly, the Community Village Node further notes that the primary land use focuses on service-related uses and that residential use is a secondary land use. Moreover, the proposed townhomes are unprecedented in the immediate vicinity of the property as it has been well-established in the county's future land use plan that attached housing is not permitted anywhere in the Hickory Flat Community where this Property is located. Notable examples of the lower density residential use include the Courtyards of Hickory Flat subdivision to the east of the Property, with a density of 1.18 units per acre and the Hickory Meadows subdivision to the north of the Property, with a density of .71 units per acre. Towards the center of the Community Village node, there is a core area containing the more intensive, primary land uses and moving outward from the core, the land uses are a mixture of less intense retail, office and residential. The proposed density of 7.67 units per acre with attached product in the City, does not provide an appropriate step down in land use intensity from the site to adjoining/existing neighborhoods. For this additional reason, the proposed development differs substantially from the county Comprehensive Land Use Plan.

Please do not hesitate to contact me with any questions regarding this matter. The County remains hopeful that the City will honor the growth boundary agreement between the parties and otherwise acknowledge the unfair material burden and negative financial impacts that would be imposed upon the County by this annexation and proposed development and reject the annexation. Please let us know of the City's intentions.

Sincerely,

JARRARD & DAVIS, LLP

/s/ Angela E. Davis

Angela E. Davis

cc: Georgia Department of Community Affairs (planning@dca.ga.gov and
via overnight delivery)
Board of Commissioners (via email)
Mr. Geoff Morton, County Manager (via email)
Parks Huff, Esq. (via email)

ANNEXATION ORDINANCE

An Ordinance to annex property in the City of Holly Springs, Georgia, pursuant to Chapter 36 of Title 36 of the Official Code of Georgia Annotated (O.C.G.A.); to provide an effective date of said annexation and zoning; and for other purposes.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOLLY SPRINGS:

The following area contiguous to the City of Holly Springs is hereby annexed and zoned into and is made part of said City:

Section 1

20.11+/- acres, identified as parcel 158 of tax plat 15N26 of the 15th District of Cherokee County, located off of Lower Union Hill Road and more particularly identified by "Exhibit A, Location Map," the tax plat identifying the subject tract (attached).

Section 2

Upon annexation, this tract shall be placed in Ward Number 2 of the corporate limits of the City of Holly Springs, Georgia.

Section 3

Upon annexation, this tract shall be zoned NC, Neighborhood Commercial and AG, Agricultural.

Section 4

This ordinance shall become effective on the 1st day of September, 2025.

Section 5

The City Clerk of the City of Holly Springs is hereby instructed to send certified copies of this ordinance, along with a map of the area annexed to the Cherokee County Board of Commissioners, as well as, notify the Georgia Department of Community Affairs within thirty (30) days after the effective date of the annexation as set forth in section 3 above.

All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

Approved this 18th day of August, 2025, by the Mayor and City Council of the City of Holly Springs, Georgia.

CITY OF HOLLY SPRINGS

Attest:

Ryan P. Shirley, Mayor

Karen Norred, City Clerk
(Seal)

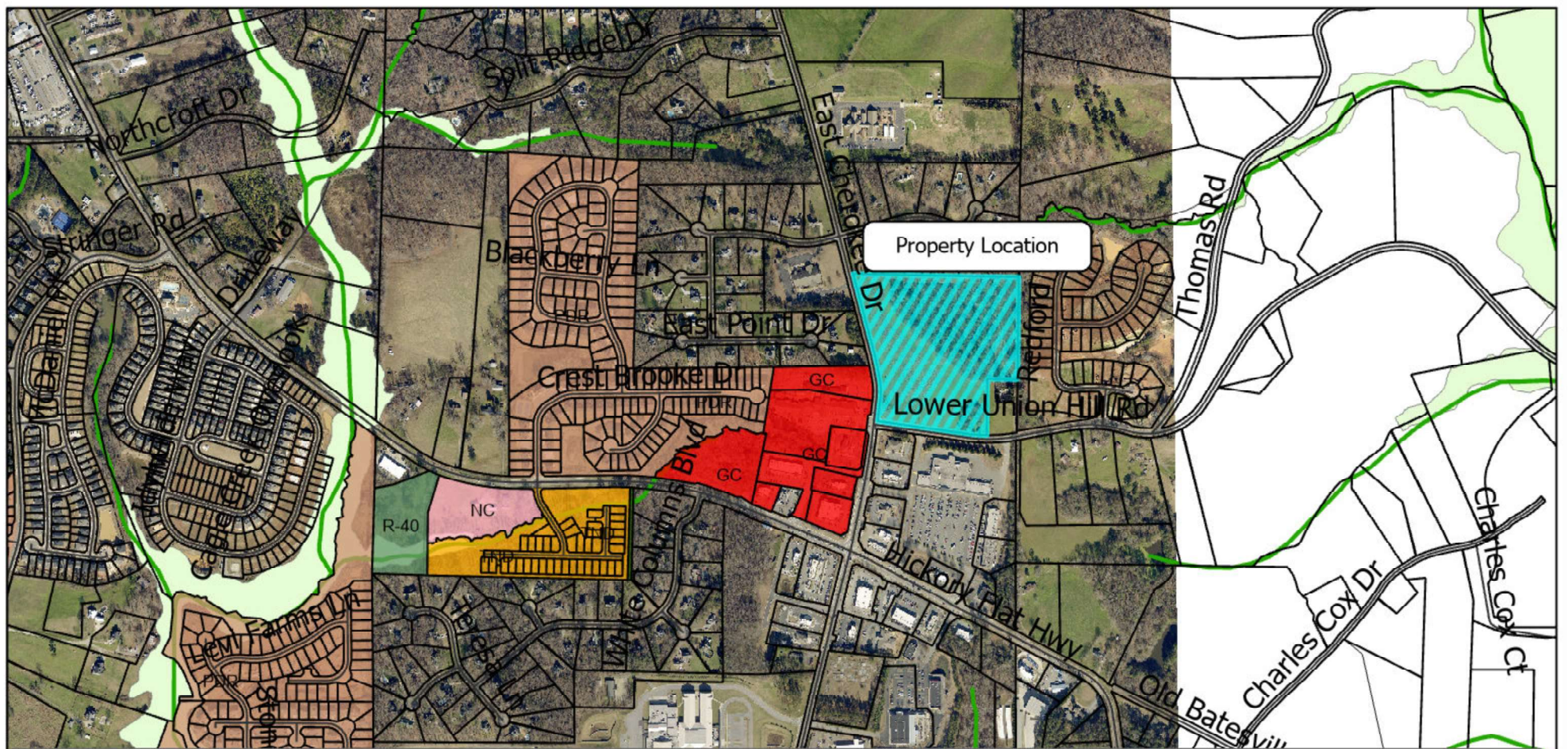


Exhibit A

A-01-2025 MA-03-2025 Location Map

— Railroad

□ Parcels_2025

— Streets_2025

Zoning 2025

ZONING

AG- Agricultural

R-80- Estate Residential

R-40- Single Family
Residential Estate

R-20- Single Family
Residential

RD-20- Single Family and
Duplex

RD-3- Single Family
Residential

PUD- Planned Unit
Development

TND- Traditional
Neighborhood
Development

PDR- Planned
Development Residential

HDMFR- High Density
Multi-Family Residential

GC- General Commercial

NC- Neighborhood
Commercial

OI- Office Institutional

GV- Governmental

LI- Light Industrial

MXD- Mixed Use Overlay



ITEM REPORT

AGENDA ITEM NUMBER: X.B.



FROM: Nancy Moon, Community Development Director

MEETING DATE: August 18, 2025

AGENDA ITEM: MA-03-2025, applicant, Garrard Development, Inc., requests rezoning of 20.11 +/- acres located off of Lower Union Hill Road, Holly Springs, GA, tax parcel 158 of tax plat 15N26, from NC, Neighborhood Commercial (County), and AG, Agricultural (County), to TND, Traditional Neighborhood Development (City), and MXD, Mixed Use (City).

EXECUTIVE SUMMARY:

The applicant, Garrard Development, Inc., requests rezoning of 20.11 +/- acres located off of Lower Union Hill Road, Holly Springs, GA, tax parcel 158 of tax plat 15N26. The property is currently zoned NC, Neighborhood Commercial and AG, Agricultural. The applicant is proposing to develop the property as a mixed-use development consisting of medical office, retail, and residential uses. The original submittal included office/retail uses projected to occupy 60,000 square feet of space, with the residential component consisting of 92 townhomes with an overall proposed density for the project of 4.57 units per acre. The proposed zoning is TND, Traditional Neighborhood Development and MXD, Mixed Use. After the Planning Commission Public Hearing, the applicant revised the site plan to 19 single-family detached homes, 70 townhomes, and 57,800 square feet of commercial space. The proposed residential density is now 4.43 units per acre. The proposed site plan and elevations are attached. The property for the cell tower is not being rezoned and is not included in the application for annexation and rezoning. This two-acre tract was recorded with a plat, approved by Cherokee County, in 2023.

The northern property line of the property is adjacent to property zoned R-40 in the county. The required buffer is 40 feet. The applicant is requesting a reduction to a 20 ft. landscaped buffer. The eastern property line is adjacent to property zoned R-20 in the county. The required buffer for this property is 30 feet. The applicant is showing a 20 ft. landscaped buffer. However, in reality, the buffer is much greater as there is a detention pond, stream, stream buffer, walking trail and additional landscaping between the structures and the property line.

Article 7, Planned Development Districts, of the Holly Springs Zoning Ordinance, of which TND, Traditional Neighborhood Development, is one of those districts, allows townhomes as a permitted use. While it associates this use with that of multi-family, and multi-family is not

permitted abutting or lying across the street from property developed with single-family homes, the most recent site plan depicts the northern perimeter with single-family detached homes (plus a buffer). The townhomes located across the street from the single-family homes would need a variance. No townhomes abut the single-family residential property located to the east of the development. Per Article 20, Mixed Use Development Districts, Section 20.04 Permitted and Prohibited Uses, "The permitted uses in the MXD district shall be determined by the underlying zoning district plus a specific amount of the uses specified below. All uses permitted in the underlying zone are also permitted when that zoned designation is overlain with an MXD designation unless prohibited below." As the underlying zoning district for this proposal is TND, it will follow the MXD-2 regulations. Since the underlying zoning designation, TND, allows townhomes and single-family detached residential units, the chart, Section 20.04.2 (a), is consulted for the Neighborhood Commercial uses, which are limited to a maximum of 25 percent. The proposal includes a combined commercial and office use square footage of 57,800, or 19.30% of the total development consisting of commercial and office uses.

In 2022, the City and County adopted a growth boundary agreement, identifying areas on the boundary of the existing city limits which may be annexed subject to following the state annexation process. The agreement provides procedures for property within the growth boundary, as well as procedures for property located outside the growth boundary. This property is located outside the area identified in the growth boundary agreement. Section 5. GB (Growth Boundary) Protocols and Section 5. d. City - Outside GB states as follows:

GB Protocols. It is understood that the County and City will continue to face a balancing act between private property rights and the County and City authority to guide development for the common good of the community. The County and City desire to work together to honor the GB during the term of this agreement and therefore agree to the following:

d. City — Outside GB. If a proposed development project is submitted by an Owner to the City for consideration on property located outside, but on property abutting the GB and/or otherwise contiguous to the municipal boundary, the City will encourage the Owner to first contact the County for consideration. If the Owner refuses to meet with the County, the City will document this decision and disclose it to the County in accordance with Section 6 (Memorandum of Understanding). If the owner meets with the County, but after doing so desires to work with the City, the City will contact the County for written input and analysis, if any, regarding the proposed development project in accordance with the provisions in (4)(b).

As required, the applicant was encouraged to meet with the County concerning this development. The applicant followed this request and did meet with the County on March 20, 2025. After discussion with the County and not receiving support for the project, the applicant chose to file the application with the city to annex and rezone. A letter was received, dated April 2, 2025, notifying City staff of this decision (see attachments for letter from the applicant and email correspondence from the County to the applicant). Upon receipt of this letter, the County was notified as provided for in the communication requirements of

the Memorandum of Understanding for the Growth Boundary Agreement. City staff, County staff, and the applicant met on April 17, 2025, and May 1, 2025, to discuss the project. In addition, City and County staff met on June 2, 2025, to discuss this case. The County staff requested or stated the following:

- 1) Reduce density to 65-75 units.
- 2) Detached housing should be on the northern perimeter with the attached housing towards the center of the property.
- 3) Entrances located closest to the intersection of East Cherokee and Lower Union Hill will be right-in/right-out due to the distance from the intersection.
- 4) Consider moving the commercial to front on East Cherokee.
- 5) If commercial development is moved to front on East Cherokee, attached housing may take the place along Lower Union Hill with appropriate landscaped screening.

Cherokee County

Cherokee County heard this case at its June 3, 2025, meeting. They voted unanimously (3-0) to object to the annexation in accordance with state law. Via a letter sent by email, dated June 10, 2025, the county notified the City, as well as the Georgia Department of Community Affairs (DCA), of the objection, citing the following: material increase in burden on the County related to the proposed change in zoning, increased residential density, and infrastructure demands related to the proposed change in zoning. A copy of the letter is attached. On June 13, via email, a notice (copy attached) was received from DCA stating that the "petition for annexation arbitration was deemed incomplete by the department per the statute and rules," and therefore, DCA declined to appoint an arbitration panel.

Cherokee County staff comments are included in this packet, as well. A number of County residents sent their objections via email. I have included those comments, as well as an email in support of the project to this packet. Opponents' major complaints included increased traffic, density of the project was too high, and development did not fit in with the character of the area. The proponent for this project requested three items to be considered: 1) Delete the pathway between the proposed townhome subdivision and the current Courtyards at Hickory Flat subdivision, 2) Relocate the swimming pool to near the entrance of East Cherokee Drive to help reduce noise at the backyards of Courtyards at Hickory Flat homeowners, and 3) Consider reducing the total number of townhomes from 92.

Site Plan Revisions

After the meeting with the adjacent neighborhood, the site plan was revised to eliminate the pathway between the two subdivisions, relocate the swimming pool and clubhouse closer to the center of the property, and identify the buffer areas. This revision is in compliance with section 14.5-5.3 of the Holly Springs zoning ordinance regarding amendments, as it did not increase the zoning district intensity or residential density of the development. A final revision, included in the application at the request of the Planning Commission and noted below, includes elimination of the townhomes on the northern perimeter of the property which further reduces the density.

Planning Commission Public Hearing

The Planning Commission conducted a public hearing on July 24, 2025. A large number of area residents attended the meeting. Concerns voiced at the meeting included: buffer was too narrow, density, public integrity was questioned, townhomes are inappropriate, transition inappropriate, disastrous for traffic, development goes against the growth boundary, and sets a dangerous precedent. In addition, a petition against the development consisting of 600+ signatures, was presented. Planning Commission voted to recommend approval (3-1) to rezone the property to TND and MXD with the recommended staff stipulations. In addition, the Planning Commission recommended adding the stipulation that no restaurants with drive-thru windows would be permitted in the commercial segment of the development and that the site plan would be revised to reflect the staff recommendations prior to submission to the City Council.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. Staff Analysis
2. Location Map
3. Survey
4. Original Site Plan
5. Revised Site Plan -1
6. Revised Site Plan -2
7. Final Site Plan
8. Elevations
9. Application
10. Applicant Presentation
11. Public Information Meeting Report
12. Public Information Meeting Signage
13. Traffic Study
14. CCSD Impact Report
15. Cherokee County Staff Analysis
16. Emails from Area Residents
17. Petition
18. Ordinance and Exhibits

RECOMMENDATION:

The staff recommendation is approval of the request to rezone the property to TND, Traditional Neighborhood Development and MXD, Mixed Use with the following stipulations:

1. A master association shall be formed which shall include all component parts of the

- project. The master association shall be responsible for the oversight, upkeep, and maintenance of the entrance areas, signage, private infrastructure, detention areas, mail kiosk, amenity areas, common areas, open space areas, other common recreational areas, and all landscaping and plantings contained within the community.
2. The master association to be formed hereunder shall have architectural design regulations which shall control and coordinate all principal and accessory buildings within the project, as well as items such as project entrance signage, signage for individual units, signage within amenity areas, common areas, open space areas, other common recreational areas and the like to protect and maintain the quality and integrity of the development. The yard areas around each unit shall be fully sodded/landscaped and maintained by the mandatory homeowners' association.
 3. All restrictive covenants and association documents shall be submitted for review by the Community Development Director prior to final plat approval.
 4. The property shall consist of fee-simple for-sale single-family attached and detached homes. The northern perimeter of the property adjacent to the R-40 subdivision, as well as the units located between the road and the creek, as shown in Exhibit B: Annexation/Site Plan, shall be developed with single-family detached homes. The Declaration of Restrictive Covenants shall restrict the number of units which can be leased at any one time to no more than ten percent.
 5. Density shall be limited to a maximum gross density of 4.43 units per acre, or a maximum of 89 fee-simple single-family detached and attached residential dwelling units, the attached component shall be limited to a maximum of 70 units.
 6. A 20 ft. landscaped buffer along the north and east property lines shall be required with vegetative material and screening subject to approval of the City Arborist and the Community Development Director. An opaque privacy fence, 8 feet in height, shall be required along the northern property line adjacent to the following tax parcels: 15N26 169, 15N26 170, 15N26 171, 15N26 172, and 15N26 173.
 7. The architectural style shall be comparable to the elevations as submitted with the application and attached as Exhibit C with the exterior facade consisting of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
 8. Gutters shall blend with the architectural style of the buildings, consistent with the master covenants as established by the master association.
 9. Garage doors shall be setback a minimum of 20 feet from the back of sidewalks.
 10. Signage at the entrance point shall be ground based, monument style, in compliance with Article 10, Signs and Outdoor Advertising, and shall complement the high quality, architectural vision and style of the proposed homes. The entrance areas shall be professionally designed, landscaped and maintained.
 11. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
 12. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space, recreation areas, and landscaping.
 13. Entrance design and improvements to East Cherokee Drive and Lower Union Hill shall

be provided as per the determination and recommendation of the City Engineer and County Engineer.

14. Sidewalks, decorative streetlamps, and curb and gutter shall be installed along the road frontage of East Cherokee Drive, Lower Union Hill Road, as well as the interior streets, as applicable, and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Holly Springs Parkway District, as stated in Article 19, Design Guidelines for Model Zoning District.
15. All construction and employee vehicles and equipment shall be parked, and otherwise located, on the property during the development of infrastructure and construction of structures and shall not be parked on or along East Cherokee Drive or Lower Union Hill Road. There will be no stacking of vehicles along any roadway waiting for entry onto the property.
16. The commercial component shall be compliant with Article 7: Planned Development Districts and Article 20: Mixed Use Districts of the Holly Springs Zoning Ordinance.
17. The commercial component shall not include the development of any restaurants with drive-thru windows.
18. As requested by the Cherokee County School District, the developer shall provide a School Mitigation Fee of \$988 per residential unit constructed, and such fee shall be paid prior to the issuance of each building permit.

CONCURRENCES:

City Manager

Staff Analysis

A. Existing Land Use and Zoning Classification of Nearby Property

ADJACENT ZONING		ADJACENT DEVELOPMENT	
NORTH:	R-40 (County)	NORTH:	SFR
SOUTH:	GC (County)	SOUTH:	Retail/Office
EAST:	R-20/AG (County)	EAST:	SFR/Cell Tower
WEST:	R-40 (County) GC(City)	WEST:	SFR Assisted Living/Office/Retail

B. Zoning Proposal Review Standards; Study Required for Amendment

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property?

Surrounding development in the area includes single-family residential, assisted living center, retail and office uses. The proposed development, consisting of 70 townhomes, 19 single-family detached homes, and retail/office uses, may contain more density than what is immediately adjacent; however, it does provide a step down in intensity from the nearby existing commercial properties.

2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property?

The development of this property should not cause a substantial adverse effect on adjacent or nearby properties with regards to existing uses or usability. Buffers are planned to help screen development from the adjacent residential properties.

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned?

The property, as currently zoned, would be allowed to develop with those uses associated within the AG, Agricultural zoning district and NC, Neighborhood Commercial zoning district, i.e. farming or retail/office uses.

4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?

This request will generate additional traffic and use of utilities; however, the development will follow all design regulations. As there are only 89 units, the application submittal is not required to include a traffic study. However, the applicant did provide a traffic study based on the previous design of the development. The traffic study states, "Based on the analysis, the proposed development will have a minimal impact on traffic operations in the study network." In addition, the study recommended the following:

Site Driveway – 1: Full-access driveway on East Cherokee Drive, aligned with The Church of Jesus Christ of Latter-day Saints Driveway

One entering and one exiting lane.

Stop-sign controlled on the driveway approach and The Church of Jesus Christ of Latterday Saints Driveway with East Cherokee Drive remaining free flow.

Provide adequate sight distance per AASHTO standards.

Site Driveway – 2: Full-access driveway on East Cherokee Drive

One entering and one exiting lane.

Stop-sign controlled on the driveway approach with East Cherokee Drive remaining free flow.

A deceleration lane for entering traffic.

Provide adequate sight distance per AASHTO standards.

Site Driveway – 3: Full-access driveway on Lower Union Hill Road, aligned with the Western Publix Driveway

One entering and one exiting lane.

Stop-sign controlled on the driveway approach and Western Publix Driveway with Lower Union Hill Road remaining free flow.

A left-turn lane for entering traffic.

Provide adequate sight distance per AASHTO standards.

Site Driveway – 4: Full-access driveway on Lower Union Hill Road, aligned with the Eastern Publix Driveway

One entering and one exiting lane.

Stop-sign controlled on the driveway approach and Eastern Publix Driveway with Lower Union Hill Road remaining free flow.

Provide adequate sight distance per AASHTO

Per the County, the two proposed entrances closest to the intersection of East Cherokee Drive and Lower Union Hill will only be permitted to be right-in/right-out. Other items addressed by the county include a deceleration lane and items related to general engineering items handled at site plan review and approval.

The Cherokee County School District (CCSD) has indicated an impact of 67 students with an additional capacity cost of \$90,955 or \$988 per unit. The three schools impacted by this development are Hickory Flat Elementary School (86% capacity), Dean Rusk Middle School (93% capacity), and Sequoyah High School (87% capacity). See the attached report from CCSD.

5. **Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)?**

This property was not included in the most recent version of the comprehensive plan. Adjacent properties include Neighborhood Center which includes both residential and

nonresidential development. The previous version of comprehensive plan classified the future development as Parkway Corridor which included commercial development.

Cherokee County identifies this property for future development as Community Village and Suburban Growth. Per the County:

Community Villages are nodes on top of existing Character Areas. These nodes are typically located at the convergence of major transportation corridors and allow for large buildings and intensive uses. Businesses within these nodes offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a larger market area. Large plazas provide a pedestrian friendly environment for residents, many of whom may walk or easily drive from their home to the village center, thanks to street/sidewalk connectivity. Community Villages are envisioned as places where a compatible mixture of higher-intensity uses are located, including a variety of housing options, small offices, retail shops, services, and well-placed parks/plazas that create a small, interconnected community. At the center of the node, there is a core area containing the more intensive, primary land uses. Moving outward from the core, the land uses are a mixture of less intense retail, office and some residential. At the edge of the Community Village, the land uses are generally residential but with streets leading back to the core area.

Suburban Growth areas have limited existing development but occur where growth pressure is the greatest due to adjacency with current or proposed community infrastructure (such as sewer and water, and transportation). This is an area in transition from rural types of development to suburban ones, often characterized by pockets of development interspersed among a rural landscape. More specifically, these areas mostly consist of single-family detached homes situated on lots ranging in size with shallower setbacks than in Rural Places and agriculturally-dominated land. Suburban Growth is intended to preserve the primarily residential nature of these areas while promoting new, low-density residential communities that foster a sense of community and provide mobility, recreation, and open space. To obtain this it is significant to channel growth pressures to areas that are suitable in terms of land use patterns and infrastructure investment to create more sustainable communities. Hence, there is a need to ensure new development is compatible and located where existing infrastructure (i.e. roads, schools, water/sewer, etc.) is available.

A large portion of the surrounding development includes grocery stores, fast food, banks, assisted living and retail uses. Stepping down to office and sit-down restaurant reduces the intensity of the commercial development. Surrounding residential development consists of an R-20 conservation subdivision with slightly less than

quarter-acre lots and two R-40 subdivisions with lots ranging from just under an acre to 2.25 acre lots.

6. Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?

The proposed development, consisting of single-family detached residential homes, is in compliance with the vision and objectives of the Community Agenda, primarily as follows:

- a) **Residential Uses.** Use the character areas and the Future Development Map (FDM) to guide residential growth, steering appropriate densities to suitable locations. (9.1, #3)
 - b) **Traditional Neighborhood Development.** Promote traditional neighborhood and mixed-use developments in appropriate areas, which could include commercial, multi-family, and single-family sections within the same project area. (9.1, #4)
 - c) **Annexation.** Consider municipal boundary expansion opportunities as unincorporated property owners petition for annexation. (9.1, #9)
 - d) **Architectural Requirements.** Utilize the adopted architectural requirements for the various character areas of the city, seeking to refine and enhance these requirements, as needed. Consistently enforce architectural regulations to promote a uniform and harmonious quality of development within respective character areas. (9.1, #11)
 - e) **Land Use Decisions.** Use the Future Development Map (FDM) as a guide when making land use decisions (map amendment requests) and reviewing other development proposals. (9.1, #22)
 - f) **Housing Options.** Promote an adequate range of safe, affordable, inclusive, and resource efficient housing in the community. This may be achieved by encouraging development of a variety of housing types, sizes, costs, and densities in each neighborhood; promoting programs to provide housing for residents of all socio-economic backgrounds, including affordable mortgage finance options; instituting programs to address homelessness issues in the community; or coordinating with local economic development programs to ensure availability of adequate workforce housing in the community. (9.2, #1)
7. Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?

The development of the property will be held to the environmental development standards for all local, state, and federal requirements. Engineering design and approval will meet all standards.

8. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal?

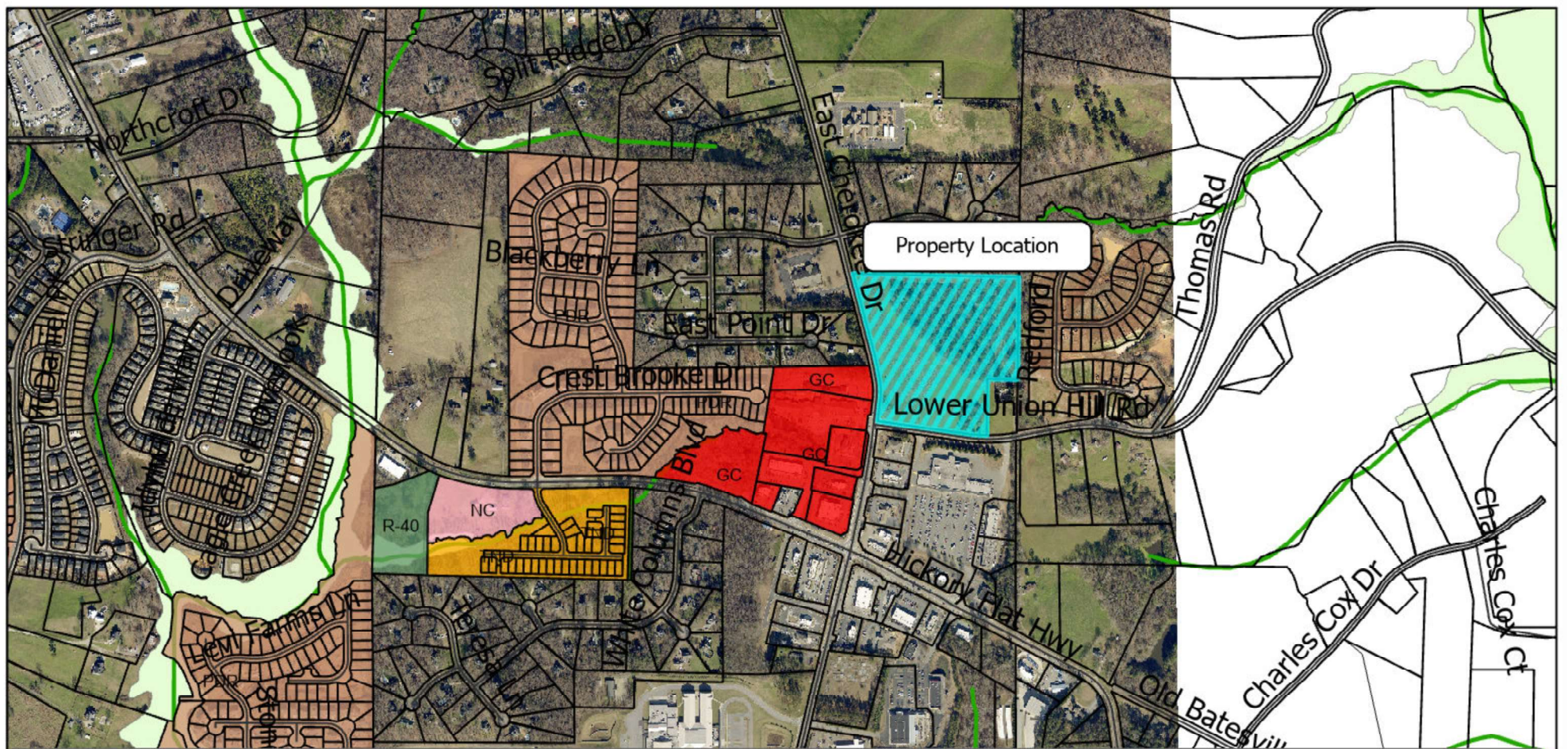
The proposed project will develop a mixed-use community providing transitional intensity from the heavier commercial uses to low density residential lots in an area that is experiencing growth both residentially and commercially.

C. Public Information Meeting

The applicant conducted a public information meeting on May 21, 2025. Approximately 130 attended the meeting and voiced their concerns to include dislike of the annexation, increased traffic issues, density, and the development did not align with the character of the area. The applicant also met with the adjacent neighborhood to the east who voiced specific concerns that an adequate buffer was provided, the pool was relocated away from their subdivision, and the connection through the buffer was eliminated. The applicant was approved to conduct the public information meeting and submit the required information after the application submittal, as permitted via Section 14.5-9 and 14.5-9.1 of the Holly Springs Zoning Ordinance. The property was posted with the required signage as shown in the attached email from the applicant on May 2, 2025. The report is included in the packet.

D. Comments from Area Residents

A number of emails from area residents were received which echo the concerns of the public information meeting. These emails are attached. One positive email was received from the adjacent subdivision requesting all items addressed above in Section C.



A-01-2025 MA-03-2025 Location Map

—+— Railroad

□ Parcels_2025

— Streets_2025

Zoning 2025

ZONING

AG- Agricultural

R-80- Estate Residential

R-40- Single Family
Residential Estate

R-20- Single Family
Residential

RD-20- Single Family and
Duplex

RD-3- Single Family
Residential

PUD- Planned Unit
Development

TND- Traditional
Neighborhood
Development

PDR- Planned
Development Residential

HDMFR- High Density
Multi-Family Residential

GC- General Commercial

NC- Neighborhood
Commercial

OI- Office Institutional

GV- Governmental

LI- Light Industrial

MXD- Mixed Use Overlay



Plat
Recorded 11/13/2023 9:29 AM
Patty Baker
Clerk of Superior Court
Cherokee County, GA
Book 120 Page 981
Participant IDs: 9522841399

"THIS DOCUMENT WAS PRODUCED ON A 24" X 36" SHEET UTILIZING ELECTRONIC MEDIA AND DIGITALLY SIGNED BY THE SURVEYOR UTILIZING NTRIO PRO FOR EDITOR AT THE TIME AND DATE SHOWN AND A COPY OF THE ORIGINAL DOCUMENT EXIST IN THE OFFICE OF THE SURVEYOR. ANY MODIFICATIONS MADE THEREAFTER ARE INVALID. ANY DIGITAL COPY OF THIS DOCUMENT THAT DOES NOT CONTAIN A SIGNATURE VALIDATION AT THE SAME TIME AND DATE OF CREATION OF THIS FILE HAS BEEN MODIFIED. ANY DIGITAL OR PAPER COPY CAN BE AUTHENTICATED USING THE ORIGINAL SURVEYOR'S DOCUMENT."

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (B) OF O.C.G.A. SECTION 16-6-07, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY AN APPLICABLE LOCAL JURISDICTION FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES. APPROVAL CERTIFICATES SHOULD BE CONFINED WITH ANY FURTHER INSTRUMENTS ISSUED BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCELS. FURTHERMORE, THE SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND IS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND IS SET FORTH IN O.C.G.A. SECTION 16-6-07.



10/31/2023
DATE
CLINTON K. COULTER
GEORGIA REGISTERED LAND SURVEYOR NO. 3471

APPROVED FOR RECORDING
CHEROKEE COUNTY
PLANNING AND ZONING
Planner
11/13/2023

LEGEND	
D P.P. - POWER POLE	
L.P. - LIGHT POLE	
F.H. - FIRE HYDRANT	
M.H. - SANITARY SEWER MANHOLE	
W.M. - WATER METER	
G.M. - GAS METER	
R.B.S. - REINFORCING BAR SET	
R.B.F. - REINFORCING BAR FOUND	
C.T.F. - CRIMP TOP PIPE FOUND	
O.T.F. - OPEN TOP PIPE FOUND	
R.W.M.O. - RIGHT-OF-WAY MONUMENT	
T.F. - FINISHED FLOOR ELEVATION	
T.F.E. - FINISHED FLOOR ELEVATION	
W.V. - WATER VALVE	
C.O. - CEMENT CLEAN OUT	
T.M. - TELEPHONE MANHOLE	
O.P.L. - OVERHEAD POWER LINES	
H.R. - HEADWALL	
P.W. - POWER POLE	
S.S. - STREET ADDRESS	
W. - WATER LINE	
U. - UNDERGROUND TELEPHONE LINE	
G. - GAS LINE	
E. - UNDERGROUND ELECTRICAL LINE	

DEAR DEVELOPER/OWNER:
THE CHEROKEE COUNTY FIRE MARSHAL'S OFFICE HAS REVIEWED YOUR REQUEST TO SUB-DIVIDE THE REFERENCED PROPERTY. WE ARE PROVIDING COMMENTS(S) AND INFORMATION FOR YOU TO CONSIDER WHEN YOU REVIEW THE COMMENTS BELOW PLEASE KEEP IN MIND THE INSURANCE SERVICE ORGANIZATION (ISO) RATING OF YOUR FIRE DEPARTMENT IN CHEROKEE COUNTY. ISO RATED CHEROKEE COUNTY FIRE & EMERGENCY AS A 2.5/10 RISK CLASS FIRE DEPARTMENT. THE RATING SCALE IS FROM 1 AS BEING THE BEST AND 10 AS BEING THE WORST. PROTECTION PROVIDED. THE SPLIT CLASSIFICATION OF 2.5/10 WITH OUR RATING IS DESIGNATED FOR THOSE PROPERTIES THAT ARE NOT WITHIN 1000 FEET OF A FIRE HYDRANT. THE RATING OF 2.5/10 OR IF YOU CHOOSE NOT TO ADD ADDITIONAL PROTECTION PROVIDED. INCREASED HOMEOWNER'S INSURANCE PREMIUM. THERE HAVE BEEN CASES WHERE THE 2.5/10 RATING HAS CAUSED A HOMEOWNER'S INSURANCE PREMIUM TO RISE TO TWICE THEIR PREVIOUS AMOUNT. AGAIN, THIS IS DUE TO NO FIRE HYDRANT WITHIN 1000 FEET OF THE RESIDENCE.
FIRE HYDRANT - IN ORDER TO RECEIVE THE LOWEST INSURANCE PREMIUM RATES AND AN ADEQUATE WATER SUPPLY FOR FIREPROTECTION PURPOSES WE ARE RECOMMENDING YOU PROVIDE A FIRE HYDRANT(S) INSTALLED IN A LOCATION SO THAT ONCE HOMES ARE BUILT ON THE PROPERTY THERE WILL BE A FIRE HYDRANT WITHIN 1000 FEET OF ANY AND ALL HOMES WITHIN THIS PARCEL OF LAND. YOU WILL NEED TO CONTACT THE WATER AUTHORITY WHICH PROVIDES THE WATER SERVICES FOR MORE INFORMATION AND REQUIREMENTS FOR THE INSTALLATION OF ANY ADDITIONAL WATER LINES AND ALL FIRE HYDRANT INSTALLATION REQUIREMENTS. ONCE THE WATER LINE AND FIRE HYDRANT ARE APPROVED AND INSTALLED PLEASE ADVISE OUR OFFICE SO WE CAN UPDATE OUR RECORDS AND MAPS FOR THE PROPERTY AS NEEDED. IF THE WATER AUTHORITY REQUESTS YOUR REQUEST FOR A FIRE HYDRANT ACCESS ROADS SHOULD BE 30 FEET WIDE LESS THAN A 100 GRADE AND BE OF AN ALL-WEATHER/ALL-SEASON SURFACE CAPABLE OF SUPPORTING 25,000 POUNDS. IF THE PUBLIC/PRIVATE ACCESS DRIVE IS LONGER THAN 150 FEET IT WILL NEED TO HAVE AN APPROVED TURNAROUND AT THE END.
FIRE MARSHAL'S OFFICE PLAN REVIEW COMMENTS - IT DOES NOT APPEAR THERE IS A FIRE HYDRANT WITHIN 1000 FEET OF ALL PARTS OF THE BUILDABLE AREA OF THE PROPERTIES.
FIRE MARSHAL'S OFFICE RECOMMENDATION - THE CHEROKEE COUNTY FIRE MARSHAL HAS THE RECOMMENDATION THAT A FIRE HYDRANT BE INSTALLED AT AN APPROVED LOCATION BY THE CHEROKEE COUNTY FIRE MARSHAL'S OFFICE AS WELL AS THE UTILITY COMPANY THAT PROVIDES WATER.

CURRENT ZONING (TRACTS 1 & 3): AG

SETBACKS:
FRONT (EAST CHEROKEE DRIVE) - 65'
FRONT (LOWER UNION HILL ROAD) - 50'
SIDE - 50'
REAR - 50'

MINIMUM LOT WIDTH AT FRONT SETBACK: 130'

CURRENT ZONING (TRACT 2): NC

SETBACKS:
FRONT (EAST CHEROKEE DRIVE) - 65'
FRONT (LOWER UNION HILL ROAD) - 50'
SIDE - 15'
REAR - 15'

MINIMUM LOT WIDTH AT FRONT SETBACK: 100'

GPS NOTES:

- 1) HORIZONTAL DATUM IS NAD 83. VERTICAL DATUM IS NAVD 83.
- 2) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5700 DATA COLLECTOR RECEIVING GPS CORRECTIONS FROM A L1/L2 GPS PHONE FROM THE EDPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS CORRECTED MEASUREMENTS FROM THE TRIMBLE REAL TIME NETWORK OPERATED BY EDPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.01 HORIZONTAL AND 0.01 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

SURVEY NOTES:

- 1) ALL DISTANCES ON SURVEY ARE HORIZONTAL DISTANCES.
- 2) ALL DISTANCES ON SURVEY ARE SHOWN AS "GROUND" DISTANCES.
- 3) ALL DISTANCES ON SURVEY ARE EXPRESSED IN U.S. SURVEY FEET.
- 4) ALL ANGULAR DIRECTIONS ARE EXPRESSED IN DEGREES, MINUTES AND SECONDS. IF MINUTES AND SECONDS ARE NOT SHOWN, IT IS TO BE UNDERSTOOD THAT MINUTES ARE 00 AND SECONDS ARE 00.
- 5) NO CEMETERIES OBSERVED WHILE SURVEYING PROPERTY.
- 6) CREEKS RUNNING THROUGH THE PROPERTY MAY BE CONSIDERED STATE WATERS AND MAY BE SUBJECT TO BUFFERS. CREEK DELINEATION WAS NOT PERFORMED.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY THE SURVEYOR. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SURVEYOR'S CONSTRUCTION. THIS PROPERTY IS NOT BEING RECORDED. THIS DEEDING THIS UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY. THE SURVEY BY THIRD PARTIES IS AT THEIR OWN RISK.

THIS PLAT OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE -X- ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER 13-03127-01. DATE: JUNE 7, 2019

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER. LINEAR PRECISION OF TRAVERSE: 1/43,278 - ANGULAR PRECISION OF TRAVERSE: 1/43,278. MATTERS OF TITLE ARE EXCLUDED.

STATE OF GEORGIA
COUNTY OF CHEROKEE
RESOLUTION NO. 2023-R-089

A RESOLUTION OF THE CHEROKEE COUNTY BOARD OF COMMISSIONERS TO AMEND RESOLUTION 2023-R-081 (Zoning Case No. 23-05-005) REGARDING APPLICANT OVALINE CABLE AND 7.94 ACRES LOCATED IN LAND LOT 285 OF THE 16TH DISTRICT, 2ND SECTION OF CHEROKEE COUNTY, GEORGIA, AND INDICATED AS PARCEL 104 ON TAX MAP 1522, AND FOR OTHER PURPOSES.

WHEREAS, on or about September 5, 2023, the Cherokee County Board of Commissioners approved Resolution 2023-R-081 (Zoning Case No. 23-05-005) regarding Applicant OVALINE CABLE and approximately 7.94 acres identified in the record of the Cherokee Tax Assessor as Parcel 104;

WHEREAS, a copy of Resolution 2023-R-081 has been studied hereto as Exhibit A for review and reference purposes;

WHEREAS, the Cherokee County Board of Commissioners desires to remove one (1) condition that was included in Resolution 2023-R-081 regarding the property, to wit: "The balance of property to be divided into residential lots only";

WHEREAS, the Cherokee County Board of Commissioners hereby removes the aforementioned condition and adopts the amending portion of Resolution 2023-R-081 as previously approved in its entirety; and

NOW, THEREFORE, BE IT RESOLVED BY THE Cherokee County Board of Commissioners, and it is hereby so resolved by the authority of the same, that the Board of Commissioners hereby removes the condition regarding "The balance of property to be divided into residential lots only" and adopts the amending portion of Resolution 2023-R-081 as its entirety;

SO RESOLVED, APPROVED, AND ADOPTED this 14th day of September, 2023.

By: JARRELL JOHNSON, Chairman
Attest: CHRISTY BLACK, County Clerk

RESOLUTION NO. 2023-R-081
CASE 23-05-005
APPLICANT: ESTATE OF OVALINE CABLE

RESOLUTION NO. 2023-R-081
CASE 23-05-005
APPLICANT: ESTATE OF OVALINE CABLE

A resolution concerning the following subject property:
2.94 acres located in land lot 285 of the 16th district, 2nd section of Cherokee County, Georgia, and indicated as Parcel 104 on Tax Map 1522.

WHEREAS, the estate of OVALINE CABLE, a decedent of the late OVALINE CABLE, has been identified as the owner of the subject property located in land lot 285 of the 16th district, 2nd section of Cherokee County, Georgia, and indicated as Parcel 104 on Tax Map 1522;

WHEREAS, the estate of OVALINE CABLE, a decedent of the late OVALINE CABLE, has been identified as the owner of the subject property located in land lot 285 of the 16th district, 2nd section of Cherokee County, Georgia, and indicated as Parcel 104 on Tax Map 1522;

WHEREAS, the estate of OVALINE CABLE, a decedent of the late OVALINE CABLE, has been identified as the owner of the subject property located in land lot 285 of the 16th district, 2nd section of Cherokee County, Georgia, and indicated as Parcel 104 on Tax Map 1522;

WHEREAS, the estate of OVALINE CABLE, a decedent of the late OVALINE CABLE, has been identified as the owner of the subject property located in land lot 285 of the 16th district, 2nd section of Cherokee County, Georgia, and indicated as Parcel 104 on Tax Map 1522;

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CHEROKEE COUNTY - GA, WEST ZONE

CHEROKEE COUNTY - GA, WEST ZONE

CHEROKEE COUNTY - GA, WEST ZONE

APPROVED FOR RECORDING
CHEROKEE COUNTY
PLANNING AND ZONING
Planner
11/13/2023

By: JARRELL JOHNSON, Chairman
Attest: CHRISTY BLACK, County Clerk

By: JARRELL JOHNSON, Chairman
Attest: CHRISTY BLACK, County Clerk

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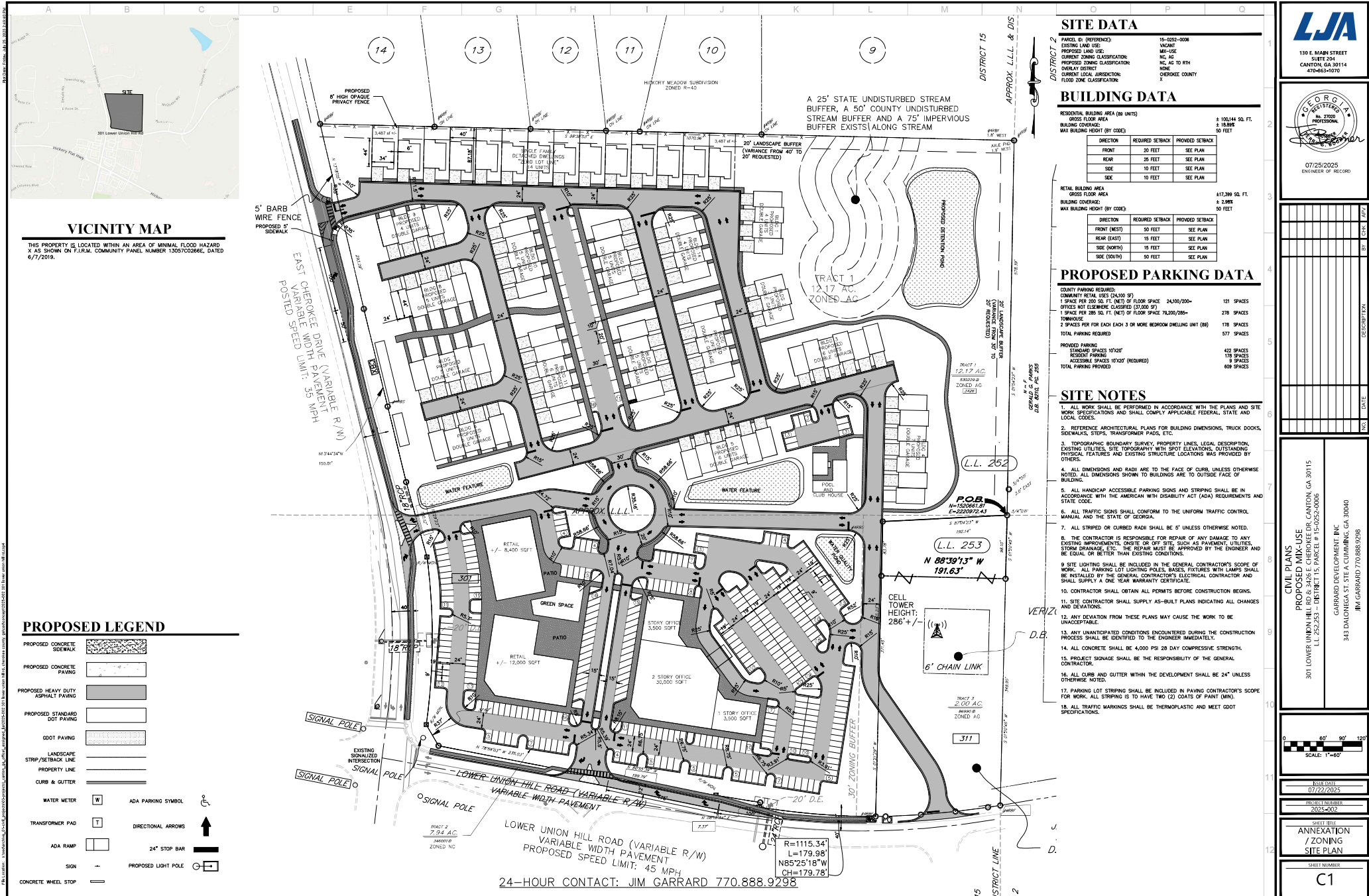
ORIGINAL SITE PLAN



Revised Site Plan -1



Revised Site Plan-2



Final Site Plan

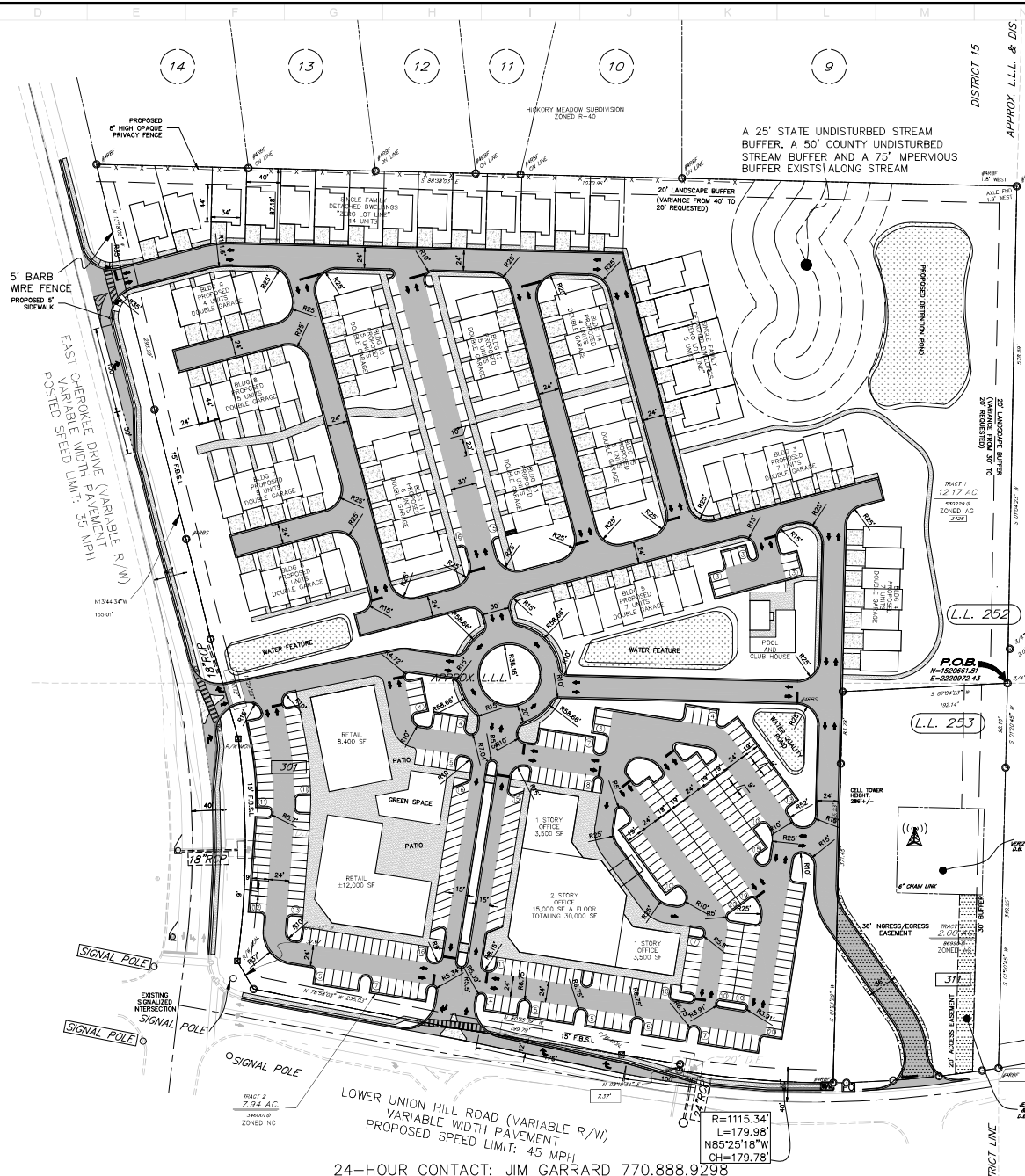


VICINITY MAP

THIS PROPERTY IS LOCATED WITHIN AN AREA OF MINIMAL FLOOD HAZARD
X AS SHOWN ON F.J.R.M. COMMUNITY PANEL NUMBER 13057C0266E, DATED
6/7/2016.

PROPOSED LEGEND

PROPOSED CONCRETE SIDEWALK	
PROPOSED CONCRETE PAVING	
PROPOSED HEAVY DUTY ASPHALT PAVING	
PROPOSED STANDARD DOT PAVING	
DOT PAVING	
LANDSCAPE STRIP/SETBACK LINE	
PROPERTY LINE	
CURB & GUTTER	
WATER METER	
TRANSFORMER PAD	
ADA RAMP	
SIGN	
CONCRETE WHEEL STOP	
ADA PARKING SYMBOL	
DIRECTIONAL ARROWS	
24" STOP BAR	
PROPOSED LIGHT POLE	



SITE DATA

PARCEL ID (REFERENCE):	15-0252-008
EXISTING LAND USE:	VACANT
CURRENT ZONING CLASSIFICATION:	NC-40 (CHEROKEE COUNTY)
PROPOSED ZONING CLASSIFICATION:	MD-2 (UNDERLYING ZONING DISTRICT)
OVERLAY DISTRICT:	NONE
CURRENT LOCAL JURISDICTION:	CITY OF HOLLY SPRINGS
FLOOD ZONE CLASSIFICATION:	X

SITE AREA CALCULATIONS

USE	AREA	QUANTITY	SUB TOTAL AREA	PERCENTAGE
SINGLE FAMILY	2,992	19	56,848	18.98%
TOWNHOMES	2,640	70	184,800	61.71%
COMMERCIAL		5	57,800	19.30%
RETAIL	20,800			
OFFICE	37,000			
TOTAL	299,448			

PROPOSED PARKING DATA

COUNTY PARKING REQUIRED:	
COMMUNITY RETAIL USES (20,000 SF)	104 SPACES
1 SPACE PER 200 SQ. FT. (NET) OF FLOOR SPACE 30,800/200=	154 SPACES
OFFICES NOT CLEAREMENT CLASSIFIED (37,000 SF)	130 SPACES
1 SPACE PER 200 SQ. FT. (NET) OF FLOOR SPACE 37,000/200=	185 SPACES
TOWNHOMES & SINGLE FAMILY DETACHED	176 SPACES
2 SPACES PER FOR EACH 3 OR MORE BEDROOM DWELLING UNIT (80)	412 SPACES
TOTAL PARKING REQUIRED	
PROVIDED PARKING	263 SPACES
STANDARD SPACES 8'X12'	158 SPACES
RESIDENT PARKING	105 SPACES
ACCESSIBLE SPACES 8'X12' (REQUIRED)	8 SPACES
TOTAL PARKING PROVIDED	263 SPACES

SITE NOTES

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS AND SITE WORK SPECIFICATIONS AND SHALL COMPLY APPLICABLE FEDERAL, STATE AND LOCAL CODES.
- REFERENCE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS, TRUCK DOCKS, SIDEWALKS, STEPS, TRANSFORMER PADS, ETC.
- TOPOGRAPHIC BOUNDARY SURVEY, PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY OTHERS.
- ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOWN TO BUILDINGS ARE TO OUTSIDE FACE OF BUILDING.
- ALL HANDICAP ACCESSIBLE PARKING SIGNS AND STRIPING SHALL BE IN ACCORDANCE WITH THE AMERICAN WITH DISABILITY ACT (ADA) REQUIREMENTS AND STATE CODE.
- ALL TRAFFIC SIGNS SHALL CONFORM TO THE UNIFORM TRAFFIC CONTROL MANUAL AND THE STATE OF GEORGIA.
- ALL STRIPED OR CURBED RADII SHALL BE 5' UNLESS OTHERWISE NOTED.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO ANY EXISTING IMPROVEMENTS, ON-SITE OR OFF-SITE, SUCH AS PAVEMENT UTILITIES, STORM DRAINAGE, ETC. THE REPAIR MUST BE APPROVED BY THE ENGINEER AND BE EQUAL OR BETTER THAN EXISTING CONDITIONS.
- SITE LIGHTING SHALL BE INCLUDED IN THE GENERAL CONTRACTOR'S SCOPE OF WORK. ALL PARKING LOT LIGHTING POLES, BASES, FIXTURES WITH LAMPS SHALL BE INSTALLED BY THE GENERAL CONTRACTOR'S ELECTRICAL CONTRACTOR AND SHALL SUPPLY A ONE YEAR WARRANTY CERTIFICATE.
- CONTRACTOR SHALL OBTAIN ALL PERMITS BEFORE CONSTRUCTION BEGINS.
- SITE CONTRACTOR SHALL SUPPLY AS-BUILT PLANS INDICATING ALL CHANGES AND DEMATIONS.
- ANY DEMATION FROM THESE PLANS MAY CAUSE THE WORK TO BE UNACCEPTABLE.
- ANY UNANTICIPATED CONDITIONS ENCOUNTERED DURING THE CONSTRUCTION PROCESS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- ALL CONCRETE SHALL BE 4,000 PSI 28 DAY COMPRESSIVE STRENGTH.
- PROJECT SIGNAGE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- ALL CURB AND GUTTER WITHIN THE DEVELOPMENT SHALL BE 24" UNLESS OTHERWISE NOTED.
- PARKING LOT STRIPING SHALL BE INCLUDED IN PAVING CONTRACTOR'S SCOPE OF WORK. ALL STRIPING IS TO HAVE TWO (2) COATS OF PAINT (MIL).
- ALL TRAFFIC MARKINGS SHALL BE THERMOPLASTIC AND MEET DOT SPECIFICATIONS.
- ALL ROADWAYS TO BE PUBLIC.
- ALL ALLEYS SHALL BE PRIVATE.
- THIS IS NOT AN ENGINEERED SITE PLAN, SUBJECT TO AGENCY STANDARDS.
- THIS PLAN DOES NOT REPRESENT A PRELIMINARY PLAN.

130 E. MAIN STREET
SUITE 204
CANTON, GA 30114
470-863-1070

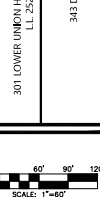


07/25/2025
ENGINEER OF RECORD

NO.	DATE	DESCRIPTION
1	07/25/2025	ISSUED FOR PERMIT
2	07/25/2025	ISSUED FOR PERMIT
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CIVIL PLANS
PROPOSED MIXED-USE
301 LOWER UNION HILL RD. & 3426 E. CHEROKEE DR. HOLLY SPRINGS, GA 30115
L.L. 252,253 - DISTRICT 15, PARCEL # 15-0252-008

GARRARD DEVELOPMENT INC.
343 DALONEGA ST. STEA CUMMING, GA 30040
JIM GARRARD 770.888.9298



DATE: 07/27/2025
PROJECT NUMBER: 2023-003
SHEET TITLE: ANNEXATION / ZONING SITE PLAN
SHEET NUMBER: C1

LOWER UNION HILL ROAD (VARIABLE R/W)
VARIABLE WIDTH PAVEMENT
PROPOSED SPEED LIMIT: 45 MPH
24-HOUR CONTACT: JIM GARRARD 770.888.9298







MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

For Application Procedures, See p. 7

APPLICATION MA- 03-2025 APPLICATION CUP- _____
HEARING DATE _____ DATE OF APPLICATION _____
APPLICANT Garrard Development, Inc. OWNER Estate of Pete Cagle and Ovalene Cagle
(If other than applicant) _____
ADDRESS 343 Dahlonega Street, Suite A ADDRESS 7208 Vaughn Road

Canton, Georgia
ZIP CODE 30040 PHONE 770-888-9298 ZIP CODE 30115 PHONE [REDACTED]
EMAIL jimg@garrarddevelopment.com EMAIL [REDACTED]
SIGNATURE [Signature] SIGNATURE [Signature]
APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) NC & AG REQUESTED ZONING DISTRICT TND w/ MXD Overlay
REQUESTED CONDITIONAL USE(S) _____
PROPERTY LOCATION/ADDRESS 301 Lower Union Hill Rd, Canton, Georgia 30115
MAP NUMBER 15N26 PARCEL NUMBER(S) 158
LAND LOT(S) 252 & 253 DISTRICT(S) 15th SECTION(S) 2nd
ACREAGE 20.11 SEWAGE DISPOSAL TYPE Sewer UTILITIES AVAILABLE Yes

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST:

The project is a proposed mixed-use mini village combining interconnected medical office, retail, dining, and residential uses with upscale architectural consistency, pocket parks, ponds, and outdoor dining centered around a roundabout feature. Residents can shop, dine, and receive medical treatment all onsite and within walking distance without ever leaving the property. The applicant is seeking a TND designation with a MXD mixed use overlay.

(COMPLETE ON ATTACHED PAPER IF NECESSARY)

The following information must be provided with completed application:

- ☒ WARRANTY DEED
- ☒ TAX DOCUMENTATION
- ☒ SURVEY PLAT BY REGISTERED SURVEYOR
- ☒ 1 LARGE COPY (22" x 34") OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR 1 PDF COPY OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR
- ☒ CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
- ☐ ATTACHMENT B (CONDITIONAL USE PERMIT REQUESTS ONLY)
- ☒ WATER/SEWER AVAILABILITY LETTER FROM CCWSA (CHEROKEE COUNTY WATER AND SEWERAGE AUTHORITY)

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:

APPROVED _____ STIPULATIONS _____

DISAPPROVED _____

CITY COUNCIL DECISION:

APPROVED _____ STIPULATIONS _____

DISAPPROVED _____

FILING FEES _____ RECEIPT# _____ CHECK# _____

Application Information

Please print or type answers, using additional paper or a separate sheet of paper, if necessary.

(1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property? See attached responses

(2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property? See attached responses

(3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned? See attached responses

(4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?
See attached responses

(5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)? See attached responses

(6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?
See attached responses

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?
See attached responses

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? See attached responses

Complete the following section, if applicable.

Residential

Minimum house size: TBD sq. ft.

Exterior façade: Proposed elevation provided

Maximum number of units: 92 units

Anticipated start date: 2025

Anticipated completion date: 2027

Commercial

Number of buildings: 3

Maximum square footage: 60K sq. ft.

Number of stories: 2

Total number of employees: 60~80

Exterior façade: Proposed elevation provided

Anticipated start date: 2025

Anticipated completion date: 2027

Rezoning Application Information (Responses)

- (1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property?**
- (2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property?**

Yes, the proposed mixed-use development is an ideal transition property between the subdivision neighborhoods and the heavy commercial off Hickory Flat Hwy and E Cherokee Drive. The residential townhomes are situated adjacent to the residentially zoned properties. Amenities and a naturally preserved area give an additional buffer for the residential neighbors. Within the property, the medical office building, retail shops, and seated indoor/outdoor dining are a less intense and neighborhood friendly light commercial use that buffers the onsite residential from the heavier General Commercial retail to the south and west of the property.

South

To the south is a large Publix anchored commercial shopping center with four flanking multi-tenant retail buildings, a dentist office, Bojangles, Wells Fargo, and a Shell gas station C-store.

West

To the west is the Retreat at Canton, a senior assisted living and memory care facility, a church, and two lots of an R-40 subdivision that backs up to E. Cherokee Drive.

East

The neighborhood to the east of the site, the Courtyards at Hickory Flat, is a new 55+ active adult subdivision zoned R-20 with 65 lots ranging in size from .23~.28 acres per lot with home values ranging from the mid \$500K to low \$600K.

North

The neighborhood to the north of the site, Hickory Meadows, is a thirty-year old fourteen (14) home neighborhood zoned R-40 and built in the 1990s with home values ranging from \$420K~\$580K.

- (3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

No, the 12.17 acre portion of the property is currently zoned agriculture (AG) and does not have a reasonable economic use. The 7.94 portion that is currently zoned neighborhood commercial (NC) does have a reasonable economic use but requires a rezoning to TND with a MXD overlay for the entire 21.11 acres to be an interconnected mixed-use development with shared infrastructure with the residential portion.

(4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?

Due to the cost of the development's infrastructure, streetscapes, landscaping, streetlights, and a consistent elevated architectural style among the uses, the starting price point for the Townhomes is estimated to be between \$550K~\$650K. The homeowners will likely be empty nesters or seniors who prefer to downsize to a nice community within walking distance of restaurants, shops, and medical care. The impact on schools, existing streets, and transportation facilities will be minimal compared to other developments that don't have medical and retail services onsite which reduce the typical number of trips. In addition, being it is a mini mixed-use development on 20 acres with only 92 residences, 30K sf of medical, 20K sf of retail, and 7K sf of office, it will not have a negative impact like large neighborhoods or large commercial developments typically do. The existing utilities that will serve the development have been verified with the different providers and confirmed that excess capacity exists and is available to serve the development and no new infrastructure improvements would be required.

(5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)?

Per Cherokee County's future land use plan this specific site is given two specific designations, "Community Village" and "Suburban Growth". The mixed-use mini village of residential townhomes, medical office, retail, and dining all carefully planned and designed in such a way to foster a cohesive live-work-play community captures the essence of the intended growth character.

(6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?

The City of Holly Springs Comprehensive Plan designation of Traditional Neighborhood (TND) specifically defines one of the character areas as "...newly created communities designed under a neotraditional or mixed-use framework." Townhomes are a permitted primary residential use, and neighborhood-serving commercial and professional office such as retail shops, dining, and medical offices are appropriate for a compact, pedestrian friendly village center. Residential density uses of up to eight units per acre, pedestrian connectivity with sidewalks and paths, enhanced landscaping, plazas, pocket parks, and natural areas, all serviced by public water and sewer are parts of the Traditional Neighborhood (TND) designation. The proposed development encompasses nearly all of the aspects of the Traditional Neighborhood Mixed-Use component as defined in the City of Holly Springs Comprehensive Plan.

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?

All best management practices (BMP)s will be employed to prevent any potential environmental impact. Post development stormwater flows will not exceed the existing pre-developed flow levels per the proposed stormwater management system. Several pond water features throughout the development will also serve as first flush water quality ponds planted with specialized aquatic plantings to filter stormwater prior to conveyance to the master stormwater pond. The proposed development will also preserve an existing stream and all required buffers as a natural area. Walking trails and a pedestrian wooden bridge stream crossing are also planned for this area for residents to enjoy nature.

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of zoning proposal?

There has been increased commercial development activity along Hickory Flat Hwy and the stretch of E Cherokee to the subject property, including intense retail, quick serve restaurants, gas stations, banking etc. This proposed development will serve as a lower intensity use buffer, and a natural transitioning use between the general commercial area of Hickory Flat Hwy/E Cherokee and the neighborhoods further north on E Cherokee and east along Lower Union Hill

Cherokee County Water & Sewerage Authority

January 22, 2025

RE: Water & Sewerage Availability (Tax Map 15N26, Parcel 15B)

To Whom It May Concern:

Please be advised that Cherokee County Water & Sewerage Authority presently has a 24" DIP water main on the West side of East Cherokee Drive West of the subject property. Also, there is an 8" DIP water main on the South side of Lower Union Hill Road South of the subject property.

Sewer is available both to the Southwest and Northeast of subject property. The acquisitions of easements to manholes or lift stations will be the responsibility of the developer.

A private sewer lift station is acceptable to be connected to an Authority approved public sewer gravity system. This system would service the residential portion only.

The capacity for Rose Creek Wastewater Treatment Facility is 6.0 MGD and the Authority is presently treating 3.5 MGD. The Fitzgerald Creek Treatment Facility is 11.5 MGD and the Authority is presently treating 5.0 MGD.

There is presently no moratorium for water or sewer connections on the Authority System. Sewer connections are available on first pay, first serve basis. However, plans for any development must be submitted and approved by the Authority prior to any water or sewer connection application being accepted for processing. Also, existing infrastructure, size and location, must be verified by developer/engineer/contractor prior to submittal to Cherokee County Water and Sewerage Authority.

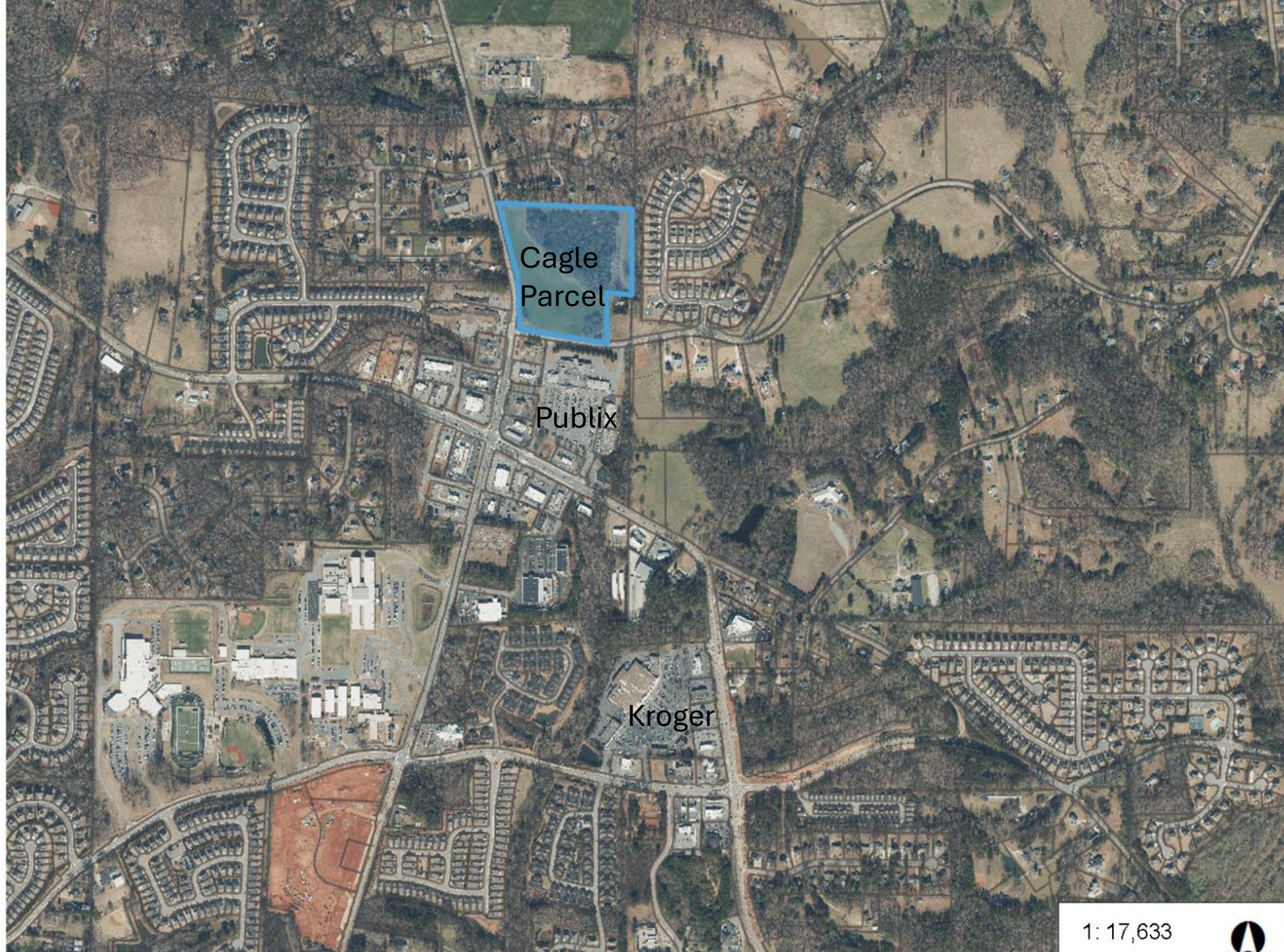
If you have any questions, please don't hesitate to call me.

Sincerely,



Bradley M. Payne
Construction Office Supervisor

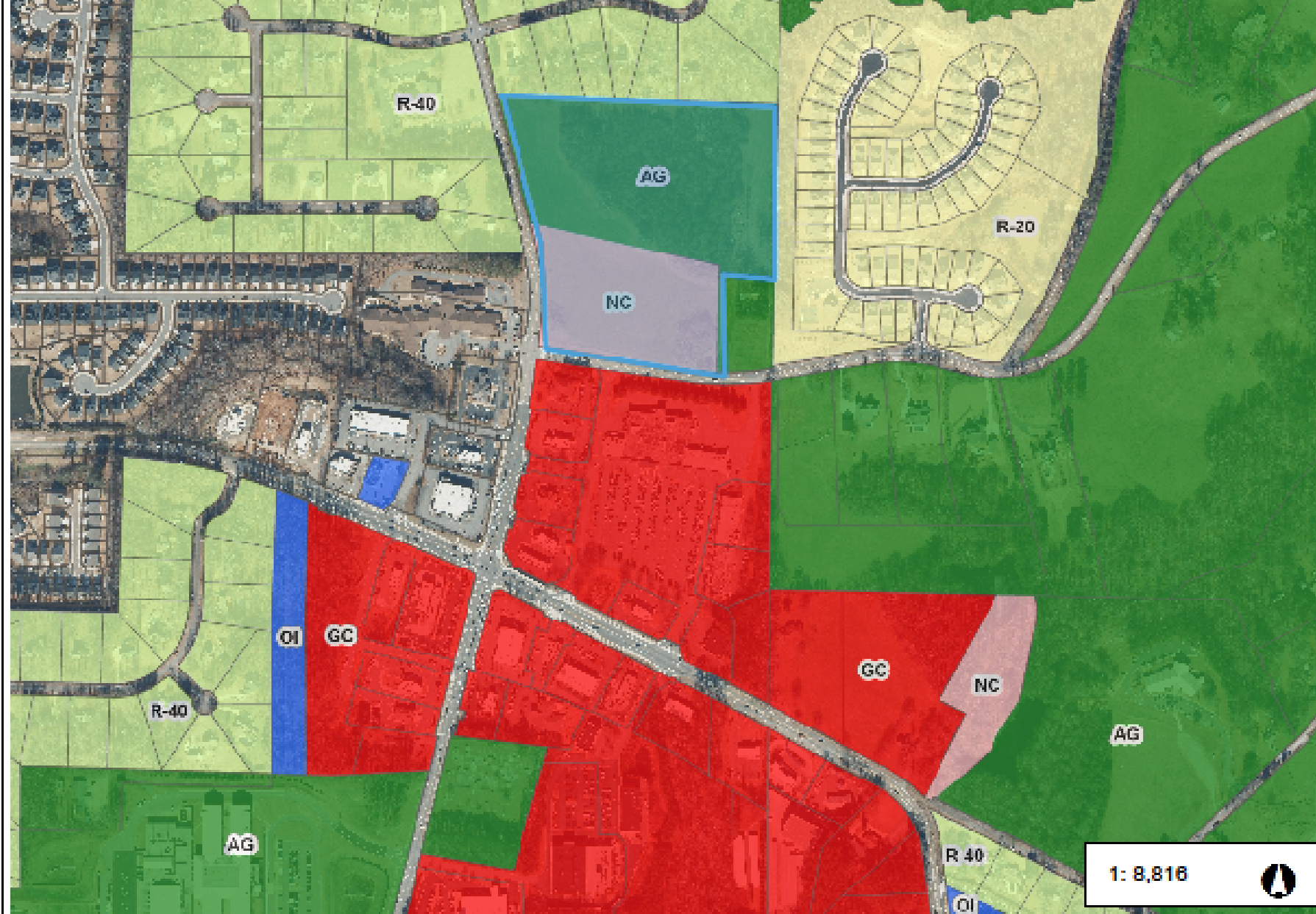
CC: Garry Hensley
Jody Henson
Keith Allen
Jeff Hooper



Legend

☐ Parcels





Legend

Cherokee County Zoning

- AG
- R80
- R80
- R40
- R20
- R20
- R15
- R10
- R10
- R2L
- RA
- RTH
- RM10
- RM18
- TND
- PUD
- CI
- NC
- GC
- LI
- HI
- Parcels

1: 8,816



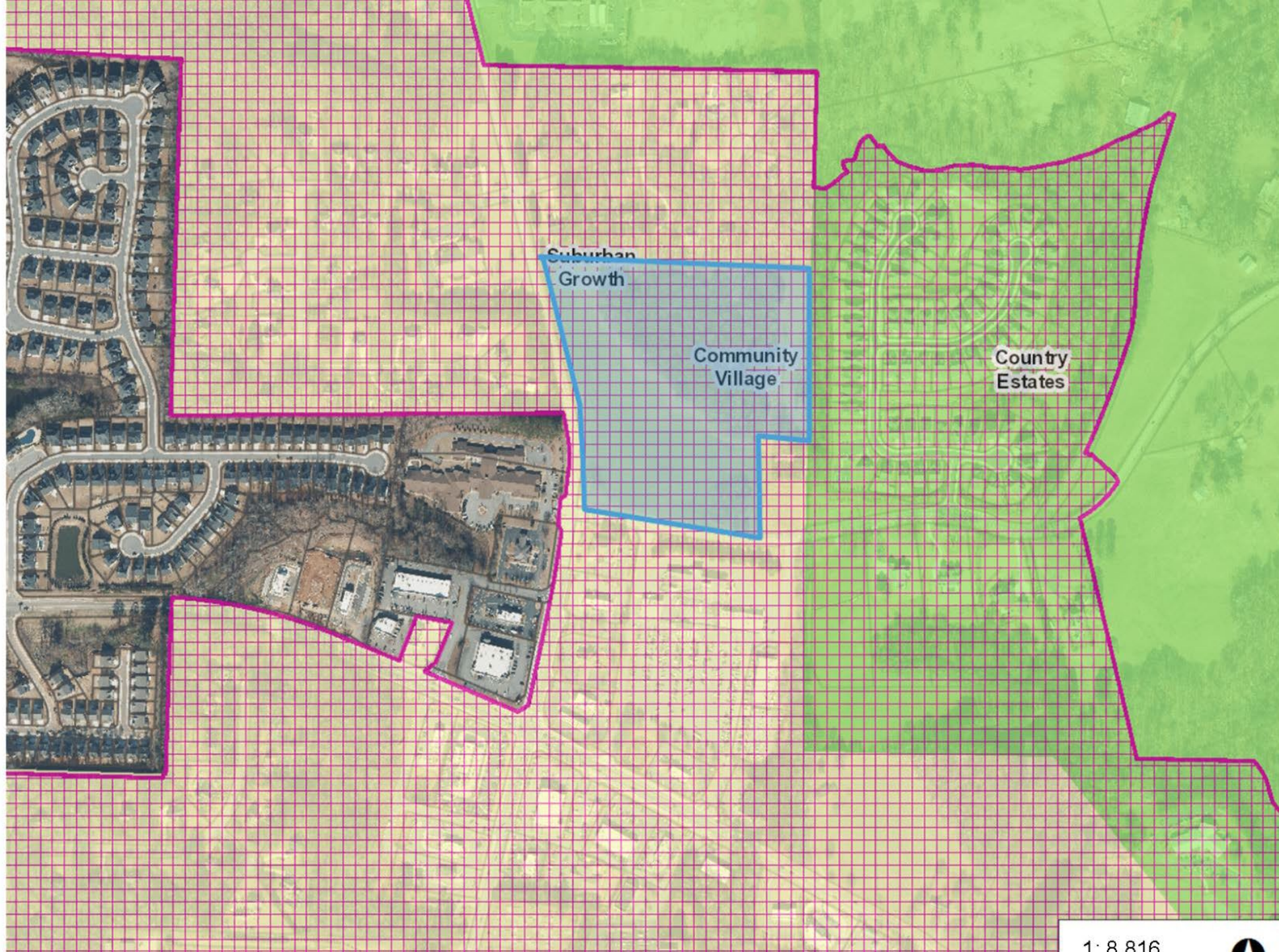
1,469.4 0 734.70 1,469.4 Feet

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes



Legend

Future Development

- Community Village
- Corridor and Nodes
- Scenic Corridor
- Bells Ferry LCI
- Country Estates
- Natural Preserve
- Neighborhood Living
- Regional Center
- Rural Places
- SW Cherokee
- Suburban Growth
- Suburban Living
- Urban Core
- Utilities
- Wild Cat
- Workplace Center

Parcels



Community Village

Description

Community Villages are nodes on top of existing Character Areas. These nodes are typically located at the convergence of major transportation corridors and allow for large buildings and intensive uses. Businesses within these nodes offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a larger market area. Large plazas provide a pedestrian friendly environment for residents, many of whom may walk or easily drive from their home to the village center, thanks to street/sidewalk connectivity.

Intent

Community Villages are envisioned as places where a compatible mixture of higher-intensity uses are located, including a variety of housing options, small offices, retail shops, services, and well-placed parks/plazas that create a small, interconnected community. At the center of the node, there is a core area containing the more intensive, primary land uses. Moving outward from the core, the land uses are a mixture of less intense retail, office and some residential. At the edge of the Community Village, the land uses are generally residential but with streets leading back to the core area.

Strategies

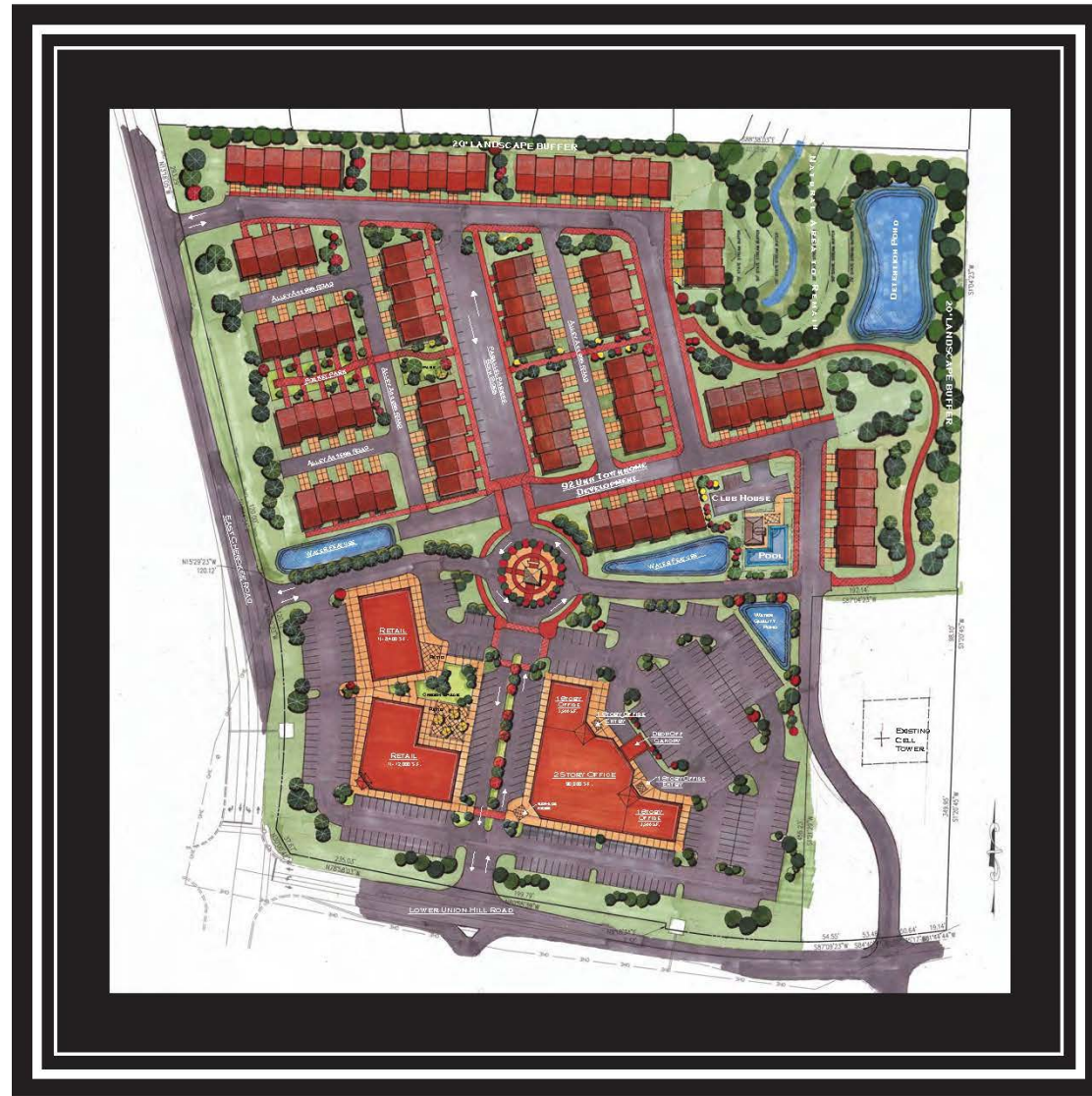
- No individual store or building larger than 80,000 square foot, with a maximum height of 3 stories
- Design centers to be pedestrian-oriented and break up large parking areas with landscaping and open spaces.
- Zoning districts could include CP, NC, and GC.

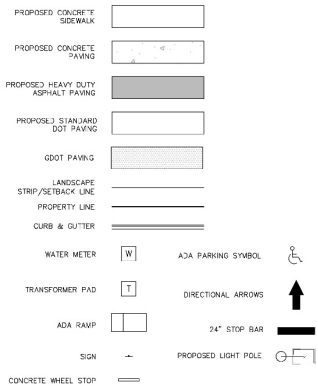
Summary Chart

Intensity	Residential Density - 200% of Character Area
Future Development	Primary Land Uses Grocery stores, drugstores, restaurants & shops Personal services—dry cleaners, auto repair shops Professional services—doctors, lawyer offices Secondary Land Uses Local institutions—churches, schools Residential housing/senior housing
Infrastructure	Located along major arterial roads or highways Sidewalks connect into surrounding neighborhoods Public water is available Sewer may be available depending on location
Greenspace	Major civic spaces—park or green, ball fields and courts for active recreation

The dark pink color below represents all the Community Village space in the County. These areas are found at the convergence of major roads and intersections that need moderate-level commercial development.







1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS AND SITE LOCATION. THE CONTRACTOR SHALL COMPLY APPLICABLE FEDERAL, STATE AND LOCAL CODES.
2. REFERENCE: ARCHITECTS' PLANS FOR BUILDING DESIGN, TRUCK DOCKS, SIDEWALKS, STAIRS, FLOORING, STAIRS, ETC.
3. TOPOGRAPHY: PRIMARY SURVEYING POINTS, UTILITY LINES, LEAD DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SLOPE ELEVATIONS, OUTSTANDING UTILITIES, FEATURES AND EXISTING STRUCTURE, LOCATIONS WAS PROVIDED BY OTHERS.
4. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOWN TO BUILDINGS ARE TO OUTSIDE FACE OF BUILDING.
5. ALL HANDICAP ACCESSIBLE PARKING SPACES AND STRIPPING SHALL BE IN ACCORDANCE WITH THE AMERICAN WITH DISABILITY ACT (ADA) REQUIREMENTS AND STATE CODE.
6. ALL TRAFFIC SIGNALS SHALL CONFORM TO THE UNIFORM TRAFFIC CONTROL MANUAL AND THE STATE OF CALIFORNIA.
7. ALL STRIPED OR CURBED ROAD SHALL BE 5" UNLESS OTHERWISE NOTED. EXISTING CURB SHALL BE REPAIRED IN CASE OF ANY DAMAGE TO ANY EXISTING IMPROVEMENTS, DRIVE OR OFF-SET, SUCH AS PAVEMENT, UTILITIES, SIDEWALKS, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINISHES AND BE EQUAL OR BETTER THAN EXISTING CONDITION.
8. SITE LIGHTING SHALL BE INCLUDED IN THE GENERAL CONTRACTOR'S SCOPE OF WORK. ALL PAYING LOT LIGHTING Poles, BASES, FIXTURES WITH LAMPS SHALL BE PROVIDED BY THE GENERAL CONTRACTOR. THE CONTRACTOR SHALL SUPPLY A ONE YEAR WARRANTY CERTIFICATE.
9. CONTRACTOR SHALL OBTAIN ALL PERMITS BEFORE CONSTRUCTION BEGINS.
10. SITE CONTRACTOR SHALL SUBMIT AS-BUILT PLANS INCLUDING ALL CHANGES AND REVISIONS TO THE OWNER IMMEDIATELY.
11. ANY DEVIATION FROM THESE PLANS MAY BE CAUSE THE WORK TO BE UNACCEPTABLE.
12. ANY UNSATISFACTORY CONDITIONS ENCOUNTERED DURING THE CONSTRUCTION PROJECT SHALL BE IDENTIFIED TO THE ENGINEER IMMEDIATELY.
13. ALL CONCRETE SHALL BE 4000 PSI 28 DAY COMPRESSIVE STRENGTH.
14. PROJECT SCHEDULE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
15. ALL CURB AND GUTTER WITH THE DEVELOPMENT SHALL BE 24" UNLESS OTHERWISE NOTED.
16. PARKING LOT STRIPING SHALL BE INCLUDED IN PAVING CONTRACTOR'S SCOPE OF WORK. ALL STRIPING TO HAVE TWO (2) COATS OF PAINT MIN.
17. ALL TRAFFIC MARKINGS SHALL BE THERMOPLASTIC AND MEET GOOT SPECIFICATIONS.







5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 215-Single-Family Attached Housing, 710-General Office Building, 822-Strip Retail Plaza(<40k). The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-Way
ITE 215 – Single-Family Attached Housing	92 Units	11	31	42	30	21	51	651
Mixed-use reduction		-2	-3	-5	-9	-6	-15	-116
ITE 710 – General Office Building	37,000 sf	63	8	71	12	61	73	489
Mixed-use reduction		-1	-1	-2	-2	-2	-4	-44
ITE 822 – Strip Retail Plaza (<40k)	20,800 sf	28	19	47	65	66	131	1,107
Mixed-use reduction		-4	-3	-7	-7	-10	-17	-150
Total Trips without Reductions		102	58	160	107	148	255	2,247
Total Trips with Reductions		95	51	146	89	130	219	1,937

TABLE 4 – TRIP GENERATION

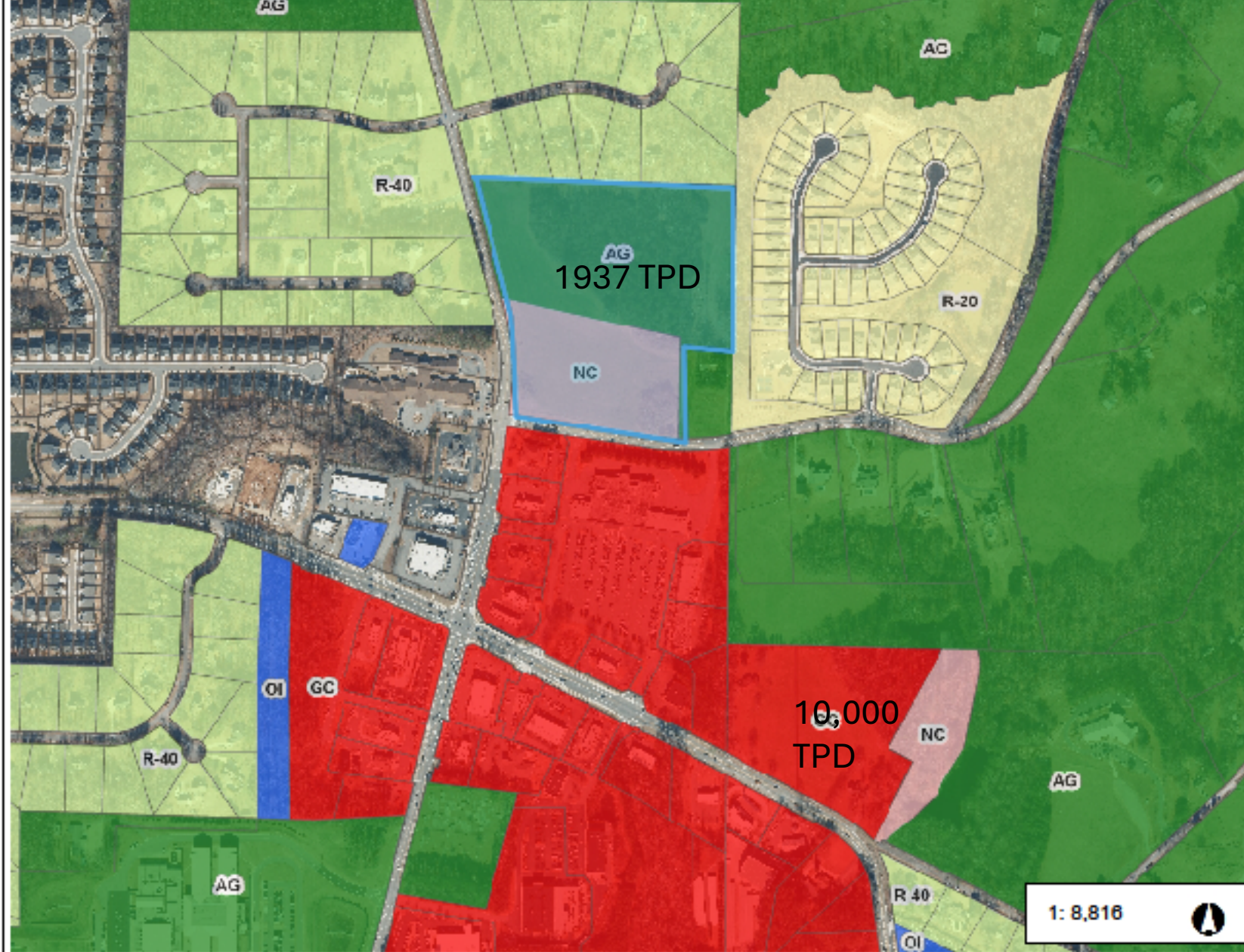
5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 492 – Health/Fitness Club, 565 – Day Care Center, 720 – Medical-Dental Office Building, 822 – Strip Retail Plaza (<40k), 911 – Walk-in Bank, 933 – Fast-Food Restaurant without Drive-Through Window and 934 – Fast-Food Restaurant with Drive-Through Window. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION									
Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24 Hour	
		Enter	Exit	Total	Enter	Exit	Total	2-way	
ITE 492 – Health/Fitness Club	35,000 sf	23	23	46	71	53	124	1,242	
Mixed-Use Reduction		0	-1	-1	0	0	0	-4	
ITE 565 – Day Care Center	15,200 sf	89	78	167	79	90	169	724	
Mixed-Use Reduction		0	0	0	0	0	0	-2	
Pass-by Trips (0%) 44%		0	0	0	-35	-40	-75	-319	
ITE 720 – Medical-Dental Office Building	7,200 sf	18	5	23	8	18	26	201	
Mixed-Use Reduction		-6	-1	-7	-2	-4	-6	-37	
ITE 822 – Strip Retail Plaza (<40k)	12,100 sf	20	13	33	45	44	89	740	
Mixed-Use Reduction		0	0	0	0	0	0	-2	
ITE 911 – Walk-In Bank	2,465 sf	29	27	56	13	17	30	299	
Mixed-Use Reduction		0	0	0	0	0	0	-1	
ITE 933 – Fast-Food Restaurant without Drive-Through Window	11,035 sf	276	200	476	148	149	297	4,971	
Mixed-Use Reduction		0	-2	-2	-2	-1	-3	-14	
ITE 934 – Fast-Food Restaurant with Drive-Through Window	10,200 sf	232	223	455	175	162	337	4,768	
Mixed-Use Reduction		-1	-3	-4	-2	-1	-3	-14	
Pass-by Trips (50%) 55%*		-116	-110	-226	-95	-89	-184	-1,840	
Total Trips (without Reductions)		687	569	1,256	539	533	1,072	12,945	
New External Trips (with Reductions)		564	452	1,016	403	398	801	10,712	

*Daily pass-by volume reduction estimated to be the lesser of the PM peak hour pass-by rate determined volume or ten times the PM pass-by volume





Legend

Cherokee County Zoning

- AG
- R40
- R20
- R15
- R10
- RZL
- RA
- RTH
- RM10
- RM18
- TND
- PUD
- OI
- NC
- GC
- LI
- HI
- Parcels

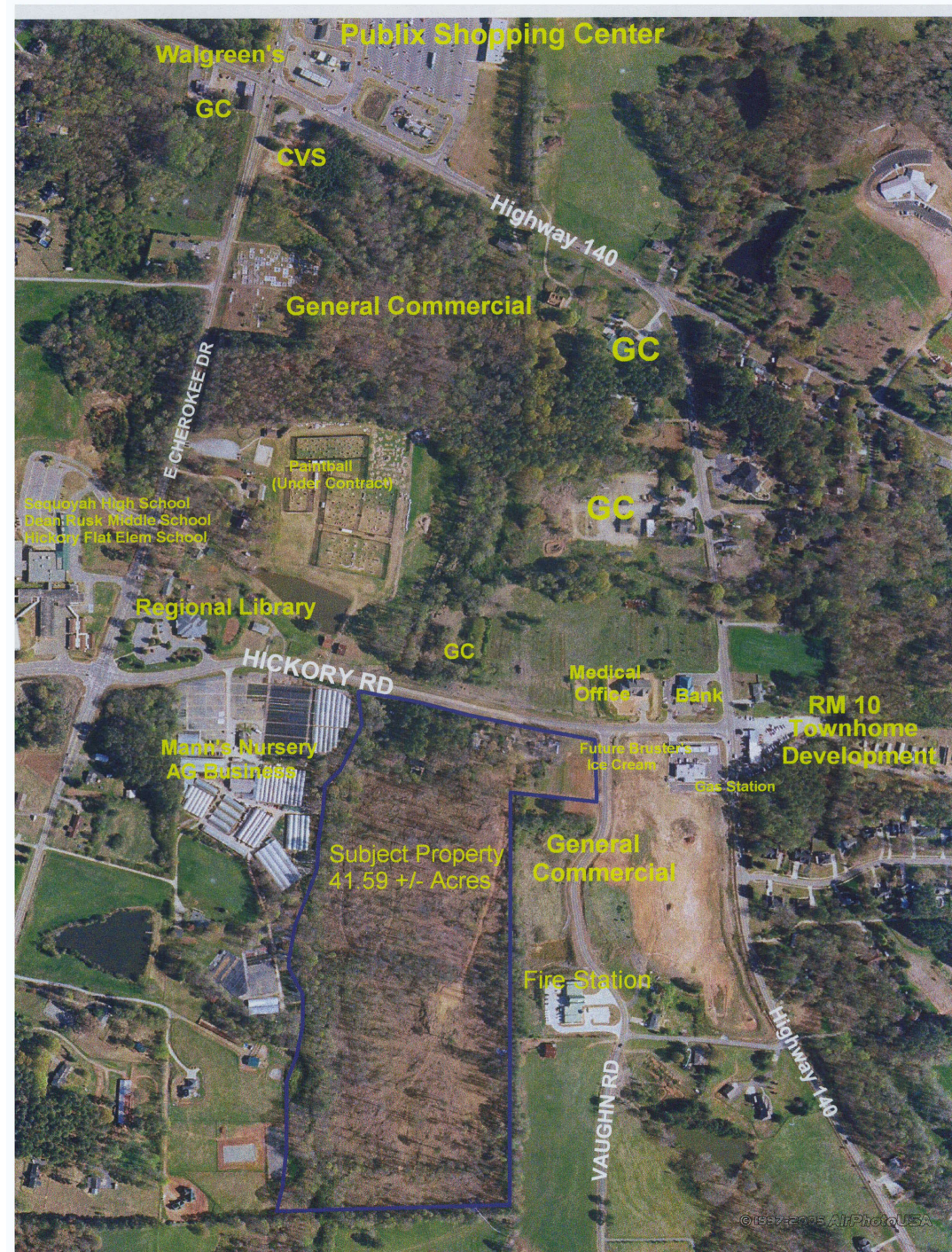
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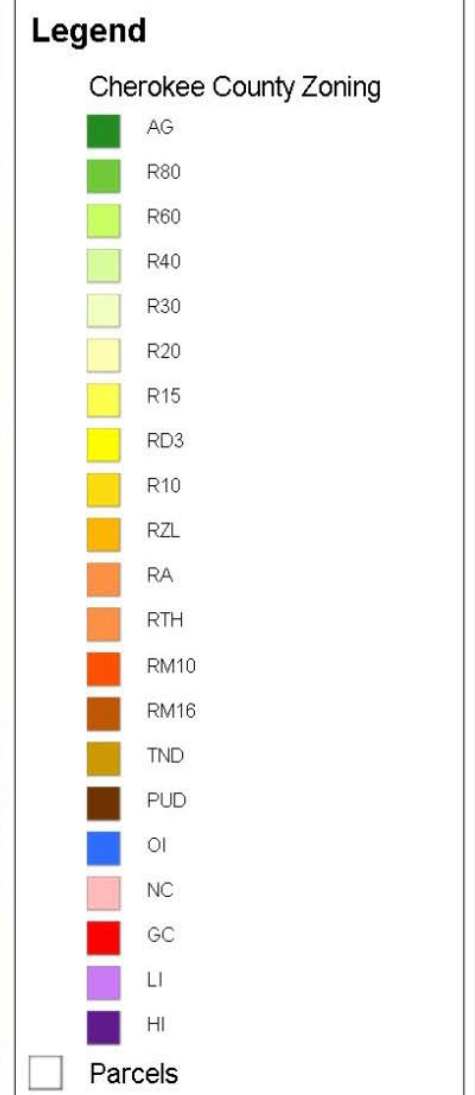
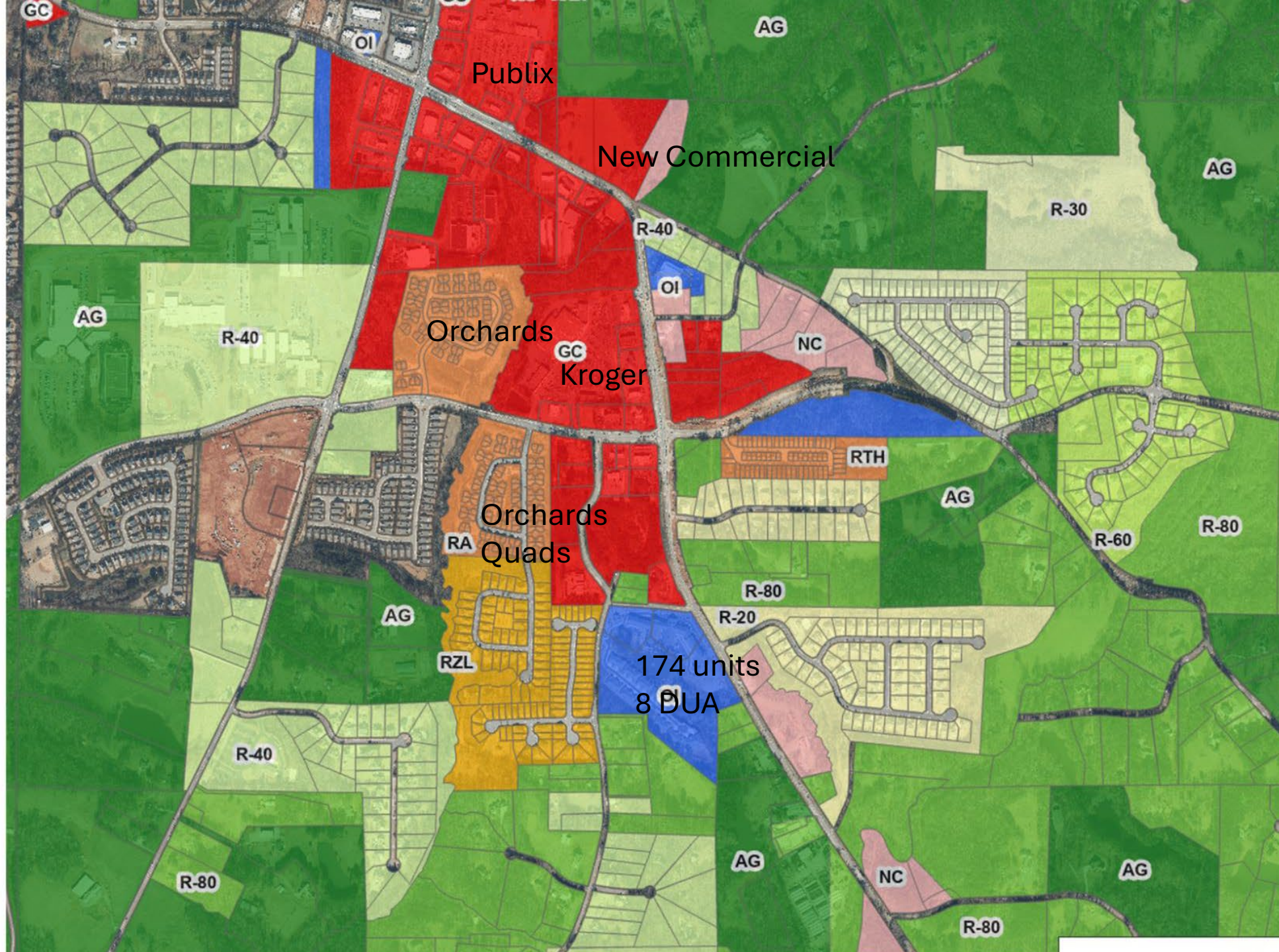
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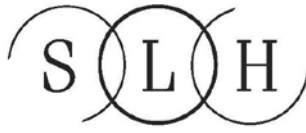


Affected Schools Capacity Information

Elementary School	ES Enrollment	ES Capacity	% Capacity
Hickory Flat ES	861	1,006	86%
Middle School	MS Enrollment	MS Capacity	% Capacity
Dean Rusk MS	1,530	1,643	93%
High School	HS Enrollment	HS Capacity	% Capacity
Sequoyah HS	2,061	2,375	87%

All Enrollment and Capacities are based on the last published Cherokee County Inventory of School Housing





GARVIS L. SAMS, JR.
(1952-2025)

JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF

A LIMITED LIABILITY PARTNERSHIP
SUITE 100

376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016

TELEPHONE

770•426•6583

FACSIMILE

May 29, 2025

VIA E-MAIL

Ms. Nancy Moon, Community Development Director
City of Holly Springs
3237 Holly Springs Pkwy.
Holly Springs, GA 30115

Re: Application of Garrard Development, Inc. for Annexation and Rezoning of 20.11± acres of real property located in Cherokee County, Georgia; Tax Map 15N26 158, Land Lots 252 & 253, 15th District, 2nd Section. Case Nos. A-01-2025 and MA-03-2025

Dear Nancy:

The Applicant, Garrard Development Inc., conducted a Public Input Meeting on Tuesday May 21, 2025 at 6:30 pm at the Hickory Flat Library Community Room. Notice letters (including the site plan) were mailed to all property owners within 1,000 feet of the subject property per the mailing list pulled from Cherokee County GIS. A stamped Certificate of Mailing dated May 9, 2025 is attached as well as a copy of the notice letter and its enclosure.

One of the attendees estimated approximately 130 people were at the meeting. The sign-in sheets as well as Comment Cards are attached. In addition to the site plan, the Applicant presented renderings of the proposed residential, retail and office buildings. Additionally, the Applicant presented the Cherokee County Zoning Map, Future Development Map as well as the City of Holly Springs Zoning Map and Future Development Map.

Prior to the meeting, the Applicant met with the HOA board of the adjacent neighborhood the east, the Courtyards at Hickory Flat. The Board discussed their concerns about the sidewalk connecting the project with the Courtyards community. The applicant included this connection only if the neighborhood wanted it and since they didn't not the applicant will agree to no direct pedestrian or other connection to the two communities. The neighborhood also wanted assurances that there would be a meaningful buffer between the two communities which the applicant agreed too. The last item discussed was relocating the pool interior to the project or otherwise create a sound barrier to limit negative impact created by the pool activity. The meeting was positive with the HOA and they generally seemed supportive of this true mixed-used proposal as positive for the area.

The community input meeting on May 21 was attended by approximately 130 county residents from the Hickory Flat area. The number one objection was to the annexation into the city of Holly Springs. They noted that the commercial component was consistent with the current

SAMS, LARKIN & HUFF

A LIMITED LIABILITY PARTNERSHIP

VIA EMAIL

Ms. Nancy Moon
Community Development Director
Holly Springs
June 2, 2025
Page 2

county NC zoning, but wanted the residential to remain AG. They were told that the applicant complied with the procedures outlined in the Growth Boundary Agreement. The meetings with the county staff included comments that the mixed-use proposal was generally consistent Community Village land use designation in the county's Future Development Map. After meeting with both the city and county, the applicant decided to seek annexation into the city because the city's zoning ordinance had a better mixed-use category that would create a better mixed-use development that was consistent with the county's land use plan. The attendees did not believe Holly Springs would be a good steward of the project and wanted it to not be annexed. They specifically said they didn't want another chicken finger restaurant, which is not part of the mixed-use proposal. They also thought the project would cause traffic problems not recognizing the fact the property sits behind a Publix Shopping center and that the residential component would produce significantly less traffic than solely developing the property commercially. The meeting ended with a long-time Hickory Flat property owner defending the need of the legacy owners like the Cagle's to be able to sell their land for a reasonable use. She said her opinion may not be popular but that her family annexed their property into Holly Springs years ago because the county wasn't being reasonable. Although the attendees were almost universal in their objection to the annexation or the mixed-use proposal, the meeting included good dialogue and everyone had a chance to respectfully share their views.

Please contact me at your earliest convenience should you have any questions regarding the meeting.

Sincerely,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
Attorney for the Applicant
phuff@samslarkinhuff.com

PFH/jcc
Attachments

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Dave Knappenberger	300 Field Crest St. Canton Ga	774-253127	
CHRIS SZCZOTKA	225 Kingsley Way 30128		
Donna West	950 Thomas Rd	954-494-9599	
Jennae Clifton	235 Kingsley Way		
TRICIA HARMON & Rox Taylor	150 Cherokee Hill	CANTON, GA 30115	
Candace Carroll	350 Lower Union Hill Rd	770 364 8023	
Marg Hardman	950 Thomas Rd	Canton, Ga	
Paul Ruder	309 McQueen Way	CANTON GA 678-414-1214	
CHRIS BENNETT	460 GARYFIELD Dr. CANTON, GA 30115	678-520-8941	
J H	Courtyard Hickory Flat		
Lori Hohl	7935 Union Hill Rd	404-625-0391	
Andrew Hohl	7935 Union Hill Rd	404-372-8879	
Karen Kirkpatrick	134 Turners Ct Canton	470-214-1021	
Jim Parker	122 Seabiscuit Way 30115	770-265-7293	
Tom Cox	124 Northampton Drive 30115	470-695-5724	

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Ray Alexander	302 Fieldcrest ST. Canton GA 30115	404-539-7419	
LISA Cuomo	1026 Sugar Pike Way Canton GA 30115	678-762-0001	
Mike Cuomo	1026 Sugar Pike Way Canton, GA 30115	678-762-0001	
Jahb Witzig	418 Harbor Creek Drive Canton, GA 30115	678-388-4413	
Lisa Happe	609 TAMMIE LANE CANTON 30115	404.702.7491	
Honey Burfield	Cherokee County		
Richard Jordan	Old Country Place	7.335-1814	
Helena & Kaj Savenius			
Jodie Davis	977 Bailey Rd	65707737	
Charles M. Burch	181 Redford Lane		
Charles Hunt			
Laura Hamenon	3156 E Cherokee Tr.	770-345-8646	
Mervin Hamenon	3156 E Cherokee Tr.	770-345-8646	
Robin Daugherty	414 Pine Log Ct	678-699-5236	
Jason Bengtson	109 Township Way	770-295-9125	

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Bob Crenshaw	123 Redford Ln, Canton	770-366-0945	
Marilyn Johner	320 Mc Queen Way, Canton	678-445-0227	
Edward Johnson	320 Mc Queen Way, Canton	678-445-0227	
JAMES FREEMAN	104 TOWNSHIP WAY CANTON	404-408-7432	
Jim Alvino	116 Redford Lane Canton	516-510-8776	
Dolores Duval	104 Old Hickory, Ct.	404-403-8986	
JoAnn Alvino	116 Redford Ln. Canton	770-312-4514	
Jerry HANLEY & RITA MCGEE	3020 QUARLES DR.	404-969-8115	
Debbie Lochner	145 Redford Lane Canton	404-375-9863	
Bob Sykes	197 Redford Ln, Canton, 30115	770-841-5795	
Nancy Sykes	197 Redford Ln, Canton 30115	770-841-5781	
LOKANE & BILL SULLIVAN	1000 LIBERTY GROVE 30004	770-846-3120	
Ann + Tammy LaDe	486 TAMARACIL TRAIL, 30115	678/409-4662	
Ali John	165 REDFORDS LANE	901-484-9137	
Larry Spickman	736 Still Branch Dr	404-641-2904	

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Cheryl Brown	157 Redford Lane Canton	404-509-1317	
Richard Thornton	127 Redford Lane Canton	770-993-3477	
Dana Thornton	127 Redford Lane Canton	770-993-3477	
Susan Gilchrist	1028 Sugar Pike Way Canton 30115	951-522-0402	
Nancy Eramian	359 Cherokee Station Cir, Woodstock	678-447-9802	
Tom & Libby Nanney	102 Steplesara Dr	770-597-7854	
Libby Nanney	102 Steplesara Dr	404-314-5926	
APRIL KIDWELL	113 Township Hwy Canton	4-444-5438	
TED FOSTER	408 East Point Drive	7-461-005 ✓	
CYNTHIA FOSTER	408 E Point Dr	770-479-0706	
Michele Holbrook	405 E Point Drive Canton	(404) 295-6435	
Xvonne Cartledge	410 E. Point Dr. Canton	770 365-9882	
Terry Cartledge	410 E Point Dr Canton	470 560-4117	
Janet Wilson	309 Apache Dr. Canton	404-431-4506	

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Peter & Gretchen Lawson	Canton		
HUGH PALMER			
RAY Hoffman	177 REDFORD LN Canton		
Dolores Hoffman	"		
Kathy Seamen	132 Redford Ln Canton		
Hilda Balys	173 Redford Lane, Canton		
Ashley Yavari	7171 Union Hill Rd Canton		
Janet Murray	341 McQueen Way Canton		
Steve Murray			
Nancy Adams	140 Orchard Dr. Canton		
Graciele Wenzel	180 Redford LN Canton		
Rebecca Massey	193 Redford LN Canton		
Jana & Nick Bravo	300 McQueen Way Canton 30115	770-500-7922	
Russell & Lynn Hudson	400 Lower Hill Rd 30115	770-371- ↓	
JEFF Cain	571 Dry Pond Ln 30014	(4) 290.8742	

SIGN-IN SHEET

Applicant: Garrard Development, Inc.
Community Information and Input Meeting
May 21, 2025
Location: Hickory Flat Library

NAME	MAILING ADDRESS	PHONE #	E-MAIL
Summer Owens	1016 Lower Union Hill Rd		
MARILYN MILLER	185 Redford Ln, Canton	404.2459485	
Karen White	149 Redford Lane Canton, 30115	770.361-5823	
NOREE KENDLE	332 McQueen Way Canton 30115		
KAREN FREEDMAN	344 McQueen Way	727.510.0771	
Mary Schumacher	340 McQueen Way	615.218.4335	
LAWRENCE PECKS	110 TOWNSHIP WAY	770-345-1184	
James Dvorak		470-531-5467	
Mike Cuomo		678-350-1909	
LARA COOLEY	425 Wood Branch St. Woodstock 30188	678.491.7323	
Mary Ann Laughlin	3040 Charles Dr. Canton	404-786-1937	
Judy Holbert	3050 Charles Dr Canton	770-851-7060	
John Carlton	411 East Point DR	770.720.8701	
TOM BOYLE	172 Wheaton Dr Woodstock, Ga 30188	678.814.5072	
Stephen McGill	408 Avery St Canton 30115	404.483.6277	



Date: 5/21/25
Name: RITA McGEE & JERRY HANLEY
Address: 3020 QUARLES DR CANTON 30115
Phone: 404-969-8146
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: THIS CANNOT HAPPEN!
BUILD 1 STORY homes for adults

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/2025
Name: John Carlton
Address: 411 West Point Dr.
Phone: 770 728 8701
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Reduce the security



Date: 5/21/24
Name: Lara Cooley (Lara & Chuck)
Address: 425 Wood Branch St. Woodstock 30188
Phone: 678-491-7323
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Do not rezone
Do not annex / Holly Springs is a virus in Hickory
Let Red Barn build 1-2 acre homes
Flats

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail ^{e-mail}

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

- Microphone needed
- Find a way to answer all questions



Date: 5-21-25
Name: RAY HOFFMAN
Address: 177 REDFORD LN
Phone: 770 365-1404
Email: [REDACTED]

Do you support the project?

☐ For ☐ Against ☒ With Conditions ☐ Uncommitted

Comments: MORE RETAIL, LESS DENSE HOUSING. NO SIDEWALK
DIRECTLY INTO HFC COURTYARD BUT A SIDEWALK
ON LOWER UNION TO CONNECT THE 2 AREAS.
ENSURE TREE BOUNDARY STAYS AND IS AT
LEAST 75'. INCREASE BUFFER BETWEEN ~~THE~~ HFC AREA
Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5-21-25
Name: Dolores Hoffman
Address: 177 Redford Lane
Phone: 678-231-0121
Email: [REDACTED]

Do you support the project?

☐ For ☐ Against ☒ With Conditions ☐ Uncommitted

Comments:

Too high density for the area. Approximately 180 cars
trying to get on East Cherokee is way too many.

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: Russell & Lynn Hudson
Address: 400 Lower Union Hill Road
Phone: 770-371-9604
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: _____

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5-21-25
Name: Judy Holbert
Address: 3050 Quarles Dr Canton, Ga 30115
Phone: 770-851-7660
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted Maybe

Comments:

Our house backs up to this property -
I'm against so many town houses + their
height. Traffic is so hard now to get
out onto East Cherokee. This will make
it so much more dangerous

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5-21-25
Name: Mary Ann Laughlin
Address: 3040 Quarles Dr. Canton
Phone: 404-786-1937
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: JH
Address: Courtyard @ Hickory Flat
Phone: _____
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Too much traffic already
excess Noise

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: LAURA DAMERON
Address: 3156 E CHELKEE DR, NANTON 3015
Phone: 770-345-8146
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: _____

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

TOO MUCH CONGESTION @ THIS INTERSECTION



Date: 5/21/2025
Name: Hilda Balyo
Address: 173 Redford Lane, Canton, GA 30115
Phone: 770-853-7742
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Too many homes, etc., on a small piece of land.
I prefer single family homes or 55+. We already have
lots of building going on. I think they are already
over building now- I've heard we do not want
to be part of Holly Springs. We want to stay part of
Cherokee County. Townhomes will de-value my brand
new home!!

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Will we have to pay Cherokee County property tax
and City of Holly Springs property taxes?

No Town Homes
No Holly Springs



Date: 5/21/25
Name: Manfred & Kathy Seamen
Address: 132 Redford Lane, Canton, GA 30115
Phone: 678-910-6081
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: We moved to Hickory Flat 2 1/2 years ago. We want to live in Hickory Flat, NOT Holly Springs. Holly Springs is a speed trap full of apartments, townhomes & storage units. Now you want to put that next door to us NO! Friends of ours just sold their place in River Park & moved because of the traffic & mess in Holly Springs.
Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☒ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

NO to 92 townhomes
NO to Holly Springs



Date: 5/21/2025
Name: Karen White
Address: 149 Redford Lane Canton 30115
Phone: (770) 361-5823
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: This situation is very troubling - putting a HIGH DENSITY development behind my home is not acceptable. Our area is ^{already} very congested. Town homes have no business being put next to a Senior subdivision. 92 townhomes on 12 acres is ridiculous! Wall to wall people! We do not need more restaurants, liquor stores, drycleaners, carwashes, etc. in a mixed use development which includes townhomes.
Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

yes - but I've seen nothing in writing.

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Have a microphone and we needed more space - Many attendees - too many for the Community room.



Date: 5/21/25
Name: CHRIS BENNETT
Address: 460 GREYFIELD DR. CANTON, GA 30115
Phone: 678-520-8941
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: _____

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: MICHAEL D CUOMO
Address: 1026 SUGAR PIKE WAY CANTON 30115
Phone: 678 350 1909
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: _____

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No ENTIRELY

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: LISA CUOMO
Address: 1026 Sugar Pike Way Canton, GA
Phone: 678-762-0001 30115
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

Leave Hickory Flat alone
Holly Springs!

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☒ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

some

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

✓ some

Please share your suggestions on improving the way these meetings are conducted:



Date: 5-21-2025
Name: Rebecca Massey
Address: 193 Redford LN Canton
Phone: 352-262-3352
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Proposed cut thru road thru Courtland at H.F.
is not practical - way too many condos/townhomes!

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: G. HONZIK
Address: 180 REDFORD LN
Phone: _____
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: NO connecting path to CHF subdivider.

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

TOO MANY CONDOS !!
POOL & RETENTION POND should be
placed abutting Cherokee Rd.



Date: 5/21/2025
Name: Steve Murray
Address: 341 McQueen Way, Canton, GA 30115
Phone: (770) 377-8441
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: EXPECTED TRAFFIC, DON'T WANT TOWN HOMES, RESOURCES OK
DECLINED BY COUNTY. DON'T KNOW IF HOLLY SPRINGS CAN
BE TRUSTED

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

HAVE A MICROPHONE, NEED ORAL



Date: 5/21/2025
Name: Taney Murray
Address: 341 McQueen Way Canton, GA, 30115
Phone: (706) 466-1366
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: I don't like the idea that the townhomes
could be rented. We need the commercial; we
don't need the townhomes. We need
wider roads. Too much traffic!

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Microphone needed!



Date: 5-21-25
Name: Ashley Kavar
Address: 7171 Union Hill Rd
Phone: 443-996-3026
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Keep property in Cherokee County &
Keep it Rural!!!!
No High Density

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Use Microphone
Tell people to turn their cell phones on vibrate!!!!



Date: 5.21.25
Name: HAROLD THANNISCH
Address: 445 CHEROKEE HILL, CANTON, GA 30115
Phone: 404.558.8720
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

There is too much traffic already.
The county has not improved the roads.
The rural nature & environment will
be compromised substantially. Holly Springs is
on a tax revenue tax grab!

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

microphone



Date: 5/21/2025
Name: JAMES + TAMMY LADGE
Address: 486 TAMARACK TRAIL, CANTON 30115
Phone: 678/409-4662
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: 92 TOWN HOMES DO NOT FIT AT ALL THE
CHARACTER OF THIS COMMUNITY, PLUS ADD ALMOST
AN ADDITIONAL 200 CARS TO AN ALREADY OVER-CONGESTED
INTERSECTION (HWY 140 & E. CHEROKEE). THE COUNTY JUST
APPROVED ANOTHER COMMERCIAL DEVELOPMENT 300 YARDS AWAY.
Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☒ Signs ☐ Word of Mouth ☐ Direct Mail

WE DO NOT NEED
MORE!

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

HOLLY SPRINGS IS AN ANNEXATION CANDIDATE THAT
NEEDS TO BE STOPPED!



Date: May 21, 2025
Name: Mary Schumacher
Address: 340 McQueen Way
Phone: 615 218 4335
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: _____

Q on all

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: KAREN FREEDMAN
Address: 344 McQUEEN WAY
Phone: 727 510 0771
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: WILL BRING TOO MUCH TRAFFIC
NOISE, CRIME.

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 4.21.25
Name: MARILYN MILLER
Address: 185 REDFORD LANE, Canton 30115
Phone: _____
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: too many townhomes, needs lower density -

(no) walkway to Courtyards at Hickory Flat
10% max rental allowed

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5-21-25
Name: Thomas Cox
Address: 124 Northampton Drive
Phone: 470.695.5774
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: highly inappropriate for the area.
Do not want Holly Springs to encroach
any closer to my home/community
than they already have.

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Don't do it



Date: 5-21-25
Name: Jim Parker
Address: 122 Seabiscuit Way Canton 30115
Phone: 770-265-7293
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: NO MIXED USE
All Residential only - SF NOT Town Homes

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Better control of questions - repeat question



Date: 5-21-25
Name: Karen Kirkpatrick
Address: 134 Turner's Ct. Canton 30115
Phone: 470 214 1021
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Keep the land use plan as is. Do not
try to override the plan (county plan). No
high density, no commercial outside the
county plan!

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Abide by the county land use plan. Do not
attempt to build commercial/high density in this
neighborhood, encroaching on residential, low density area.



Date: Wed. May 21, 2025
Name: Jean Benggren
Address: 109 Township Way Canton, GA 30115
Phone: 770-295-9129
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

I am vehemently against high density building in this area as well as the continued spread of Holly Springs into areas that make no sense using precarious manipulation of annexation laws.

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Stop trying to push high density bldg via Holly Springs manipulation of annexation laws



Date: 5/21/25
Name: Ferry + Yvonne Cartledge
Address: 410 East Point Dr., Canton, GA 30115
Phone: 770.365-9882
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Devaluing my property
too many entrance & exits on E. Cherokee
Drive

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No Some

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

larger space



Date: 5/21/25
Name: Rob & Michele Holbrook
Address: 405 East Point Drive Canton, Ga 30115
Phone: (678) 409-3794 & (404) 295-6435
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: TRAFFIC

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

More room



126⁺ present
at meeting
as of 6:45

Date: 5/21
Name: Robin Daugherty
Address: 414 Pine Log Ct Cartersville GA 30115
Phone: 6786995236
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: This is ridiculous - HS should NOT
be able to annex this property - this should
not be dense should be used according
to Land Use & buffering into residential.

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 05-21-25
Name: Cheryl Brown
Address: 157 Redford Lane Canton, Ga. 30115
Phone: 404-509-1317
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Too much traffic now.

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 05-21-25
Name: Richard Thornton
Address: 127 Redford Lane Canton, Ga. 30115
Phone: 770-993-3477
Email: _____

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: We have enough traffic!

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: Libby Nanne
Address: 102 Stephens farm DR Canton ga 30115
Phone: 404-314-5926
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments:

Holly Springs needs to be Stopped!

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

y



Date: 5-21-2025
Name: Tom Nanner
Address: 102 Stephens Farm Dr. Canton 30115
Phone: 770-597-7854
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Too Dense — should be residential
with no commercial and no town homes

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☒ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/2025
Name: TSA Foster
Address: 408 East Point Drive
Phone: 770 401-0058
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Follow the Land Use Plan
Why are we having 2028 zoning

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☒ Newspaper ☒ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/25
Name: CYNTHIA FOSTER
Address: 408 E POINT DR CARRON
Phone: 770-479-0706
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: NO HIGH DENSITY STICK
TO THE PLAN
HOLLY SPRINGS STAY OUT
Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☒ Social Media ☒ Newspaper ☒ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

HAND OUT PAPERS @ DOOR



Date: 5/21/25
Name: Nancy Framian
Address: 359 Cherokee Station Cir, Woodstock 30188
Phone: 678-449-9802
Email: [REDACTED]

Do you support

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: Cherokee County should deny Holly Springs plan to annex property for retail residential development because of traffic, high density housing, need for higher tax monies to provide more schools, police, fire, etc. services
Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☒ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☒ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:



Date: 5/21/2025
Name: Susan C. Gilchrist
Address: 1028 Sugar Pike Way 30115
Phone: 951-522-0402
Email: [REDACTED]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Uncommitted

Comments: This meeting should never have been called. Holly Springs could have told the owner/developer that the property is outside the sphere of influence of Holly Springs as agreed to by the Cherokee BO Commissioners
Use back of this form for additional comments, if necessary

How did you hear about this meeting?

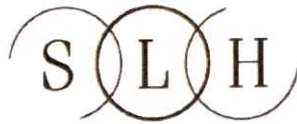
☒ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Growth Boundary Agreement must be honored by Holly Springs. No further comment needed.



GARVIS L. SAMS, JR.
(1952-2025)
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

May 9, 2025

TO: NEARBY PROPERTY OWNERS

Re: Application of Garrard Development, Inc. for Annexation and Rezoning of 20.11± acres of real property located in Cherokee County, Georgia; Tax Map 15N26 158, Land Lots 252 & 253, 15th District, 2nd Section.

Garrard Development, Inc. proposes a mixed use development consisting of: 20,400 square feet of retail space; 37,000 square feet of office space; and 92 (ninety-two) townhomes, as depicted on the attached proposed site plan. The property is currently zoned NC (Neighborhood Commercial) and AG (Agricultural) in Cherokee County and is located at 301 Lower Union Hill Road. Garrard Development proposes to annex the property into the City of Holly Springs and rezone the entire property to TND (Traditional Neighborhood Development) with a Mixed Use Overlay District.

The City of Holly Springs Public Hearing process includes inviting area residents to a Public Participation Meeting to learn more about the proposal. This is an informal meeting that will allow the Applicant to tell you about the proposal. You are receiving this notice because you own property close to the proposed project. The meeting will be held on **Wednesday, May 21, 2025 beginning at 6:30 p.m.** at the Hickory Flat Public Library Community Room located at 2740 East Cherokee Drive, Canton, GA 30115.

If you are unable to attend the public participation meeting and would like additional information, please contact me at your earliest convenience either via phone or email.

Sincerely,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
Attorney for the Applicant
phuff@samslarkinhuff.com

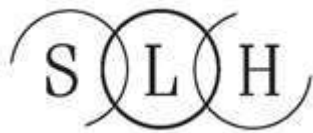
PFH/jcc
Enclosure



From: [Jason Champion](#)
To: [Nancy Moon](#)
Cc: [Garrard Jim](#); [Parks Huff](#)
Subject: Garrard Development notices
Date: Friday, May 2, 2025 10:01:14 PM
Attachments: [image001.png](#)

Nancy-

Attached please find pictures of the signs posted on the property located at Lower Union Hill and East Cherokee. Notice letters for the meeting will go out no later than next Friday. I will submit a draft to you next week. Thank you and have a wonderful weekend.



JASON CHAMPION
PARALEGAL
SAMS, LARKIN & HUFF, LLP
376 Powder Springs Street, Suite 100
Marietta, Georgia 30064
770.422.7016 (office) / 770.426.6583 (fax)
jchampion@samslarkinhuff.com

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PUBLIC NOTICE

Purpose: ANNEX AND REZONE
TO T20 WITH MXD OVERLAY
FOR A MIXED USE VILLAGE
OF RETAIL, DINING, MEDICAL
OFFICE WITH RESIDENTIAL

Public Information Meeting
Date: MAY 21, 2023 Time: 6:30 AM
Location: HICKORY FLAT
LIBRARY
770-422-7016



PUBLIC NOTICE

Purpose: **ANNEX AND REZONE TO
TWD WITH MXP OVERLAY FOR
A MIXED USE VILLAGE OF
"RETAIL, DINING, MEDICAL
OFFICE AND RESIDENTIAL"**

Public Information Meeting -

Date: **MAY 21, 2025** Time: **6:30 PM**

Location: **HICKORY FLAT**

LIBRARY

For More Information:

770-422-7016

**PRIVATE
PROPERTY**
NO TRESPASSING

**TRAFFIC IMPACT STUDY
FOR
REZONING PROPOSED MIXED-USE DEVELOPMENT AT
3254-3460 EAST CHEROKEE DRIVE**

CHEROKEE COUNTY, GEORGIA



Prepared for:

***Sams, Larkin & Huff, LLP
376 Powder Springs Street, Suite 100
Marietta, GA 30064***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 09, 2025
A & R Project # 25-129

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development will be located at northeast corner of the intersection of East Cherokee Drive at Lower Union Hill Road in Cherokee County, Georgia. The traffic analysis evaluates the current operations and the future conditions with the traffic generated by the development. The proposed development will consist of:

- Single-Family Attached Housing: 92 units
- Strip Retail Plaza (<40K): 20,800 sf
- General Office Building: 37,000 sf



The development proposes access at the following locations on East Cherokee Drive and Lower Union Hill Road:

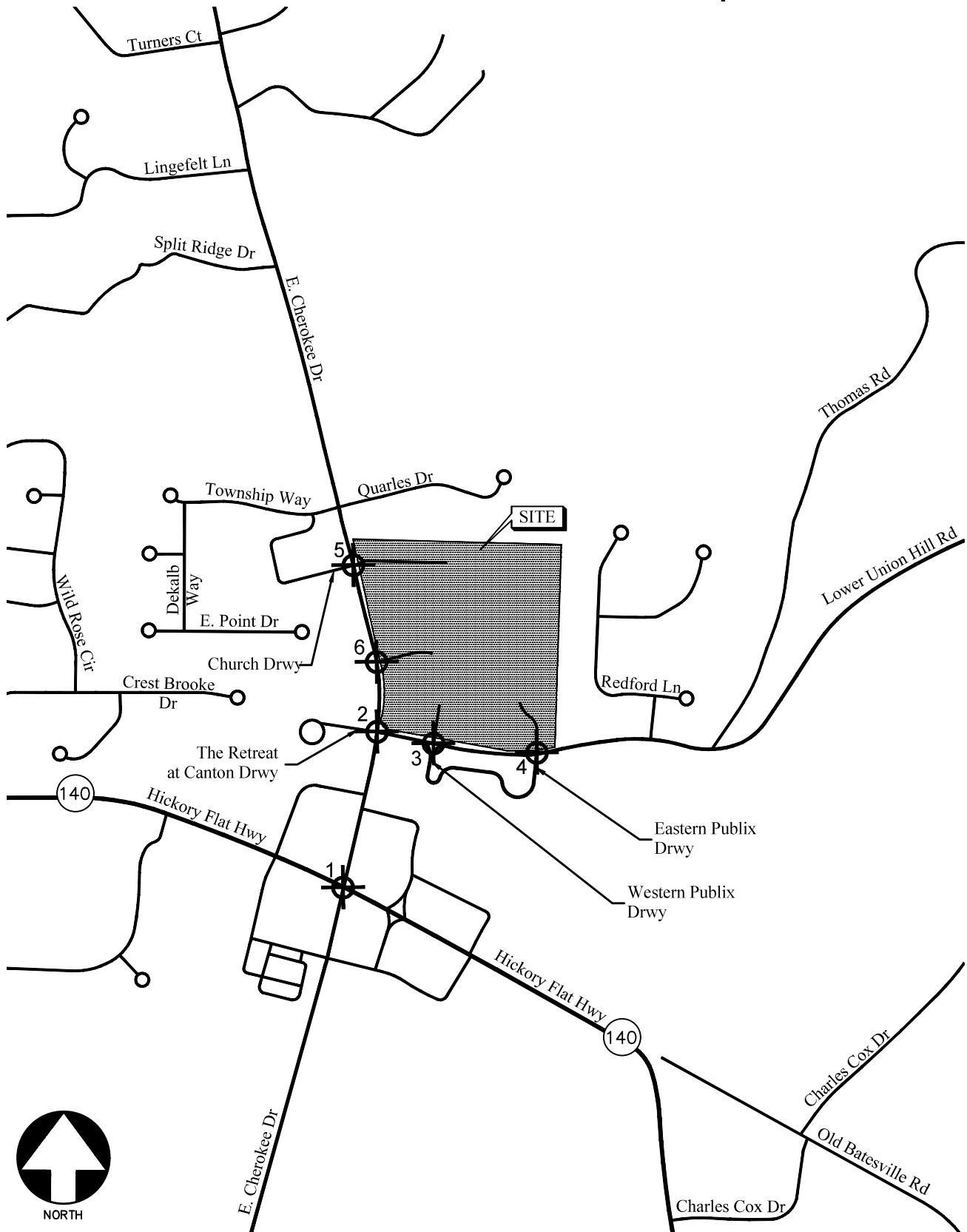
- Site Driveway 1: Full-access driveway on East Cherokee Drive aligned with The Church of Jesus Christ of Latter-day Saints Driveway
- Site Driveway 2: Full-access driveway on East Cherokee Drive
- Site Driveway 3: Full-access driveway on Lower Union Hill Road aligned with Western Publix Driveway
- Site Driveway 4: Full-access driveway on Lower Union Hill Road aligned with Eastern Publix Driveway

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. East Cherokee Drive @ SR 140 (Hickory Flat Highway)
2. East Cherokee Drive @ Lower Union Hill Road/ The Retreat at Canton Driveway
3. Lower Union Hill Road @ Western Publix Driveway
4. Lower Union Hill Road @ Eastern Publix Driveway
5. East Cherokee Drive @ The Church of Jesus Christ of Latter-day Saints Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 *East Cherokee Drive*

East Cherokee Drive is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID: 057-0169) indicate that the daily traffic volume on East Cherokee Drive in 2023 was 9,800 vehicles per day northwest of Lower Union Hill Road. GDOT classifies East Cherokee Drive as an urban major collector roadway.

2.1.2 *Lower Union Hill Road*

Lower Union Hill Road is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 057-8151) indicate that the daily traffic volume on Lower Union Hill Road in 2023 was 4,820 vehicles per day northwest of Cherokee Hill. GDOT classifies Lower Union Hill Road as an urban local roadway.

2.1.3 *SR 140 (Hickory Flat Highway)*

SR 140 (Hickory Flat Highway) is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 057-0110) indicate that the daily traffic volume on SR 140 (Hickory Flat Highway) in 2023 was 17,800 vehicles per day southeast of East Cherokee Drive. GDOT classifies SR 140 (Hickory Flat Highway) as an urban minor arterial roadway.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designed as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 2 — LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

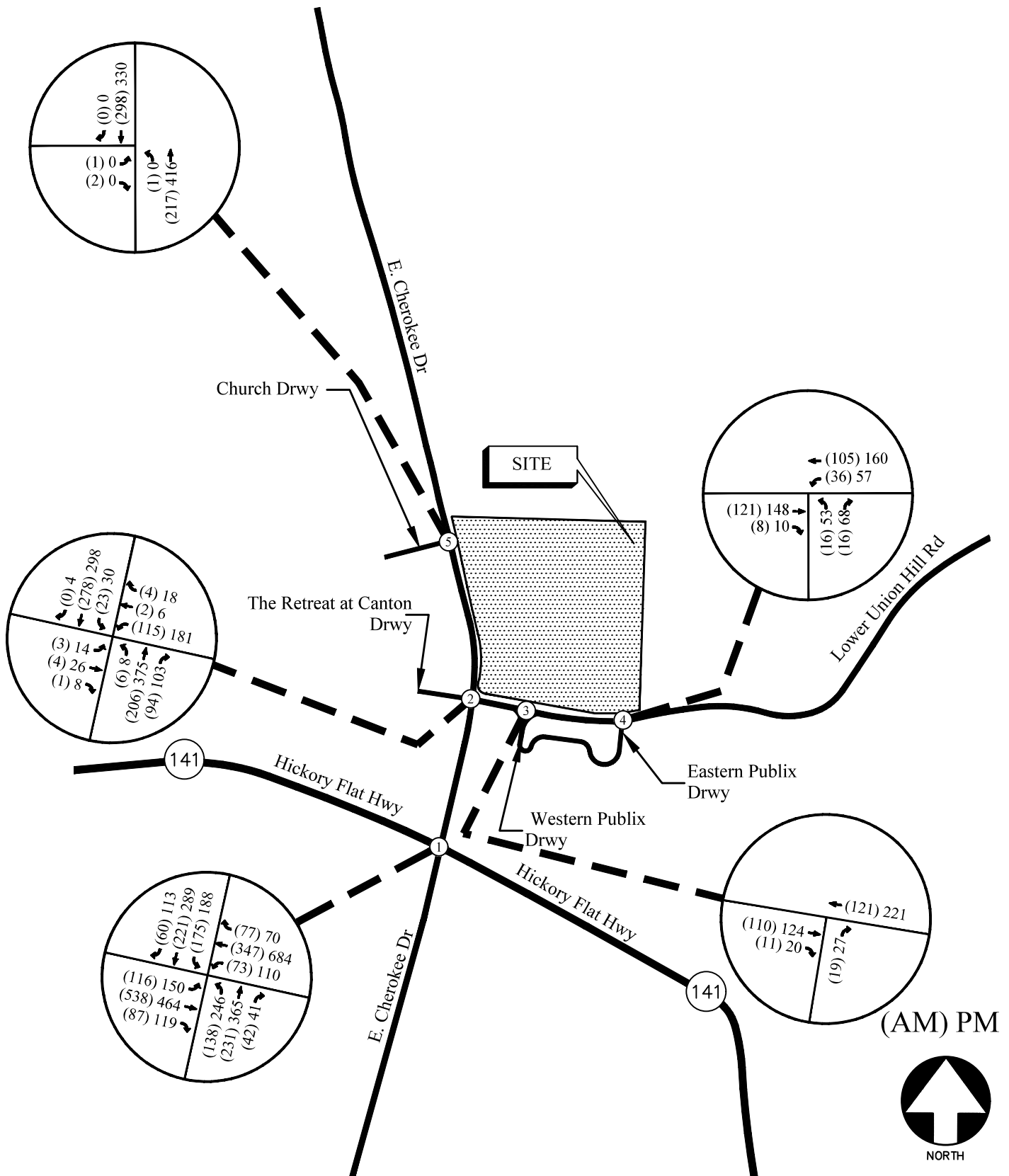
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

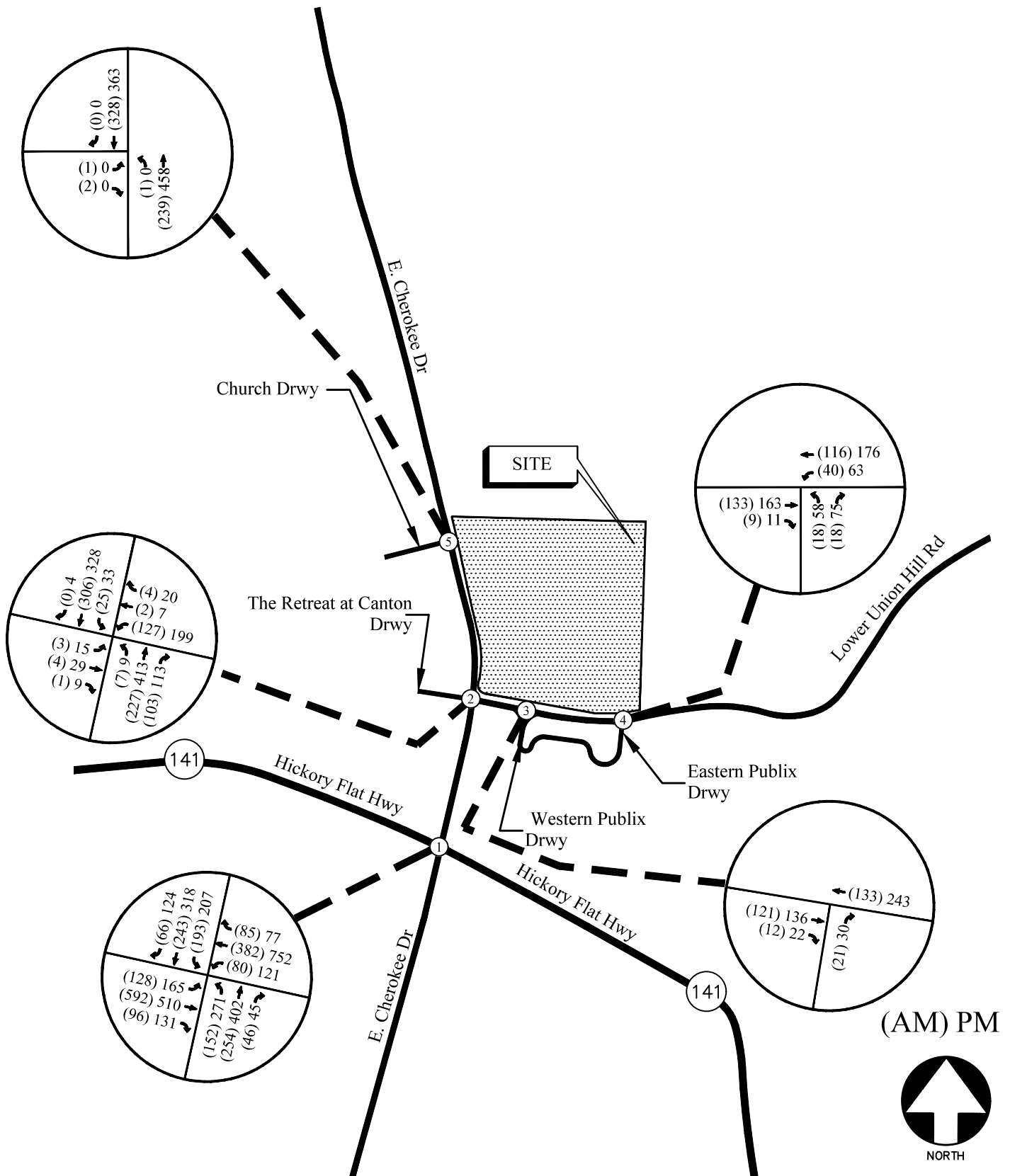
1. East Cherokee Drive @ SR 140 (Hickory Flat Highway)
2. East Cherokee Drive @ Lower Union Hill Road/ The Retreat at Canton Driveway
3. Lower Union Hill Road @ Western Publix Driveway
4. Lower Union Hill Road @ Eastern Publix Driveway
5. East Cherokee Drive @ The Church of Jesus Christ of Latter-day Saints Driveway

Turning movement counts were collected on Wednesday, July 2, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 am to 9:00 am and 4:00 pm to 6:00 pm, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic volumes were increased by 10% to account for the fact that schools were not in session when the data was collected. These adjusted volumes are shown in Figure 3 and were used in the existing traffic operations analysis. The existing traffic control and lane geometry for the study intersections are shown in Figure 4.



EXISTING WEEKDAY PEAK-HOUR VOLUMES
(WITHOUT SCHOOL TRAFFIC)

FIGURE 2
A&R Engineering Inc.

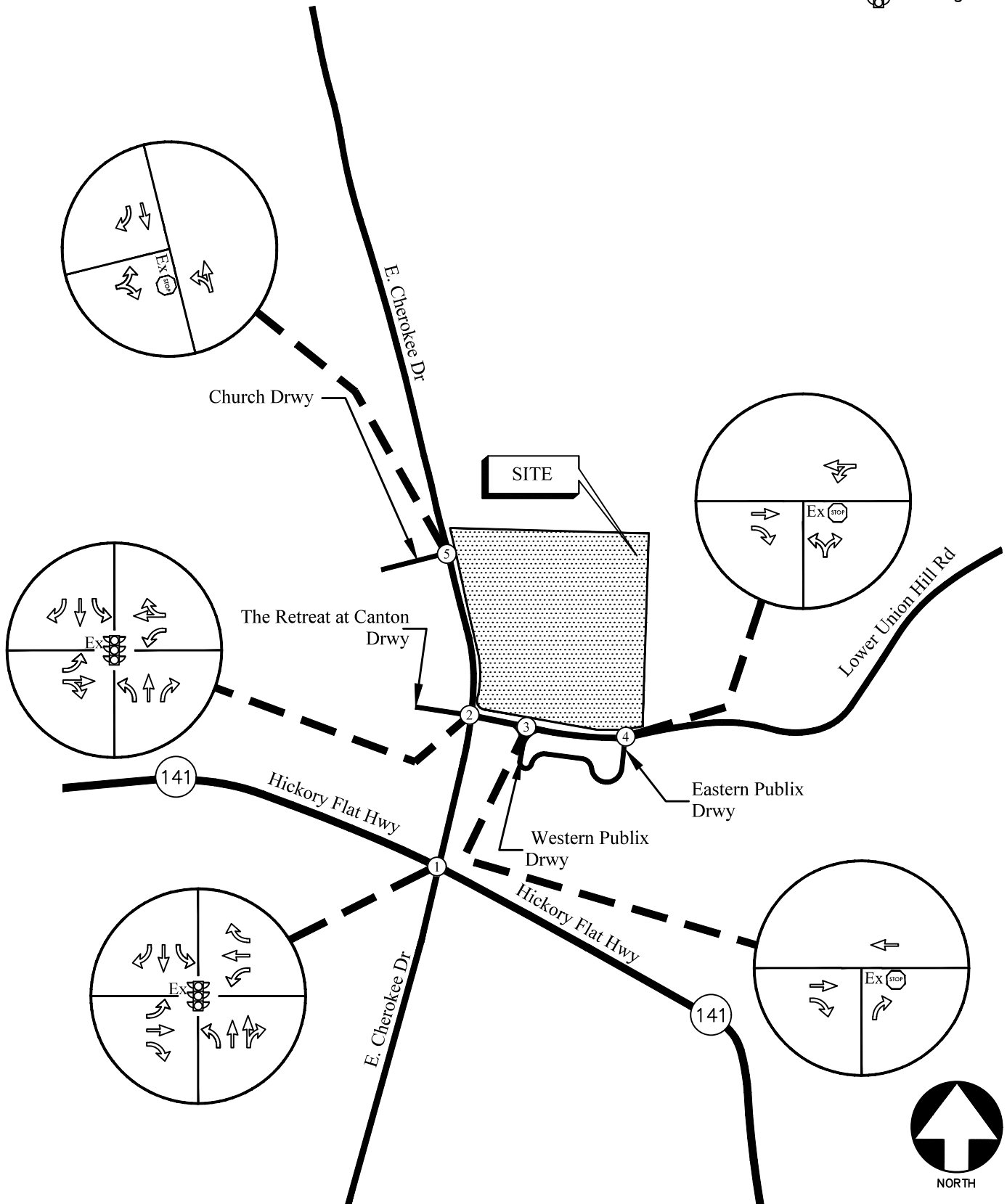


EXISTING WEEKDAY PEAK-HOUR VOLUMES
(ADJUSTED SCHOOL TRAFFIC)

FIGURE 3
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 4
A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>East Cherokee Drive @ SR 141 (Hickory Flat Highway)</u>	Signalized	<u>C (32.6)</u>	<u>D (48.0)</u>
	-Eastbound Approach		B (19.5)	C (33.4)
	-Westbound Approach		B (17.2)	D (51.4)
	-Northbound Approach		D (48.2)	D (54.3)
	-Southbound Approach		E (56.5)	D (54.3)
2	<u>East Cherokee Drive @ Lower Union Hill Road</u>	Signalized	<u>B (11.9)</u>	<u>C (27.3)</u>
	--Eastbound Approach		E (59.2)	E (58.5)
	-Westbound Approach		D (51.8)	D (51.6)
	-Northbound Approach		A (0.4)	C (25.9)
	-Southbound Approach		A (6.6)	A (9.7)
3	<u>Lower Union Hill Road @ Western Publix Drwy (RIRO)</u>	Stop Controlled on NB Approach	A (9.1)	A (9.1)
4	<u>Lower Union Hill Road @ Eastern Publix Driveway</u>	Stop Controlled on NB Approach	A (7.6)	A (7.7)
	-Westbound Left		B (10.4)	B (11.9)
5	<u>East Cherokee Drive @ Church Driveway</u>	Stop Controlled on EB Approach	B (11.1)	C (16.8)
	-Eastbound Approach		A (8.0)	A (8.1)

The results of the existing traffic operations analysis indicate that the signalized study intersections (Intersections 1 and 2) are operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at all the unsignalized study intersections are operating at a level of service “C” or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed mixed-use development will be located at northeast corner of the intersection of East Cherokee Drive at Lower Union Hill Road in Cherokee County, Georgia. The development will consist of:

- Single-Family Attached Housing: 92 units
- Strip Retail Plaza (<40K): 20,800 sf
- General Office Building: 37,000 sf



The development proposes access at the following locations on East Cherokee Drive and Lower Union Hill Road:

- Site Driveway 1: Full-access driveway on East Cherokee Drive aligned with The Church of Jesus Christ of Latter-day Saints Driveway
- Site Driveway 2: Full-access driveway on East Cherokee Drive
- Site Driveway 3: Full-access driveway on Lower Union Hill Road aligned with Western Publix Driveway
- Site Driveway 4: Full-access driveway on Lower Union Hill Road aligned with Eastern Publix Driveway

A site plan is shown in Figure 5.



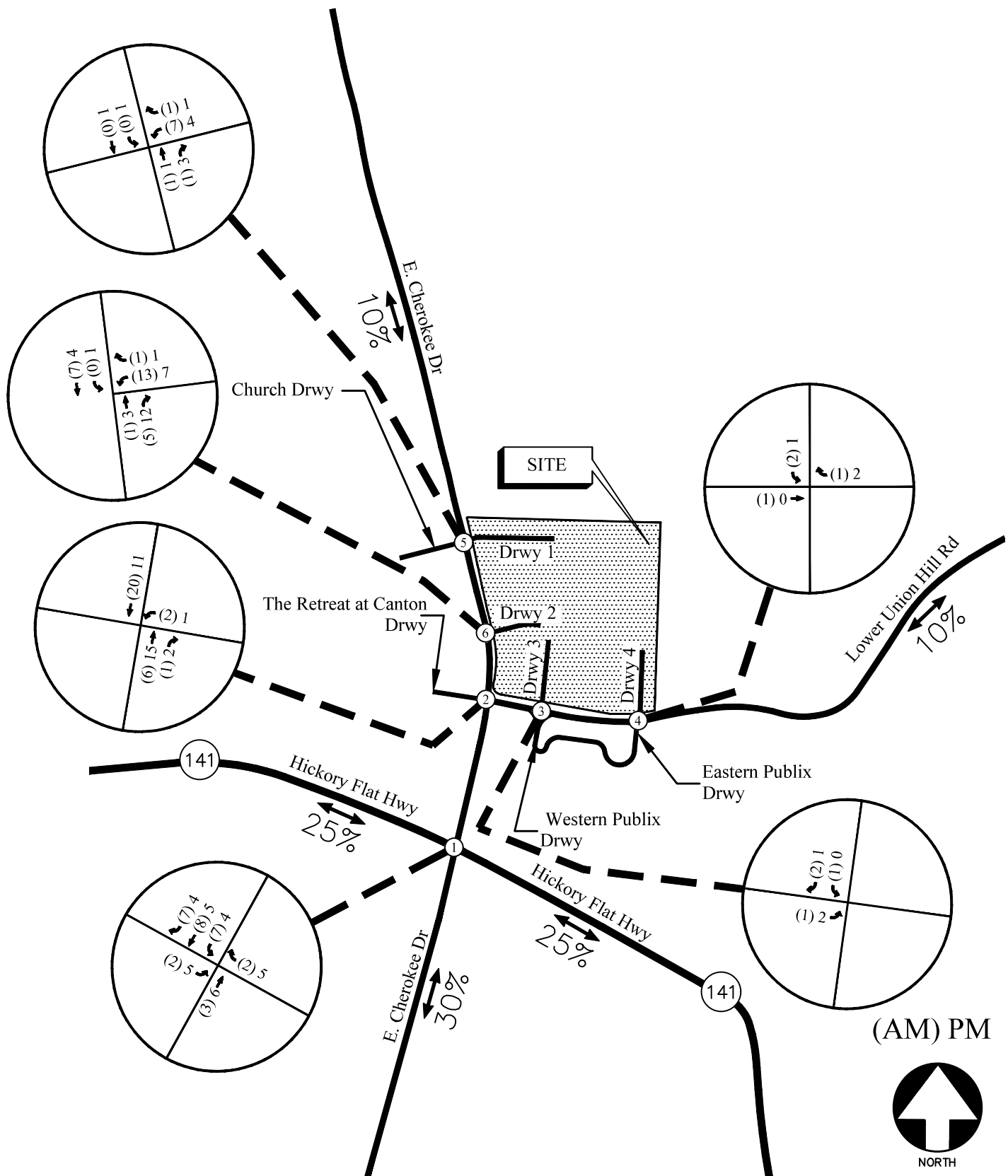
5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: *215-Single-Family Attached Housing*, *710-General Office Building*, *822-Strip Retail Plaza(<40k)*. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 — TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-Way
ITE 215 – Single-Family Attached Housing	92 Units	11	31	42	30	21	51	651
Mixed-use reduction		-2	-3	-5	-9	-6	-15	-116
ITE 710 – General Office Building	37,000 sf	63	8	71	12	61	73	489
Mixed-use reduction		-1	-1	-2	-2	-2	-4	-44
ITE 822 – Strip Retail Plaza (<40k)	20,800 sf	28	19	47	65	66	131	1,107
Mixed-use reduction		-4	-3	-7	-7	-10	-17	-150
Total Trips without Reductions		102	58	160	107	148	255	2,247
Total Trips with Reductions		95	51	146	89	130	219	1,937

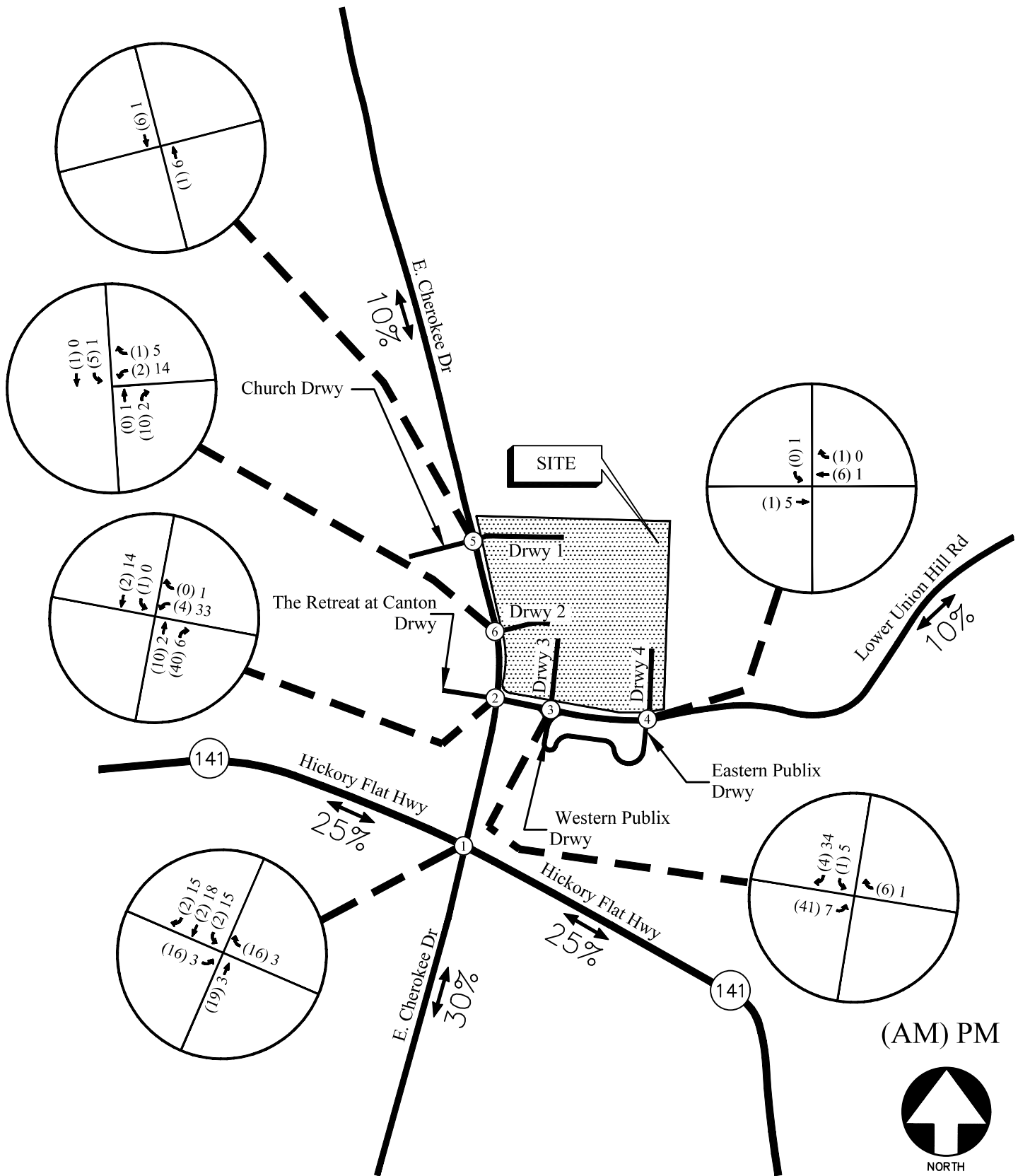
5.2 Trip Distribution

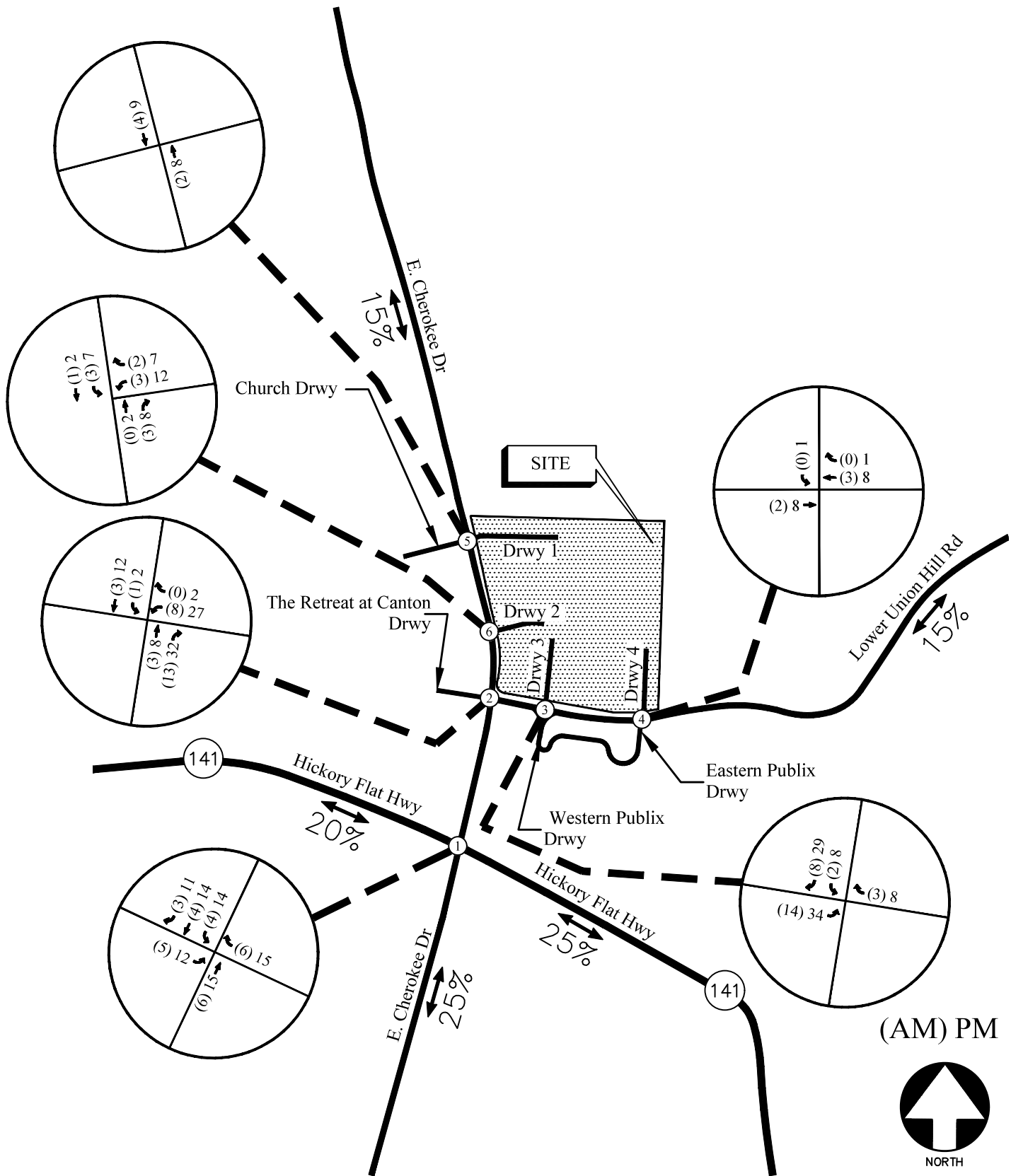
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on the locations of employment centers, retail shopping and schools, and the major routes of travel. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site for residential, office and retail are shown in Figure 6A, 6B and 6C, respectively.



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (RESIDENTIAL)

FIGURE 6A
A&R Engineering Inc.





TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (RETAIL)

FIGURE 6C
A&R Engineering Inc.

6.0 FUTURE 2027 TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

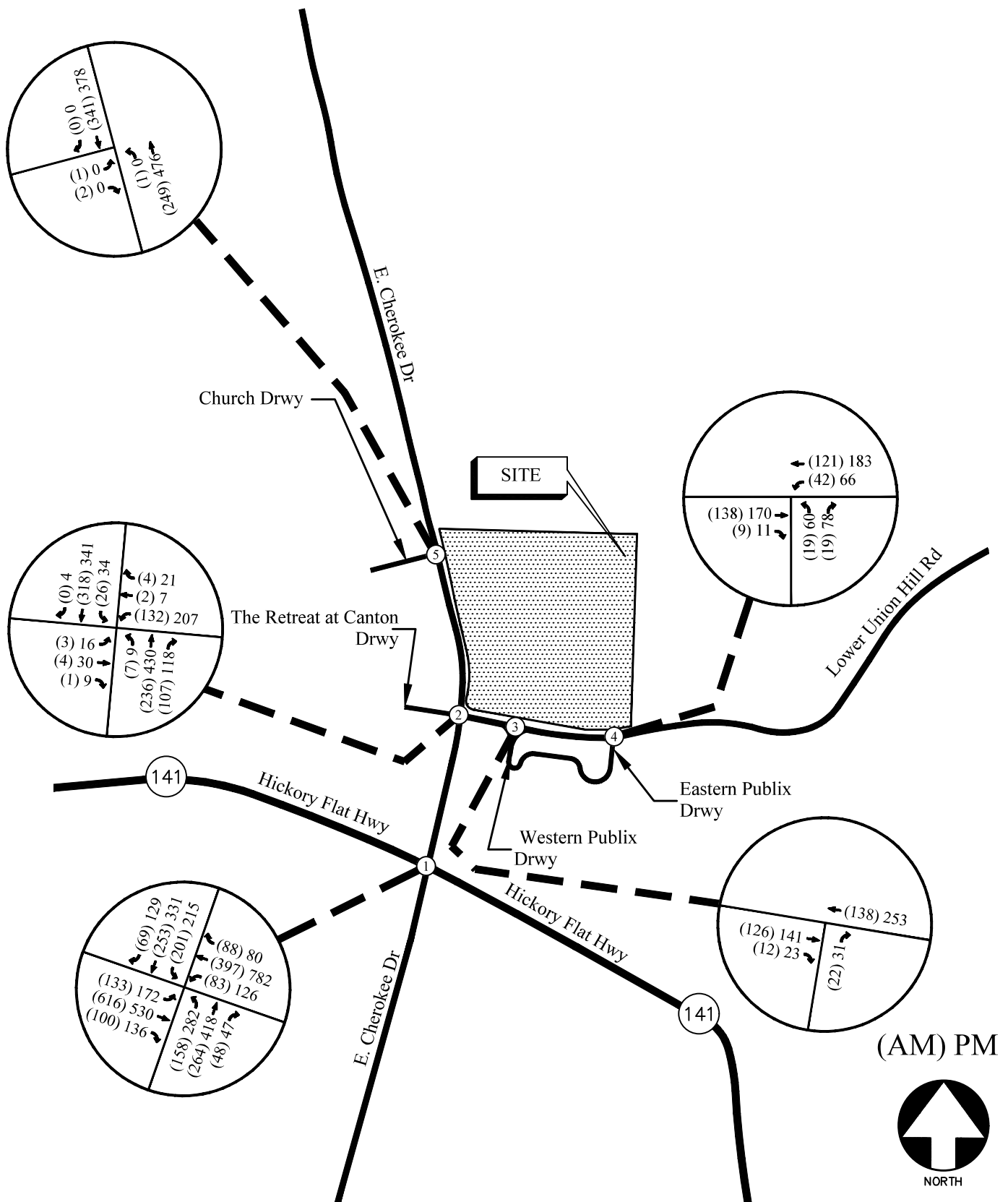
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (adjusted for school traffic) (Figure 3) plus increases for annual growth of traffic.

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a 2% traffic volume increase in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 7.

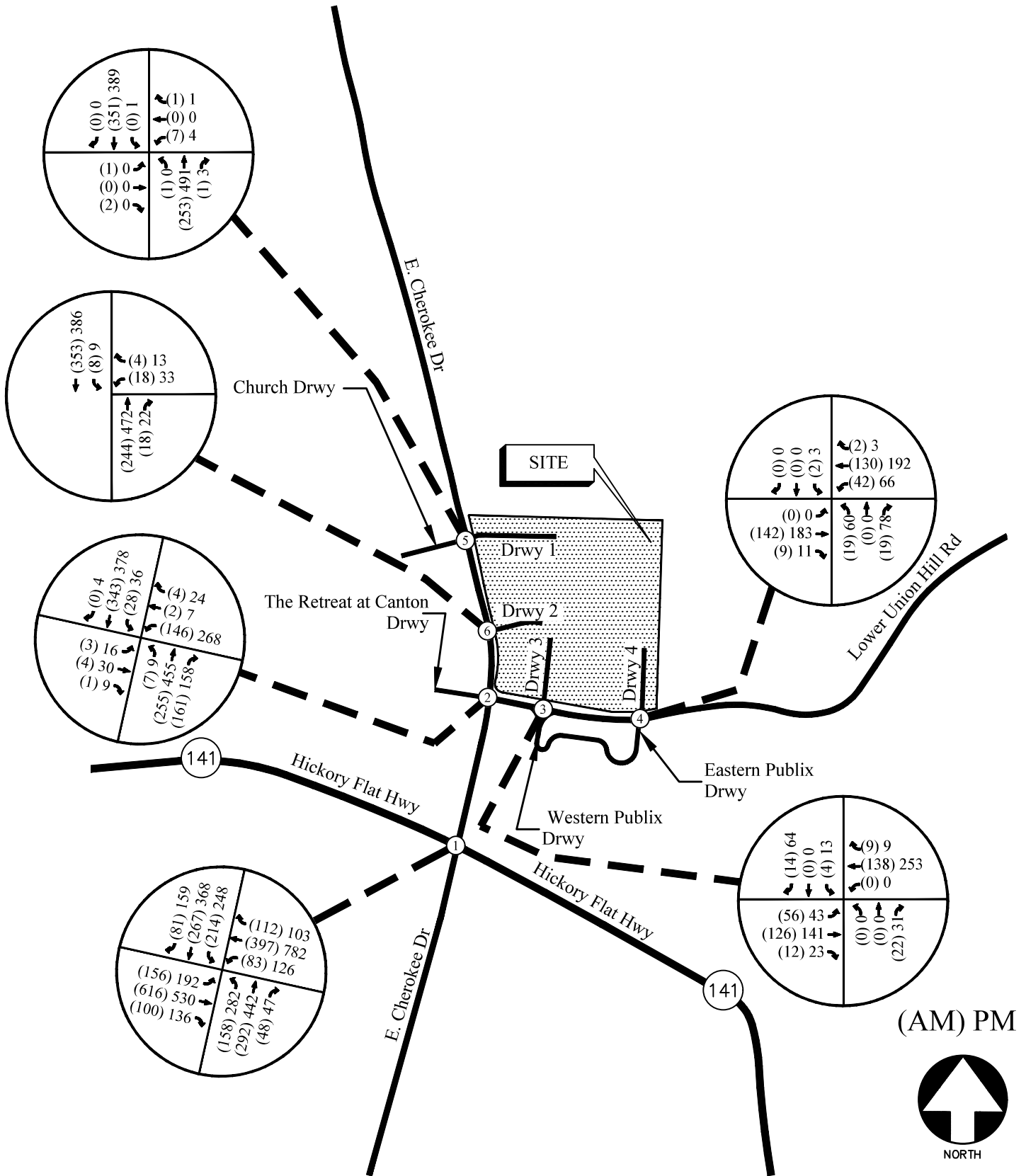
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 6A, 6B and 6C) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the mixed-use development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8
A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left and right turn lanes for the site driveway per GDOT standards. The analyses below are based off the trip distribution included in section 5.2. According to the estimated trip generation, the total 24-hour two-way volume entering and exiting the site is 1,937 vehicles.

6.3.1 Left Turn Lane Analysis

For two-lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 200 vehicles per day. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 45 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 250 vehicles per day. The projected left-turn volumes per day for the site driveway are included in Table 5.

TABLE 5 — GDOT REQUIREMENTS FOR LEFT TURN LANES

Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants met?
East Cherokee Drive @ Site Driveway 1/ Church Driveway	5% Residential Trips	13	35 mph / 2-Lane / > 6,000	200	No
East Cherokee Drive @ Site Driveway 2	5% Residential Trips + 8% Office Trips + 12% Retail Trips	88	35 mph / 2-Lane / > 6,000	200	No
Lower Union Hill Rd @ Site Driveway 3/ Western Publix Driveway	8% Residential Trips + 65.5% Office Trips + 59% Retail Trips	449	45 mph / 2-Lane / < 6,000	250	Yes
Lower Union Hill Road @ Site Driveway 4/ Eastern Publix Driveway	-	0	45 mph / 2-Lane / < 6,000	250	No

Based on GDOT standards, a left turn lane is warranted at the proposed site driveway 3 on Lower Union Hill Road.

6.3.2 Deceleration Turn Lane Analysis

For two lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 100 vehicles per day. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 45 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 150 vehicles per day. The projected right-turn volumes per day for the site driveway is included in Table 6.

TABLE 6 – GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)	Warrants met?
East Cherokee Drive @ Site Driveway 1/ Church Driveway	16% Residential Trips	43	35 mph / 2-Lane / > 6,000	100	No
East Cherokee Drive @ Site Driveway 2	56% Residential Trips + 16% Office Trips + 14% Retail Trips	253	35 mph / 2-Lane / > 6,000	100	Yes
Lower Union Hill Road @ Site Driveway 3/ Western Publix Driveway	1% Residential Trips + 9% Office Trips + 13.5% Retail Trips	88	45 mph / 2-Lane / < 6,000	150	No
Lower Union Hill Road @ Site Driveway 4/ Eastern Publix Driveway	9% Residential Trips + 1% Office Trips + 1.5% Retail Trips	33	45 mph / 2-Lane / < 6,000	150	No

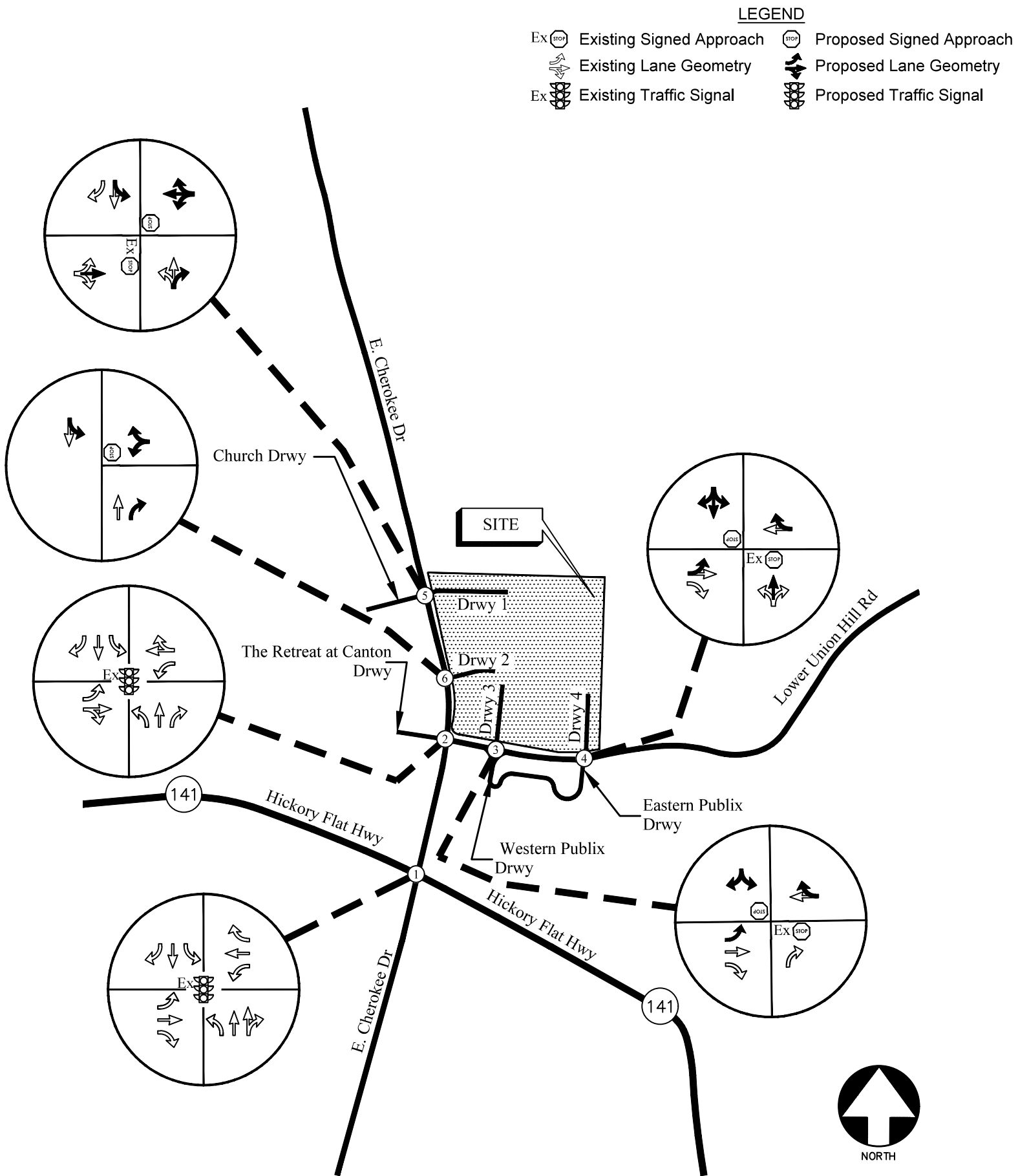
Based on GDOT standards, a right turn lane is warranted at the proposed site driveway 2 on East Cherokee Drive.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 7. Recommendations for future traffic control and lane geometry are shown in Figure 9.

TABLE 7 — FUTURE INTERSECTION OPERATIONS					
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>East Cherokee Drive @ SR 141 (Hickory Flat Highway)</u>	<u>C (33.4)</u>	<u>E (55.2)</u>	<u>C (34.5)</u>	<u>E (62.8)</u>
	-Eastbound Approach	C (20.6)	D (35.7)	C (21.2)	D (45.2)
	-Westbound Approach	B (18.1)	E (58.7)	B (19.2)	E (76.6)
	-Northbound Approach	D (48.4)	E (72.4)	D (47.9)	E (70.5)
	-Southbound Approach	E (57.3)	E (55.3)	E (59.1)	E (56.4)
2	<u>East Cherokee Drive @ Lower Union Hill Road</u>	<u>B (12.0)</u>	<u>C (28.3)</u>	<u>B (12.5)</u>	<u>C (32.0)</u>
	--Eastbound Approach	E (59.2)	E (58.5)	E (59.2)	E (58.4)
	-Westbound Approach	D (51.7)	D (57.7)	D (51.3)	E (63.8)
	-Northbound Approach	A (0.4)	C (25.8)	A (2.4)	C (28.3)
	-Southbound Approach	A (6.8)	A (9.4)	A (7.3)	B (11.3)
3	<u>Lower Union Hill Road @ Site Driveway 3/ Western Publix Driveway (RIRO)</u>				
	-Eastbound Left	-	-	A (7.7)	A (7.9)
	-Northbound Approach	A (9.2)	A (9.2)	A (9.2)	A (9.2)
	-Southbound Approach	-	-	B (10.1)	B (11.0)
4	<u>Lower Union Hill Road @ Site Driveway 4/ Eastern Publix Driveway</u>				
	-Eastbound Left	-	-	A (7.5)	A (7.6)
	-Westbound Left	A (7.7)	A (7.7)	A (7.7)	A (7.8)
	-Northbound Approach	B (10.5)	B (12.1)	B (10.9)	B (12.9)
	-Southbound Approach	-	-	B (12.2)	B (14.9)
5	<u>East Cherokee Drive @ Site Driveway 1/ Church Drwy</u>				
	-Eastbound Approach	B (11.2)	C (17.3)	B (11.7)	C (20.7)
	-Westbound Approach	-	-	B (14.0)	C (19.1)
	-Northbound Left	A (8.0)	A (8.2)	A (8.0)	A (8.2)
	-Southbound Left	-	-	A (7.8)	A (8.5)
6	<u>East Cherokee Drive @ Site Driveway 2</u>				
	-Westbound Approach	-	-	B (13.3)	B (17.9)
	-Southbound Left			A (7.8)	A (8.5)

The results of both the “No-Build” and “Build” traffic operations analyses indicate that the signalized study intersection of East Cherokee Drive and SR 141 (Hickory Flat Hwy) will be operating at LOS “E” in the PM peak hour. The signalized intersection of East Cherokee Drive and Lower Union Hill Road and all stop-controlled approaches at all the unsignalized study intersections will continue to operate at a level of service “C” or better in both the AM and PM peak hours as in existing conditions.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9
A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development will be located at northeast corner of the intersection of East Cherokee Drive at Lower Union Hill Road in Cherokee County, Georgia. The proposed development will consist of:

- Single-Family Attached Housing: 92 units
- Strip Retail Plaza (<40K): 20,800 sf
- General Office Building: 37,000 sf

The development proposes access at the following locations on East Cherokee Drive and Lower Union Hill Road:

- Site Driveway 1: Full-access driveway on East Cherokee Drive aligned with The Church of Jesus Christ of Latter-day Saints Driveway
- Site Driveway 2: Full-access driveway on East Cherokee Drive
- Site Driveway 3: Full-access driveway on Lower Union Hill Road aligned with Western Publix Driveway
- Site Driveway 4: Full-access driveway on Lower Union Hill Road aligned with Eastern Publix Driveway.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. East Cherokee Drive @ SR 140 (Hickory Flat Highway)
2. East Cherokee Drive @ Lower Union Hill Road/ The Retreat at Canton Driveway
3. Lower Union Hill Road @ Site Driveway 3/ Western Publix Driveway
4. Lower Union Hill Road @ Site Driveway 4/ Eastern Publix Driveway
5. East Cherokee Drive @ Site Driveway 1/ The Church of Jesus Christ of Latter-day Saints Driveway
6. East Cherokee Drive @ Site Driveway 2

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, both of which account for increases due to the annual growth of through traffic. The results of both the “No-Build” and “Build” traffic operations analyses indicate that the signalized study intersection of East Cherokee Drive and SR 141 (Hickory Flat Hwy) will be operating at LOS “E” in the PM peak hour. The signalized intersection of East Cherokee Drive and Lower Union Hill Road and all stop-controlled approaches at all the unsignalized study intersections will continue to operate at a level of service “C” or better in both the AM and PM peak hours as in existing conditions. Based on the analysis, the proposed development will have a minimal impact on traffic operations in the study network.

7.1 Recommendations for Site Access Configuration

The following access configuration is recommended for the site driveway intersection.

- Site Driveway – 1: Full-access driveway on East Cherokee Drive, aligned with The Church of Jesus Christ of Latter-day Saints Driveway
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach and The Church of Jesus Christ of Latter-day Saints Driveway with East Cherokee Drive remaining free flow.
 - Provide adequate sight distance per AASHTO standards.
- Site Driveway – 2: Full-access driveway on East Cherokee Drive
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach with East Cherokee Drive remaining free flow.
 - A deceleration lane for entering traffic.
 - Provide adequate sight distance per AASHTO standards.
- Site Driveway – 3: Full-access driveway on Lower Union Hill Road, aligned with the Western Publix Driveway
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach and Western Publix Driveway with Lower Union Hill Road remaining free flow.
 - A left-turn lane for entering traffic.
 - Provide adequate sight distance per AASHTO standards.
- Site Driveway – 4: Full-access driveway on Lower Union Hill Road, aligned with the Eastern Publix Driveway
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach and Eastern Publix Driveway with Lower Union Hill Road remaining free flow.
 - Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis
Future “Build” Intersection Analysis.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Lower Union Hill Rd @ Publix Eastern

Drwy

7-9am | 4-6pm

File Name : 20250232

Site Code : 20250232

Start Date : 07-02-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Publix Eastern Drwy Northbound				Southbound				Lower Union Hill Rd Eastbound				Lower Union Hill Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	22	0	22	2	24	0	26	49
07:15 AM	1	0	11	12	0	0	0	0	0	21	0	21	2	21	0	23	56
07:30 AM	0	0	0	0	0	0	0	0	0	20	2	22	5	20	0	25	47
07:45 AM	0	0	0	0	0	0	0	0	0	31	0	31	3	35	0	38	69
Total	1	0	12	13	0	0	0	0	0	94	2	96	12	100	0	112	221
08:00 AM	6	0	5	11	0	0	0	0	0	36	2	38	12	15	0	27	76
08:15 AM	0	0	4	4	0	0	0	0	0	20	3	23	4	38	0	42	69
08:30 AM	4	0	3	7	0	0	0	0	0	27	0	27	12	22	0	34	68
08:45 AM	6	0	4	10	0	0	0	0	0	38	3	41	8	30	0	38	89
Total	16	0	16	32	0	0	0	0	0	121	8	129	36	105	0	141	302
*** BREAK ***																	
04:00 PM	15	0	20	35	0	0	0	0	0	32	4	36	9	36	0	45	116
04:15 PM	5	0	8	13	0	0	0	0	0	45	3	48	8	39	0	47	108
04:30 PM	8	0	11	19	0	0	0	0	0	29	7	36	11	48	0	59	114
04:45 PM	13	0	16	29	0	0	0	0	0	43	4	47	12	41	0	53	129
Total	41	0	55	96	0	0	0	0	0	149	18	167	40	164	0	204	467
05:00 PM	12	0	17	29	0	0	0	0	0	24	3	27	15	45	0	60	116
05:15 PM	15	0	15	30	0	0	0	0	0	40	1	41	21	39	0	60	131
05:30 PM	13	0	20	33	0	0	0	0	0	41	2	43	9	35	0	44	120
05:45 PM	14	0	16	30	0	0	0	0	0	35	3	38	7	33	0	40	108
Total	54	0	68	122	0	0	0	0	0	140	9	149	52	152	0	204	475
Grand Total	112	0	151	263	0	0	0	0	0	504	37	541	140	521	0	661	1465
Apprch %	42.6	0	57.4		0	0	0		0	93.2	6.8		21.2	78.8	0		
Total %	7.6	0	10.3	18	0	0	0	0	0	34.4	2.5	36.9	9.6	35.6	0	45.1	

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TMC Data

Lower Union Hill Rd @ Publix Eastern

Drwy

7-9am | 4-6pm

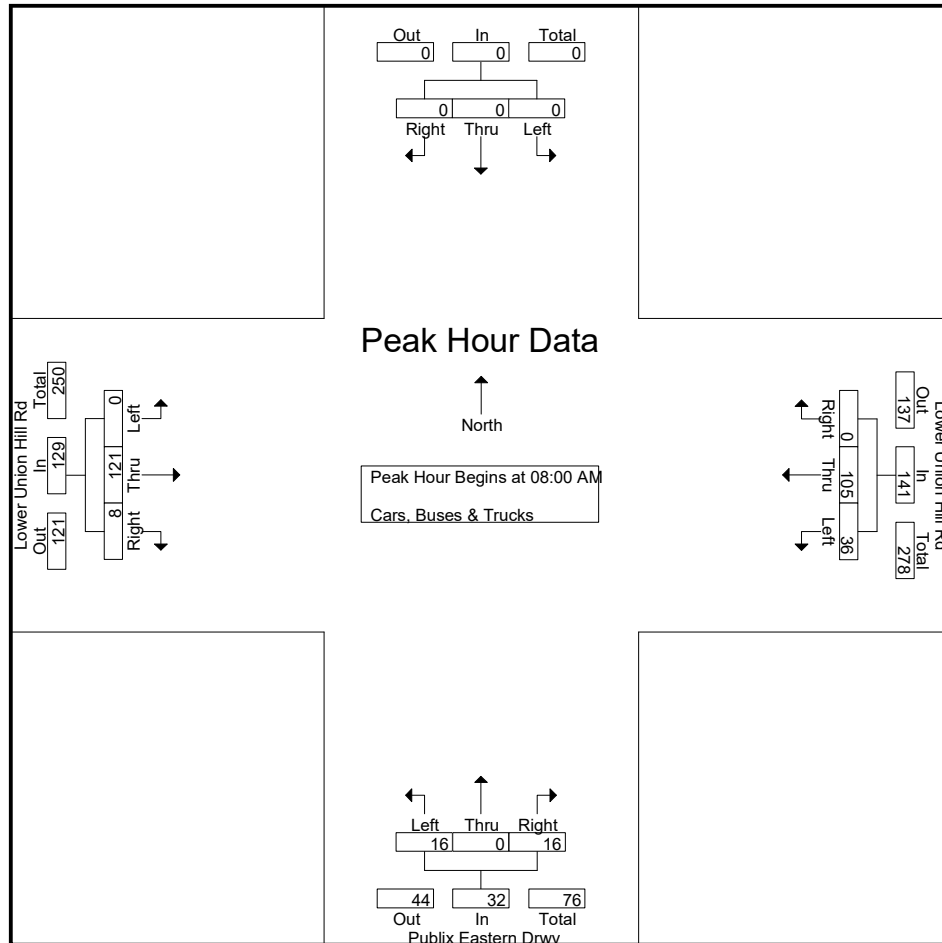
File Name : 20250232

Site Code : 20250232

Start Date : 07-02-2025

Page No : 2

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	0	5	11	0	0	0	0	0	36	2	38	12	15	0	27	76
08:15 AM	0	0	4	4	0	0	0	0	0	20	3	23	4	38	0	42	69
08:30 AM	4	0	3	7	0	0	0	0	0	27	0	27	12	22	0	34	68
08:45 AM	6	0	4	10	0	0	0	0	0	38	3	41	8	30	0	38	89
Total Volume	16	0	16	32	0	0	0	0	0	121	8	129	36	105	0	141	302
% App. Total	50	0	50		0	0	0		0	93.8	6.2		25.5	74.5	0		
PHF	.667	.000	.800	.727	.000	.000	.000	.000	.000	.796	.667	.787	.750	.691	.000	.839	.848



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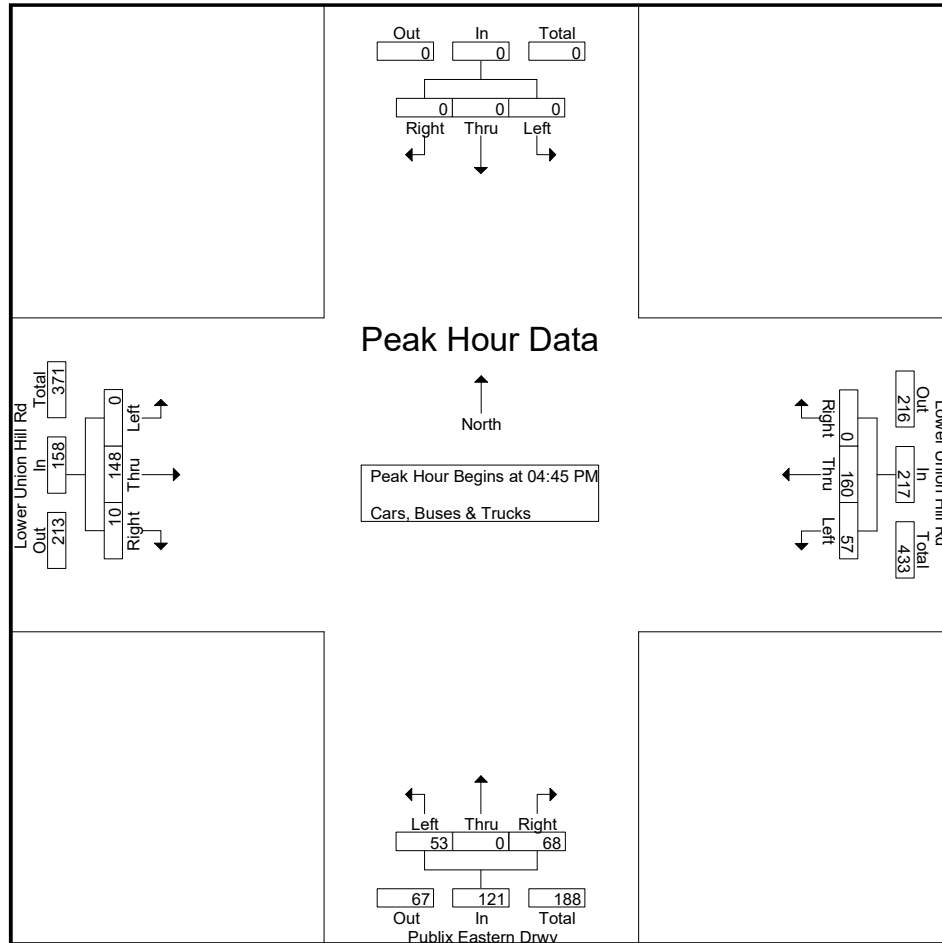
File Name : 20250232

Site Code : 20250232

Start Date : 07-02-2025

Page No : 3

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	0	16	29	0	0	0	0	0	43	4	47	12	41	0	53	129
05:00 PM	12	0	17	29	0	0	0	0	0	24	3	27	15	45	0	60	116
05:15 PM	15	0	15	30	0	0	0	0	0	40	1	41	21	39	0	60	131
05:30 PM	13	0	20	33	0	0	0	0	0	41	2	43	9	35	0	44	120
Total Volume	53	0	68	121	0	0	0	0	0	148	10	158	57	160	0	217	496
% App. Total	43.8	0	56.2		0	0	0		0	93.7	6.3		26.3	73.7	0		
PHF	.883	.000	.850	.917	.000	.000	.000	.000	.000	.860	.625	.840	.679	.889	.000	.904	.947



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RIRO Drwy

7-9am | 4-6pm

File Name : 20250231

Site Code : 20250231

Start Date : 07-02-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

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07:30 AM	0	0	1	1	0	0	0	0	0	21	8	29	0	20	0	20	50
07:45 AM	0	0	4	4	0	0	0	0	0	27	2	29	0	35	0	35	68
Total	0	0	7	7	0	0	0	0	0	89	15	104	0	101	0	101	212
08:00 AM	0	0	4	4	0	0	0	0	0	34	1	35	0	21	0	21	60
08:15 AM	0	0	2	2	0	0	0	0	0	21	6	27	0	38	0	38	67
08:30 AM	0	0	6	6	0	0	0	0	0	21	1	22	0	26	0	26	54
08:45 AM	0	0	7	7	0	0	0	0	0	34	3	37	0	36	0	36	80
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04:30 PM	0	0	5	5	0	0	0	0	0	31	5	36	0	56	0	56	97
04:45 PM	0	0	9	9	0	0	0	0	0	38	2	40	0	54	0	54	103
Total	0	0	23	23	0	0	0	0	0	144	15	159	0	205	0	205	387
05:00 PM	0	0	5	5	0	0	0	0	0	22	8	30	0	57	0	57	92
05:15 PM	0	0	8	8	0	0	0	0	0	33	5	38	0	54	0	54	100
05:30 PM	0	0	4	4	0	0	0	0	0	39	3	42	0	48	0	48	94
05:45 PM	0	0	4	4	0	0	0	0	0	34	2	36	0	47	0	47	87
Total	0	0	21	21	0	0	0	0	0	128	18	146	0	206	0	206	373
Grand Total	0	0	70	70	0	0	0	0	0	471	59	530	0	633	0	633	1233
Apprch %	0	0	100		0	0	0		0	88.9	11.1		0	100	0		
Total %	0	0	5.7	5.7	0	0	0	0	0	38.2	4.8	43	0	51.3	0	51.3	

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Lower Union Hill Rd @ Publix Western

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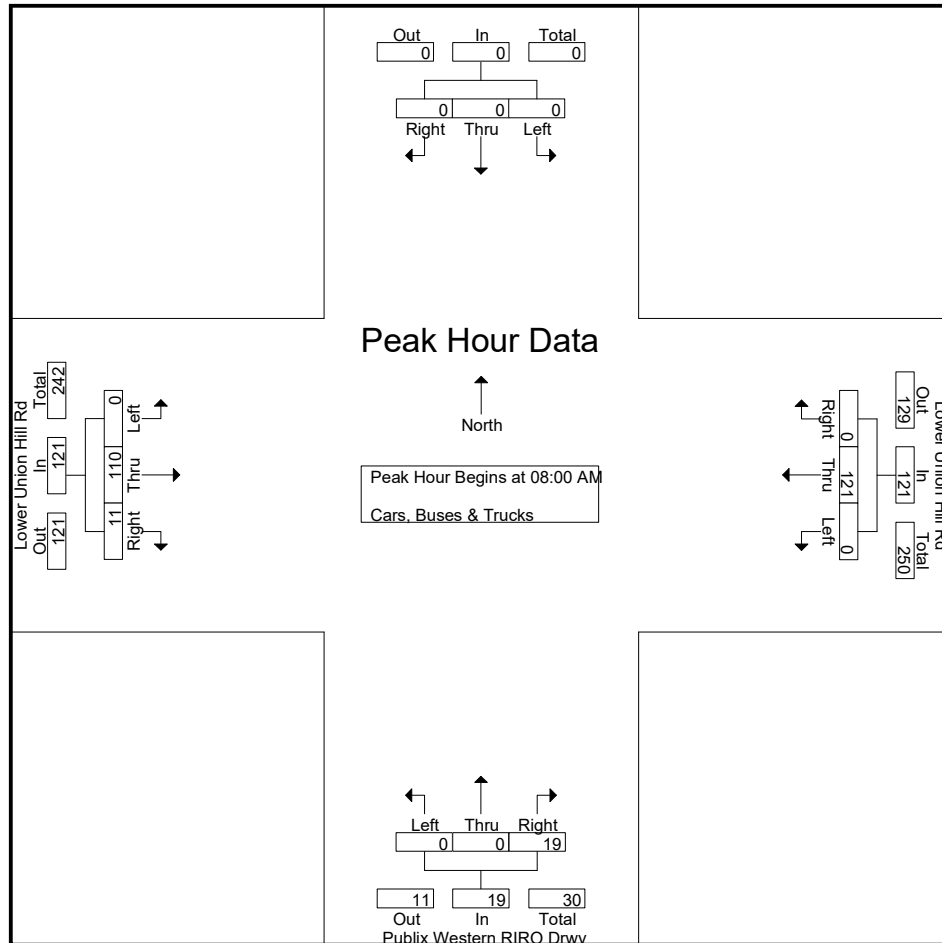
File Name : 20250231

Site Code : 20250231

Start Date : 07-02-2025

Page No : 2

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	4	4	0	0	0	0	0	34	1	35	0	21	0	21	60
08:15 AM	0	0	2	2	0	0	0	0	0	21	6	27	0	38	0	38	67
08:30 AM	0	0	6	6	0	0	0	0	0	21	1	22	0	26	0	26	54
08:45 AM	0	0	7	7	0	0	0	0	0	34	3	37	0	36	0	36	80
Total Volume	0	0	19	19	0	0	0	0	0	110	11	121	0	121	0	121	261
% App. Total	0	0	100		0	0	0		0	90.9	9.1		0	100	0		
PHF	.000	.000	.679	.679	.000	.000	.000	.000	.000	.809	.458	.818	.000	.796	.000	.796	.816



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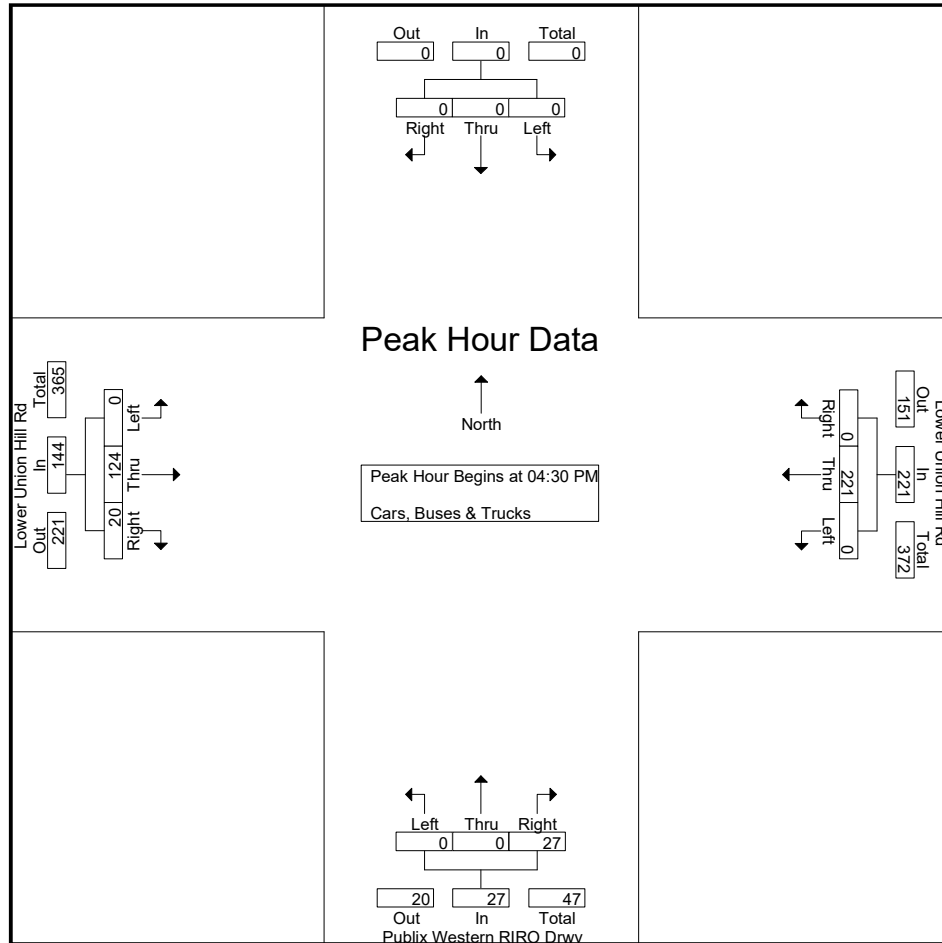
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Site Code : 20250231

Start Date : 07-02-2025

Page No : 3

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	5	5	0	0	0	0	0	31	5	36	0	56	0	56	97
04:45 PM	0	0	9	9	0	0	0	0	0	38	2	40	0	54	0	54	103
05:00 PM	0	0	5	5	0	0	0	0	0	22	8	30	0	57	0	57	92
05:15 PM	0	0	8	8	0	0	0	0	0	33	5	38	0	54	0	54	100
Total Volume	0	0	27	27	0	0	0	0	0	124	20	144	0	221	0	221	392
% App. Total	0	0	100		0	0	0		0	86.1	13.9		0	100	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.816	.625	.900	.000	.969	.000	.969	.951



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E.Cherokee Dr @ Lower Union Hill Rd

7-9am | 4-6pm

File Name : 20250229

Site Code : 20250229

Start Date : 07-02-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

	E.Cherokee Dr Northbound				E.Cherokee Dr Southbound				The Retreat at Canton Drwy Eastbound				Lower Union Hill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	23	21	47	3	40	0	43	1	1	4	6	23	0	1	24	120
07:15 AM	2	21	16	39	5	58	0	63	0	0	4	4	21	0	1	22	128
07:30 AM	1	44	23	68	6	55	0	61	0	0	1	1	20	0	0	20	150
07:45 AM	3	44	22	69	7	64	2	73	0	0	2	2	32	0	3	35	179
Total	9	132	82	223	21	217	2	240	1	1	11	13	96	0	5	101	577
08:00 AM	2	51	28	81	7	77	0	84	0	0	0	0	19	0	2	21	186
08:15 AM	2	51	19	72	5	65	0	70	1	3	0	4	38	0	0	38	184
08:30 AM	0	61	19	80	3	69	0	72	2	0	0	2	25	0	1	26	180
08:45 AM	2	43	28	73	8	67	0	75	0	1	1	2	33	2	1	36	186
Total	6	206	94	306	23	278	0	301	3	4	1	8	115	2	4	121	736
*** BREAK ***																	
04:00 PM	2	86	26	114	7	69	2	78	4	5	5	14	45	3	3	51	257
04:15 PM	3	97	28	128	13	85	0	98	4	4	1	9	39	0	5	44	279
04:30 PM	1	89	23	113	4	68	1	73	3	9	1	13	47	2	7	56	255
04:45 PM	2	103	26	131	6	76	1	83	3	8	1	12	50	1	3	54	280
Total	8	375	103	486	30	298	4	332	14	26	8	48	181	6	18	205	1071
05:00 PM	0	89	22	111	6	67	1	74	2	2	1	5	47	1	9	57	247
05:15 PM	3	80	28	111	7	90	1	98	3	3	1	7	51	1	2	54	270
05:30 PM	1	96	32	129	6	65	0	71	0	4	0	4	40	1	7	48	252
05:45 PM	2	97	28	127	6	81	1	88	6	2	0	8	43	0	4	47	270
Total	6	362	110	478	25	303	3	331	11	11	2	24	181	3	22	206	1039
Grand Total	29	1075	389	1493	99	1096	9	1204	29	42	22	93	573	11	49	633	3423
Apprch %	1.9	72	26.1		8.2	91	0.7		31.2	45.2	23.7		90.5	1.7	7.7		
Total %	0.8	31.4	11.4	43.6	2.9	32	0.3	35.2	0.8	1.2	0.6	2.7	16.7	0.3	1.4	18.5	

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E.Cherokee Dr @ Lower Union Hill Rd

7-9am | 4-6pm

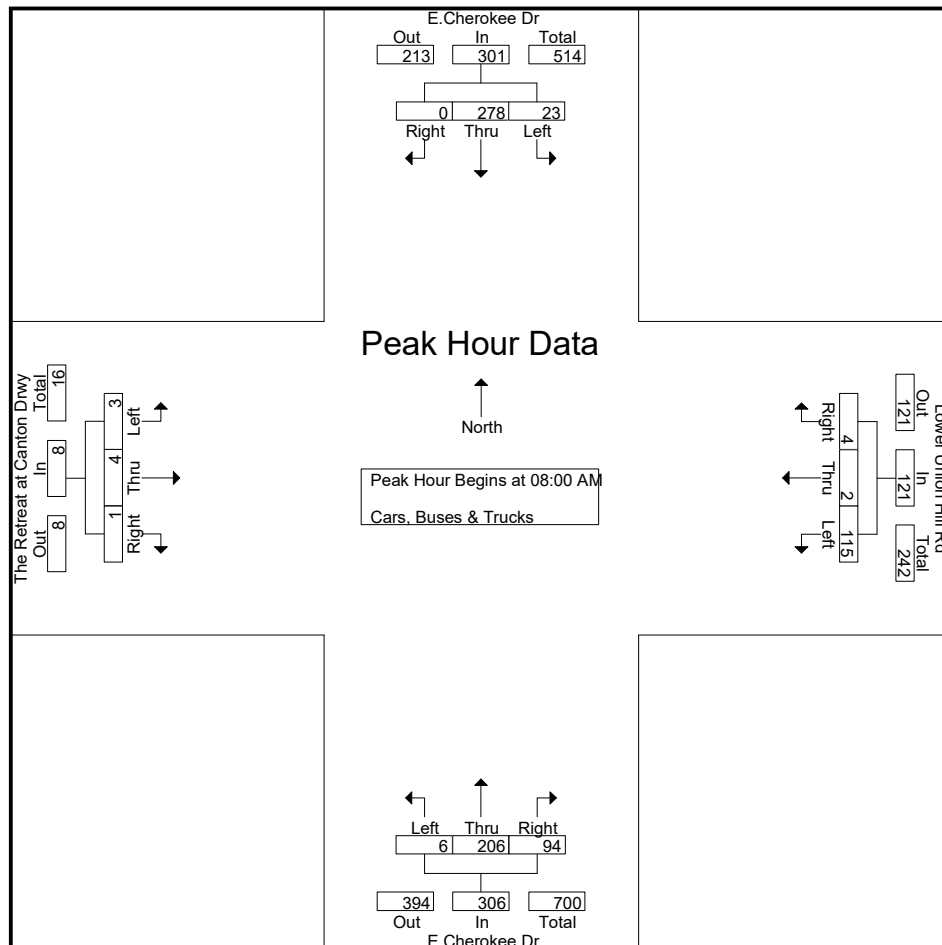
File Name : 20250229

Site Code : 20250229

Start Date : 07-02-2025

Page No : 2

	E.Cherokee Dr Northbound				E.Cherokee Dr Southbound				The Retreat at Canton Drwy Eastbound				Lower Union Hill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	51	28	81	7	77	0	84	0	0	0	0	19	0	2	21	186
08:15 AM	2	51	19	72	5	65	0	70	1	3	0	4	38	0	0	38	184
08:30 AM	0	61	19	80	3	69	0	72	2	0	0	2	25	0	1	26	180
08:45 AM	2	43	28	73	8	67	0	75	0	1	1	2	33	2	1	36	186
Total Volume	6	206	94	306	23	278	0	301	3	4	1	8	115	2	4	121	736
% App. Total	2	67.3	30.7		7.6	92.4	0		37.5	50	12.5		95	1.7	3.3		
PHF	.750	.844	.839	.944	.719	.903	.000	.896	.375	.333	.250	.500	.757	.250	.500	.796	.989



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E.Cherokee Dr @ Lower Union Hill Rd

7-9am | 4-6pm

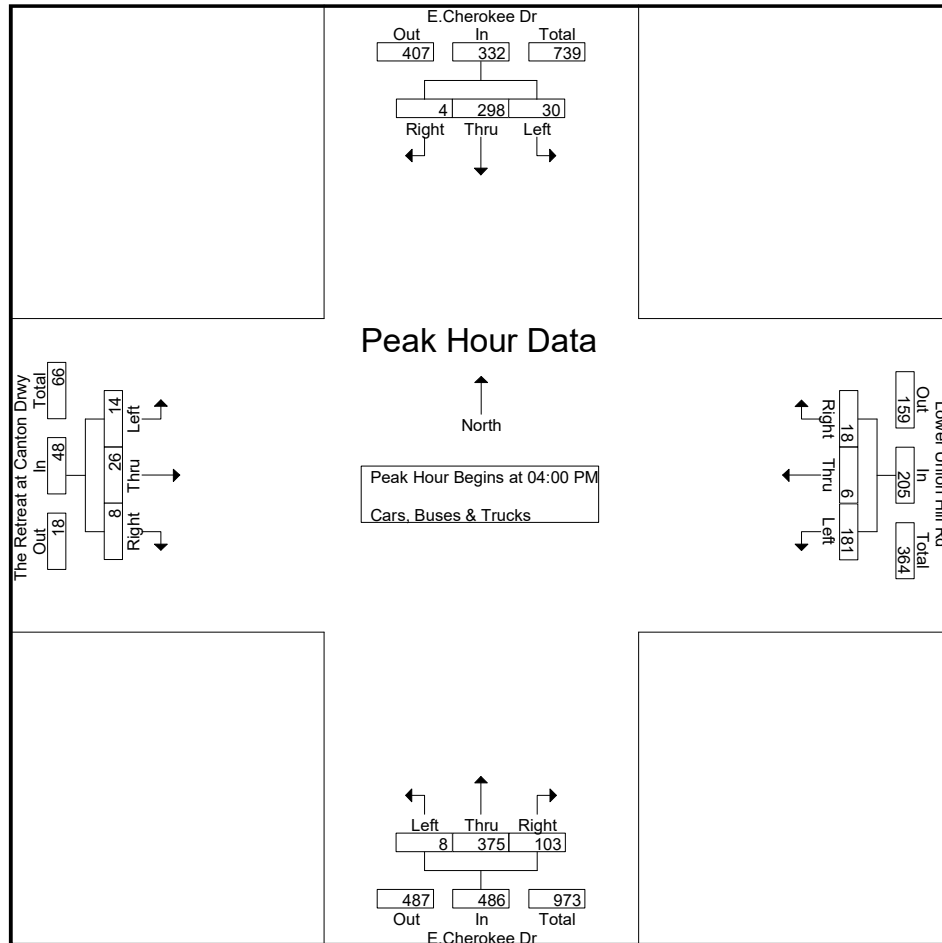
File Name : 20250229

Site Code : 20250229

Start Date : 07-02-2025

Page No : 3

	E.Cherokee Dr Northbound				E.Cherokee Dr Southbound				The Retreat at Canton Drwy Eastbound				Lower Union Hill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	86	26	114	7	69	2	78	4	5	5	14	45	3	3	51	257
04:15 PM	3	97	28	128	13	85	0	98	4	4	1	9	39	0	5	44	279
04:30 PM	1	89	23	113	4	68	1	73	3	9	1	13	47	2	7	56	255
04:45 PM	2	103	26	131	6	76	1	83	3	8	1	12	50	1	3	54	280
Total Volume	8	375	103	486	30	298	4	332	14	26	8	48	181	6	18	205	1071
% App. Total	1.6	77.2	21.2		9	89.8	1.2		29.2	54.2	16.7		88.3	2.9	8.8		
PHF	.667	.910	.920	.927	.577	.876	.500	.847	.875	.722	.400	.857	.905	.500	.643	.915	.956



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Dr @ SR 140 (Hickory Flat

Hwy)

7-9 am | 4-6 pm

File Name : 20250228

Site Code : 20250228

Start Date : 07-02-2025

Page No : 1

Groups Printed- Car, Buses & Trucks

Start Time	E. Cherokee Dr Northbound				E. Cherokee Dr Southbound				SR 140 (Hickory Flat Hwy) Eastbound				SR 140 (Hickory Flat Hwy) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	30	7	54	23	41	13	77	17	114	20	151	14	74	6	94	376
07:15 AM	34	23	12	69	25	44	7	76	23	137	13	173	6	74	7	87	405
07:30 AM	36	47	16	99	28	46	13	87	30	132	21	183	14	79	15	108	477
07:45 AM	24	49	7	80	33	53	8	94	24	156	22	202	16	109	25	150	526
Total	111	149	42	302	109	184	41	334	94	539	76	709	50	336	53	439	1784
08:00 AM	36	59	11	106	37	63	14	114	24	128	22	174	17	70	19	106	500
08:15 AM	41	50	11	102	47	51	15	113	27	132	23	182	19	87	22	128	525
08:30 AM	35	63	8	106	50	50	17	117	30	125	23	178	17	95	23	135	536
08:45 AM	26	59	12	97	41	57	14	112	35	153	19	207	20	95	13	128	544
Total	138	231	42	411	175	221	60	456	116	538	87	741	73	347	77	497	2105
*** BREAK ***																	
04:00 PM	70	95	6	171	57	63	18	138	26	131	29	186	21	174	21	216	711
04:15 PM	51	97	6	154	62	67	21	150	41	132	44	217	25	152	32	209	730
04:30 PM	48	92	6	146	45	60	27	132	38	134	25	197	29	148	22	199	674
04:45 PM	53	97	12	162	46	68	28	142	34	117	24	175	27	154	24	205	684
Total	222	381	30	633	210	258	94	562	139	514	122	775	102	628	99	829	2799
05:00 PM	69	90	9	168	35	74	32	141	41	128	30	199	23	179	19	221	729
05:15 PM	66	82	11	159	59	71	30	160	37	107	30	174	27	186	9	222	715
05:30 PM	58	96	9	163	48	76	23	147	38	112	35	185	33	165	18	216	711
05:45 PM	56	87	12	155	48	76	13	137	21	129	34	184	24	144	27	195	671
Total	249	355	41	645	190	297	98	585	137	476	129	742	107	674	73	854	2826
Grand Total	720	1116	155	1991	684	960	293	1937	486	2067	414	2967	332	1985	302	2619	9514
Apprch %	36.2	56.1	7.8		35.3	49.6	15.1		16.4	69.7	14		12.7	75.8	11.5		
Total %	7.6	11.7	1.6	20.9	7.2	10.1	3.1	20.4	5.1	21.7	4.4	31.2	3.5	20.9	3.2	27.5	

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Dr @ SR 140 (Hickory Flat

Hwy)

7-9 am | 4-6 pm

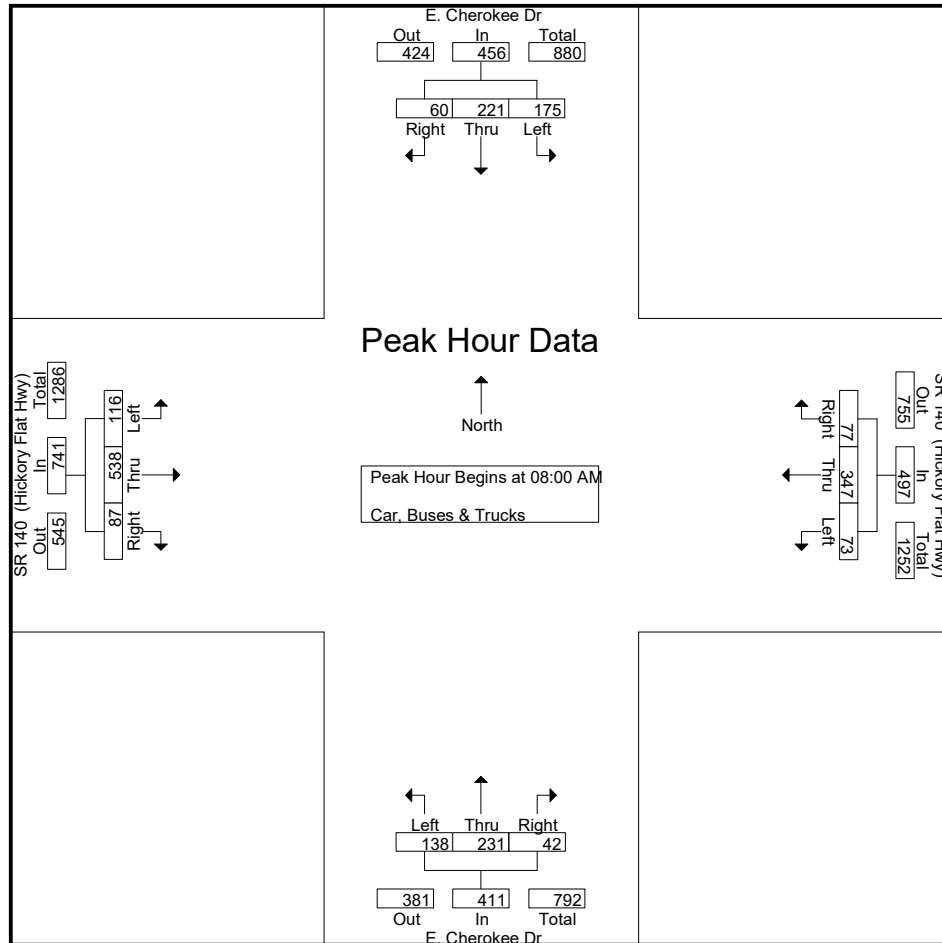
File Name : 20250228

Site Code : 20250228

Start Date : 07-02-2025

Page No : 2

	E. Cherokee Dr Northbound				E. Cherokee Dr Southbound				SR 140 (Hickory Flat Hwy) Eastbound				SR 140 (Hickory Flat Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	36	59	11	106	37	63	14	114	24	128	22	174	17	70	19	106	500
08:15 AM	41	50	11	102	47	51	15	113	27	132	23	182	19	87	22	128	525
08:30 AM	35	63	8	106	50	50	17	117	30	125	23	178	17	95	23	135	536
08:45 AM	26	59	12	97	41	57	14	112	35	153	19	207	20	95	13	128	544
Total Volume	138	231	42	411	175	221	60	456	116	538	87	741	73	347	77	497	2105
% App. Total	33.6	56.2	10.2		38.4	48.5	13.2		15.7	72.6	11.7		14.7	69.8	15.5		
PHF	.841	.917	.875	.969	.875	.877	.882	.974	.829	.879	.946	.895	.913	.913	.837	.920	.967



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Dr @ SR 140 (Hickory Flat

Hwy)

7-9 am | 4-6 pm

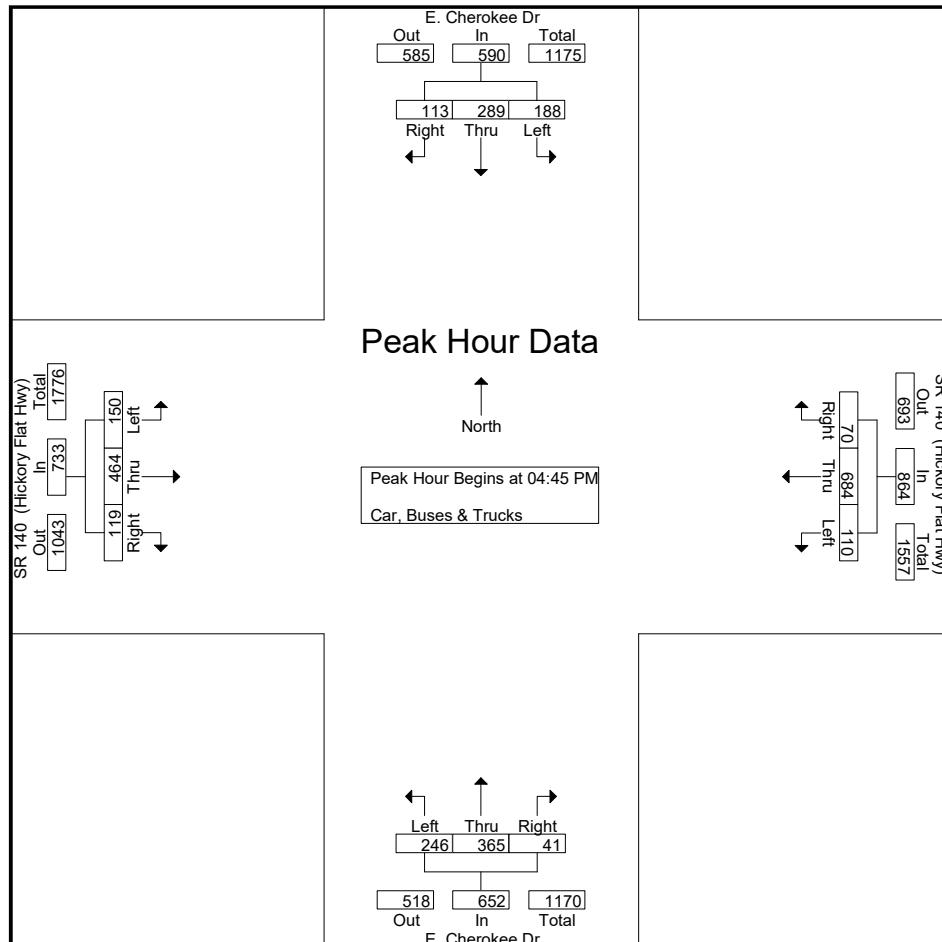
File Name : 20250228

Site Code : 20250228

Start Date : 07-02-2025

Page No : 3

	E. Cherokee Dr Northbound				E. Cherokee Dr Southbound				SR 140 (Hickory Flat Hwy) Eastbound				SR 140 (Hickory Flat Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	53	97	12	162	46	68	28	142	34	117	24	175	27	154	24	205	684
05:00 PM	69	90	9	168	35	74	32	141	41	128	30	199	23	179	19	221	729
05:15 PM	66	82	11	159	59	71	30	160	37	107	30	174	27	186	9	222	715
05:30 PM	58	96	9	163	48	76	23	147	38	112	35	185	33	165	18	216	711
Total Volume	246	365	41	652	188	289	113	590	150	464	119	733	110	684	70	864	2839
% App. Total	37.7	56	6.3		31.9	49	19.2		20.5	63.3	16.2		12.7	79.2	8.1		
PHF	.891	.941	.854	.970	.797	.951	.883	.922	.915	.906	.850	.921	.833	.919	.729	.973	.974



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Drive @ The Church of Jesus

Christ of Latter Day Saints

7-9am | 4-6pm

File Name : 20250230

Site Code : 20250230

Start Date : 07-02-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

	E. Cherokee Drive Northbound				E. Cherokee Drive Southbound				The Church of Jesus Christ of Latter Day Saints Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	0	25	0	43	0	43	0	0	0	0	0	0	0	0	68
07:15 AM	0	22	0	22	0	63	0	63	0	0	0	0	0	0	0	0	85
07:30 AM	0	44	0	44	0	61	0	61	0	0	0	0	0	0	0	0	105
07:45 AM	0	47	0	47	0	74	0	74	1	0	0	1	0	0	0	0	122
Total	0	138	0	138	0	241	0	241	1	0	0	1	0	0	0	0	380
08:00 AM	0	54	0	54	0	84	0	84	0	0	0	0	0	0	0	0	138
08:15 AM	0	53	0	53	0	70	0	70	0	0	0	0	0	0	0	0	123
08:30 AM	1	63	0	64	0	70	0	70	0	0	2	2	0	0	0	0	136
08:45 AM	0	44	0	44	0	76	0	76	0	0	0	0	0	0	0	0	120
Total	1	214	0	215	0	300	0	300	0	0	2	2	0	0	0	0	517
*** BREAK ***																	
04:00 PM	0	93	0	93	0	79	1	80	0	0	0	0	0	0	0	0	173
04:15 PM	0	106	0	106	0	98	0	98	0	0	0	0	0	0	0	0	204
04:30 PM	0	100	0	100	0	74	0	74	0	0	0	0	0	0	0	0	174
04:45 PM	0	109	0	109	0	83	0	83	0	0	0	0	0	0	0	0	192
Total	0	408	0	408	0	334	1	335	0	0	0	0	0	0	0	0	743
05:00 PM	0	101	0	101	0	75	0	75	0	0	0	0	0	0	0	0	176
05:15 PM	0	85	0	85	0	99	0	99	0	0	0	0	0	0	0	0	184
05:30 PM	0	103	0	103	0	71	0	71	0	0	0	0	0	0	0	0	174
05:45 PM	0	107	0	107	0	88	0	88	0	0	0	0	0	0	0	0	195
Total	0	396	0	396	0	333	0	333	0	0	0	0	0	0	0	0	729
Grand Total	1	1156	0	1157	0	1208	1	1209	1	0	2	3	0	0	0	0	2369
Apprch %	0.1	99.9	0		0	99.9	0.1		33.3	0	66.7		0	0	0		
Total %	0	48.8	0	48.8	0	51	0	51	0	0	0.1	0.1	0	0	0	0	

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Drive @ The Church of Jesus

Christ of Latter Day Saints

7-9am | 4-6pm

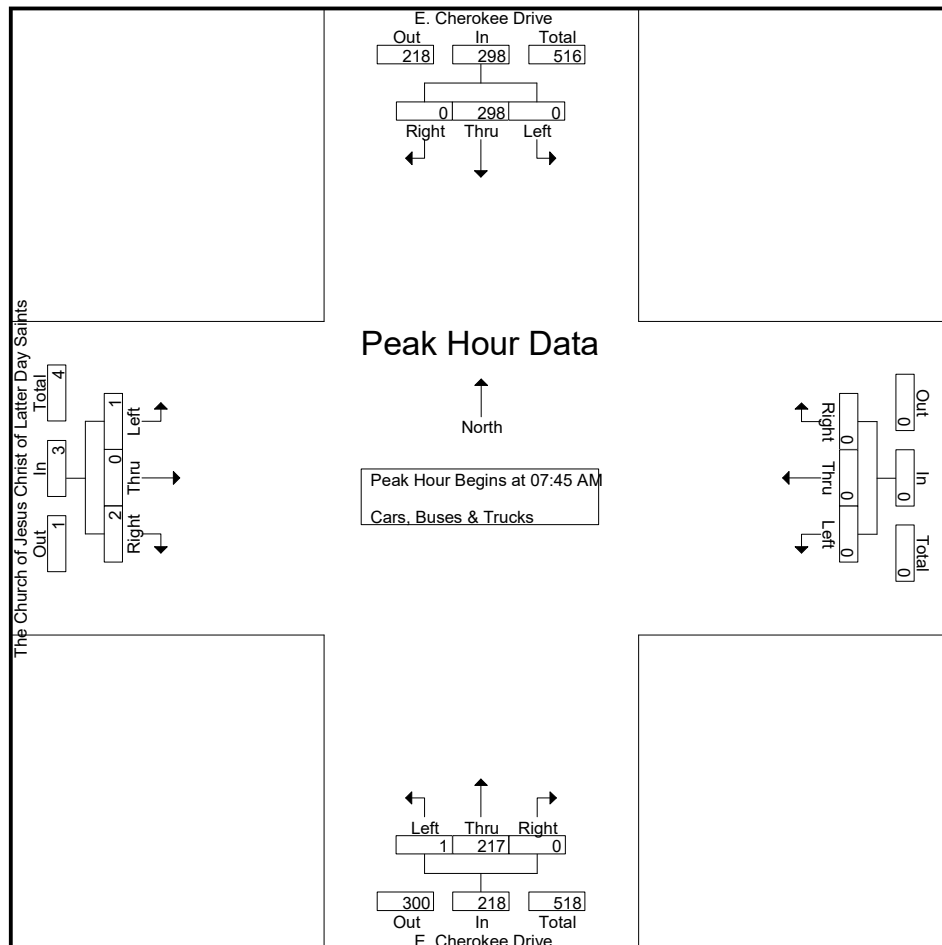
File Name : 20250230

Site Code : 20250230

Start Date : 07-02-2025

Page No : 2

	E. Cherokee Drive Northbound				E. Cherokee Drive Southbound				The Church of Jesus Christ of Latter Day Saints Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	47	0	47	0	74	0	74	1	0	0	1	0	0	0	0	122
08:00 AM	0	54	0	54	0	84	0	84	0	0	0	0	0	0	0	0	138
08:15 AM	0	53	0	53	0	70	0	70	0	0	0	0	0	0	0	0	123
08:30 AM	1	63	0	64	0	70	0	70	0	0	2	2	0	0	0	0	136
Total Volume	1	217	0	218	0	298	0	298	1	0	2	3	0	0	0	0	519
% App. Total	0.5	99.5	0		0	100	0		33.3	0	66.7		0	0	0		
PHF	.250	.861	.000	.852	.000	.887	.000	.887	.250	.000	.250	.375	.000	.000	.000	.000	.940



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

E. Cherokee Drive @ The Church of Jesus

Christ of Latter Day Saints

7-9am | 4-6pm

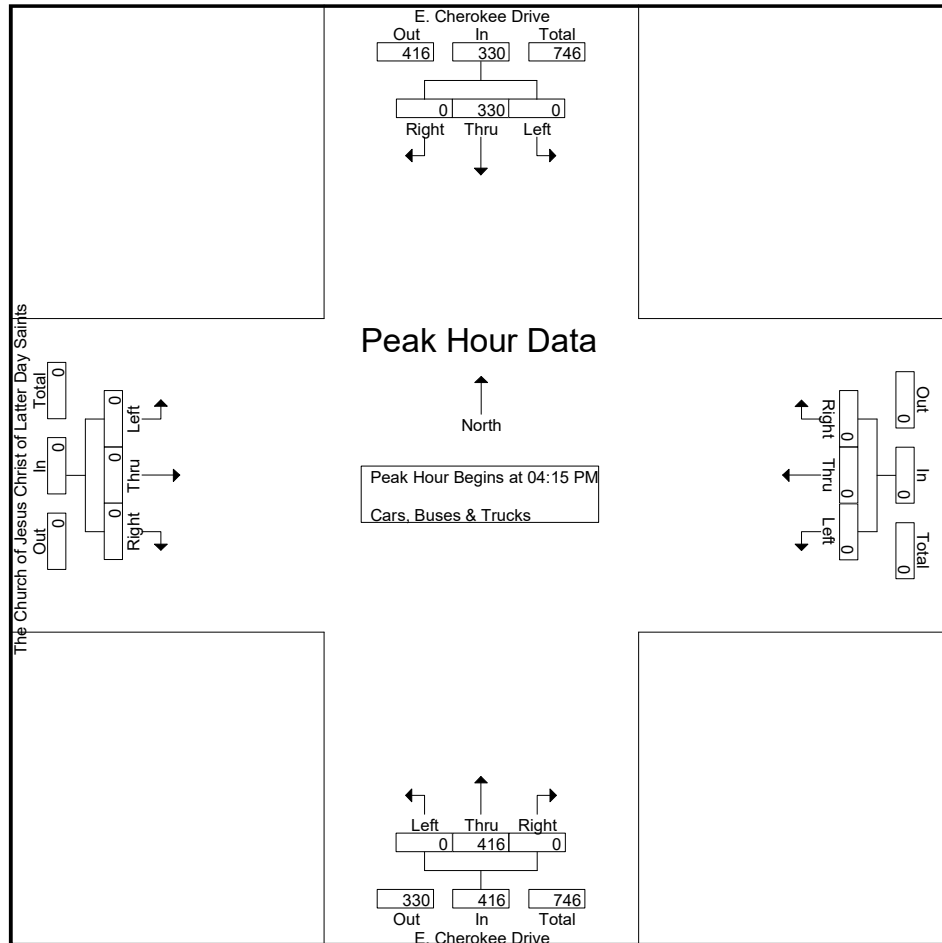
File Name : 20250230

Site Code : 20250230

Start Date : 07-02-2025

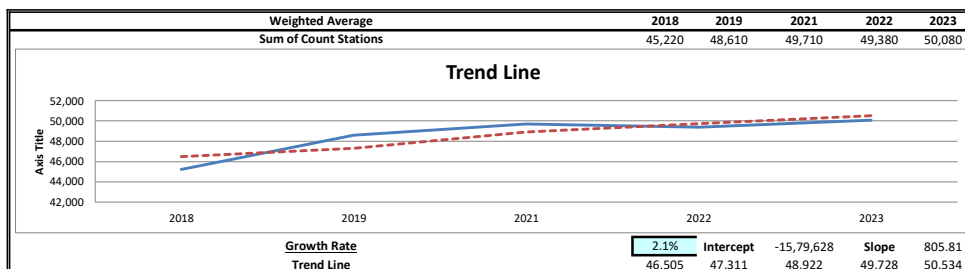
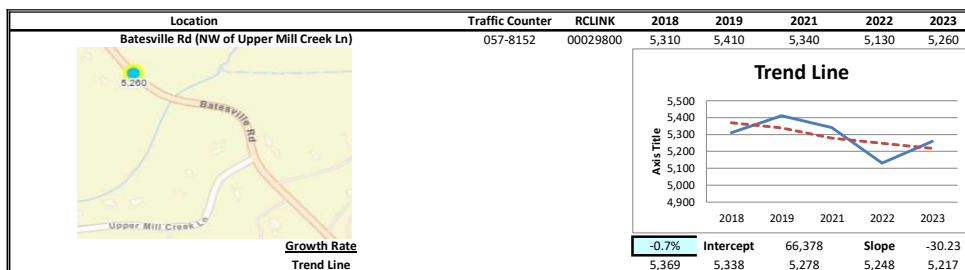
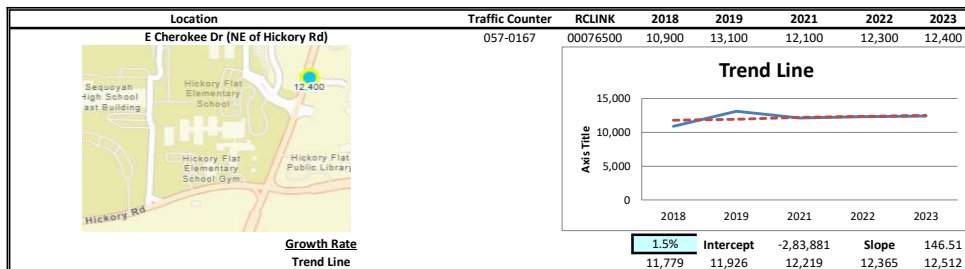
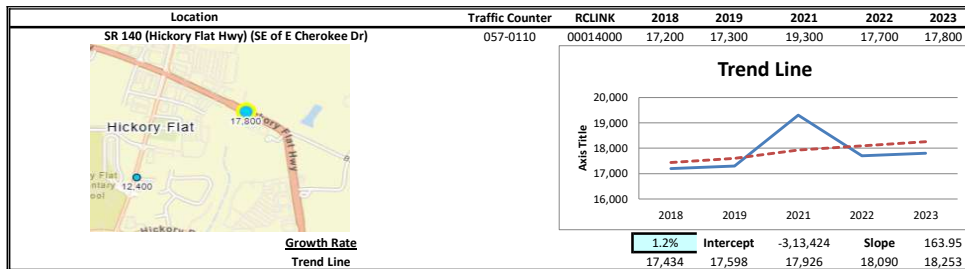
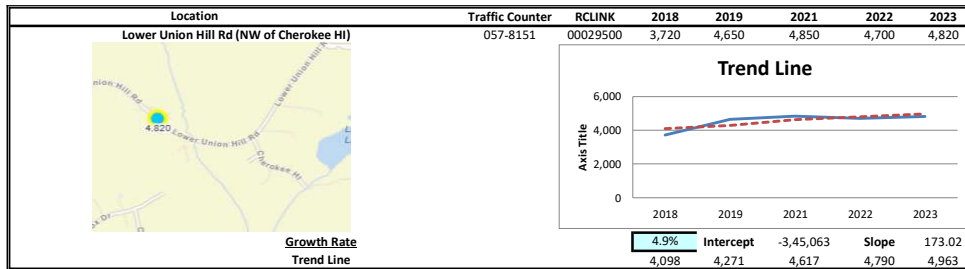
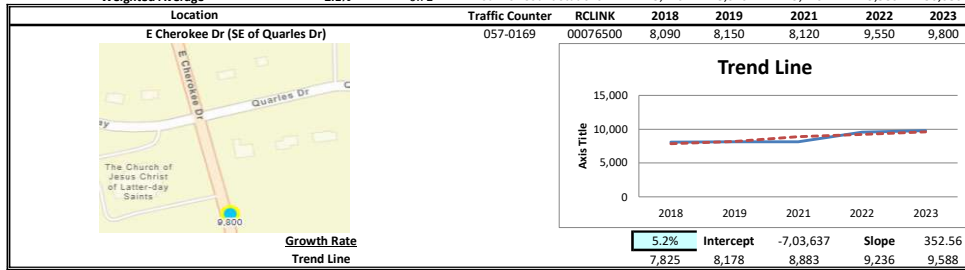
Page No : 3

	E. Cherokee Drive Northbound				E. Cherokee Drive Southbound				The Church of Jesus Christ of Latter Day Saints Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	106	0	106	0	98	0	98	0	0	0	0	0	0	0	0	204
04:30 PM	0	100	0	100	0	74	0	74	0	0	0	0	0	0	0	0	174
04:45 PM	0	109	0	109	0	83	0	83	0	0	0	0	0	0	0	0	192
05:00 PM	0	101	0	101	0	75	0	75	0	0	0	0	0	0	0	0	176
Total Volume	0	416	0	416	0	330	0	330	0	0	0	0	0	0	0	0	746
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.954	.000	.954	.000	.842	.000	.842	.000	.000	.000	.000	.000	.000	.000	.000	.914



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
E Cherokee Dr (SE of Quarles Dr)	5.2%	0.73	057-0169	00076500	8,090	8,150	8,120	9,550	9,800
Lower Union Hill Rd (NW of Cherokee HI)	4.9%	0.58	057-8151	00029500	3,720	4,650	4,850	4,700	4,820
SR 140 (Hickory Flat Hwy) (SE of E Cherokee Dr)	1.2%	0.16	057-0110	00014000	17,200	17,300	19,300	17,700	17,800
E Cherokee Dr (NE of Hickory Rd)	1.5%	0.15	057-0167	00076500	10,900	13,100	12,100	12,300	12,400
Batesville Rd (NW of Upper Mill Creek Ln)	-0.7%	0.35	057-8152	00029800	5,310	5,410	5,340	5,130	5,260
Weighted Average	2.1%	0.72	Sum of Count Stations =		45,220	48,610	49,710	49,380	50,080



EXISTING INTERSECTION ANALYSIS

Timings
1: E Cherokee Dr & SR 140

1a.Existing 2025 AM
07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	592	96	80	382	85	152	254	193	243	66
Future Volume (vph)	128	592	96	80	382	85	152	254	193	243	66
Lane Group Flow (vph)	132	610	99	82	394	88	157	309	199	251	68
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	15.0	38.0	15.0	38.0	38.0
Total Split (%)	12.5%	43.3%	43.3%	12.5%	43.3%	43.3%	12.5%	31.7%	12.5%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.26	0.65	0.11	0.23	0.45	0.11	0.64	0.49	0.68	0.76	0.17
Control Delay	12.9	28.5	2.5	13.3	25.0	1.9	43.2	43.4	42.9	58.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	28.5	2.5	13.3	25.0	1.9	43.2	43.4	42.9	58.0	5.2
Queue Length 50th (ft)	42	350	0	25	199	0	92	107	101	191	0
Queue Length 95th (ft)	82	571	22	55	336	16	137	142	169	285	m16
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	515	937	864	374	872	813	248	926	294	490	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.65	0.11	0.22	0.45	0.11	0.63	0.33	0.68	0.51	0.13

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

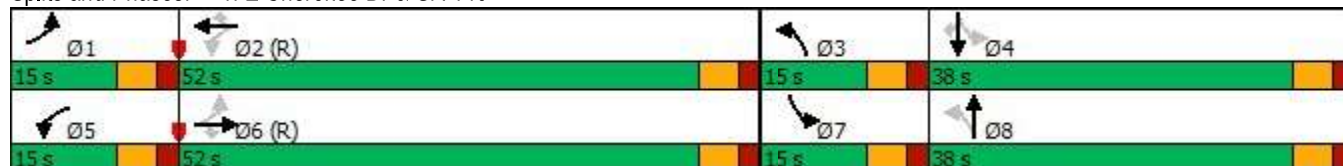
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

1a.Existing 2025 AM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	592	96	80	382	85	152	254	46	193	243	66
Future Volume (veh/h)	128	592	96	80	382	85	152	254	46	193	243	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	132	610	99	82	394	88	157	262	47	199	251	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	3	2	2	5	2	2	5	2
Cap, veh/h	515	999	854	361	978	835	226	471	83	283	292	254
Arrive On Green	0.05	0.54	0.54	0.04	0.53	0.53	0.08	0.16	0.16	0.03	0.05	0.05
Sat Flow, veh/h	1781	1856	1585	1781	1856	1585	1781	2946	521	1781	1826	1585
Grp Volume(v), veh/h	132	610	99	82	394	88	157	153	156	199	251	68
Grp Sat Flow(s),veh/h/ln	1781	1856	1585	1781	1856	1585	1781	1735	1732	1781	1826	1585
Q Serve(g_s), s	4.1	27.1	3.7	2.5	15.3	3.3	8.8	9.7	10.0	9.5	16.4	4.9
Cycle Q Clear(g_c), s	4.1	27.1	3.7	2.5	15.3	3.3	8.8	9.7	10.0	9.5	16.4	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	515	999	854	361	978	835	226	278	277	283	292	254
V/C Ratio(X)	0.26	0.61	0.12	0.23	0.40	0.11	0.69	0.55	0.56	0.70	0.86	0.27
Avail Cap(c_a), veh/h	566	999	854	432	978	835	226	470	469	283	495	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	12.7	19.0	13.6	15.0	17.0	14.2	39.4	46.4	46.5	43.4	55.5	50.1
Incr Delay (d2), s/veh	0.3	2.8	0.3	0.3	1.2	0.3	8.9	1.7	1.8	7.2	7.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	11.5	1.4	1.0	6.4	1.2	4.4	4.3	4.4	1.5	8.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	21.8	13.9	15.3	18.3	14.5	48.3	48.1	48.3	50.6	62.8	50.6
LnGrp LOS	B	C	B	B	B	B	D	D	D	D	E	D
Approach Vol, veh/h	841			564			466			518		
Approach Delay, s/veh	19.5			17.2			48.2			56.5		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	68.7	15.0	24.7	10.2	70.1	15.0	24.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	46.5	9.5	32.5	9.5	46.5	9.5	32.5				
Max Q Clear Time (g_c+I1), s	6.1	17.3	10.8	18.4	4.5	29.1	11.5	12.0				
Green Ext Time (p_c), s	0.1	3.9	0.0	0.8	0.1	5.4	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay	32.6											
HCM 6th LOS	C											

Timings

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

1a.Existing 2025 AM

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	←	→	←	→	←	→	←	←	→
Traffic Volume (vph)	3	4	127	2	7	227	103	25	306
Future Volume (vph)	3	4	127	2	7	227	103	25	306
Lane Group Flow (vph)	3	5	128	6	7	229	104	25	309
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5
Total Split (s)	33.0	33.0	19.0	52.0	17.0	51.0	51.0	17.0	51.0
Total Split (%)	27.5%	27.5%	15.8%	43.3%	14.2%	42.5%	42.5%	14.2%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.03	0.05	0.63	0.03	0.01	0.17	0.09	0.03	0.22
Control Delay	54.7	50.8	62.8	29.7	2.3	4.3	1.1	4.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	50.8	62.8	29.7	2.3	4.3	1.1	4.1	5.9
Queue Length 50th (ft)	2	3	96	1	0	19	0	3	48
Queue Length 95th (ft)	13	17	144	13	m2	164	34	14	161
Internal Link Dist (ft)		166		246		794			842
Turn Bay Length (ft)			230		175			241	
Base Capacity (vph)	426	414	221	651	904	1318	1186	935	1387
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.58	0.01	0.01	0.17	0.09	0.03	0.22

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

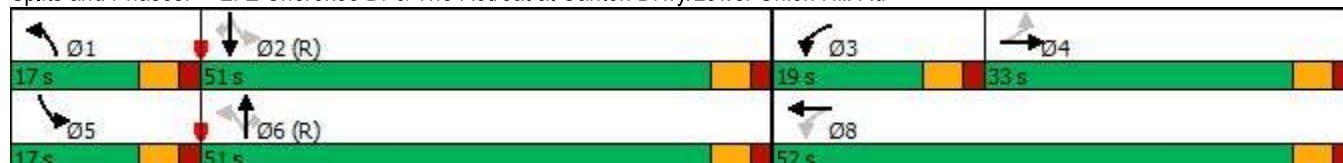
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



HCM 6th Signalized Intersection Summary

1a.Existing 2025 AM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	1	127	2	4	7	227	103	25	306	0
Future Volume (veh/h)	3	4	1	127	2	4	7	227	103	25	306	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	3	4	1	128	2	4	7	229	104	25	309	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	5	2
Cap, veh/h	86	27	7	233	83	166	766	1260	1094	825	1287	1118
Arrive On Green	0.02	0.02	0.02	0.08	0.15	0.15	0.02	1.00	1.00	0.02	0.71	0.00
Sat Flow, veh/h	1410	1444	361	1781	557	1113	1781	1826	1585	1781	1826	1585
Grp Volume(v), veh/h	3	0	5	128	0	6	7	229	104	25	309	0
Grp Sat Flow(s),veh/h/ln	1410	0	1805	1781	0	1670	1781	1826	1585	1781	1826	1585
Q Serve(g_s), s	0.3	0.0	0.3	8.2	0.0	0.4	0.1	0.0	0.0	0.5	7.2	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	8.2	0.0	0.4	0.1	0.0	0.0	0.5	7.2	0.0
Prop In Lane	1.00		0.20	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	0	34	233	0	248	766	1260	1094	825	1287	1118
V/C Ratio(X)	0.03	0.00	0.15	0.55	0.00	0.02	0.01	0.18	0.10	0.03	0.24	0.00
Avail Cap(c_a), veh/h	383	0	414	283	0	647	921	1260	1094	953	1287	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.9	0.0	57.9	50.1	0.0	43.6	5.5	0.0	0.0	5.0	6.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.0	2.0	0.0	0.0	0.0	0.3	0.2	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	3.7	0.0	0.2	0.0	0.1	0.0	0.2	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	59.9	52.2	0.0	43.7	5.5	0.3	0.2	5.0	6.7	0.0
LnGrp LOS	E	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	8			134			340			334		
Approach Delay, s/veh	59.2			51.8			0.4			6.6		
Approach LOS	E			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.5	90.1	15.6	7.7	8.3	88.3	23.3					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	11.5	45.5	13.5	27.5	11.5	45.5	46.5					
Max Q Clear Time (g_c+I1), s	2.1	9.2	10.2	2.3	2.5	2.0	2.4					
Green Ext Time (p_c), s	0.0	2.6	0.1	0.0	0.0	2.7	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	11.9											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱	↗		↱		↗
Traffic Vol, veh/h	121	12	0	133	0	21
Future Vol, veh/h	121	12	0	133	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	115	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	2	2	6	2	2
Mvmt Flow	148	15	0	162	0	26
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	148
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	899
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	899
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBT		
Capacity (veh/h)	899		-	-		
HCM Lane V/C Ratio	0.028		-	-		
HCM Control Delay (s)	9.1		-	-		
HCM Lane LOS	A		-	-		
HCM 95th %tile Q(veh)	0.1		-	-		

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	9	40	116	18	18
Future Vol, veh/h	133	9	40	116	18	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	2	2	6	2	2
Mvmt Flow	156	11	47	136	21	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	386	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1411	-	617	890
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	595	890
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	779	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		10.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	713	-	-	1411	-	
HCM Lane V/C Ratio	0.059	-	-	0.033	-	
HCM Control Delay (s)	10.4	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	239	328	0
Future Vol, veh/h	1	2	1	239	328	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	2	1	254	349	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	605	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	461	694	1210	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	461	694	1210	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1210	-	594	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	8	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Timings

1: E Cherokee Dr & SR 140

1b.Existing 2025 PM

07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	165	510	131	121	752	77	271	402	207	318	124
Future Volume (vph)	165	510	131	121	752	77	271	402	207	318	124
Lane Group Flow (vph)	170	526	135	125	775	79	279	460	213	328	128
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	47.0	47.0	15.0	47.0	47.0	20.0	38.0	20.0	38.0	38.0
Total Split (%)	12.5%	39.2%	39.2%	12.5%	39.2%	39.2%	16.7%	31.7%	16.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.74	0.70	0.19	0.40	1.08	0.12	0.91	0.59	0.64	0.82	0.29
Control Delay	45.3	37.5	6.3	20.2	93.9	1.5	62.9	43.4	32.9	56.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	37.5	6.3	20.2	93.9	1.5	62.9	43.4	32.9	56.9	10.0
Queue Length 50th (ft)	74	339	5	48	~707	0	156	165	100	242	5
Queue Length 95th (ft)	#217	#545	49	92	#969	10	#267	206	m139	m321	m37
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	230	750	712	322	717	685	305	951	348	504	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.70	0.19	0.39	1.08	0.12	0.91	0.48	0.61	0.65	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

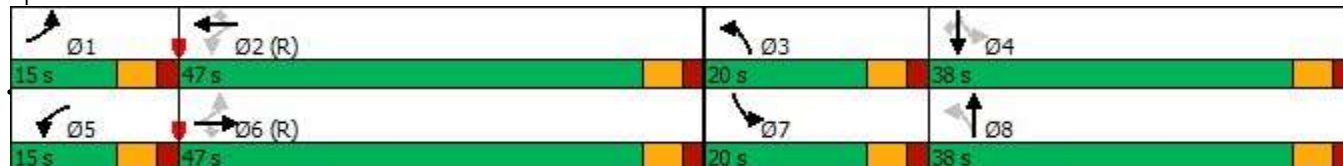
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

1b.Existing 2025 PM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	510	131	121	752	77	271	402	45	207	318	124
Future Volume (veh/h)	165	510	131	121	752	77	271	402	45	207	318	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	526	135	125	775	79	279	414	46	213	328	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	825	699	331	798	676	299	678	75	343	373	316
Arrive On Green	0.07	0.44	0.44	0.06	0.43	0.43	0.12	0.21	0.21	0.04	0.07	0.07
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3226	357	1781	1870	1585
Grp Volume(v), veh/h	170	526	135	125	775	79	279	227	233	213	328	128
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1806	1781	1870	1585
Q Serve(g_s), s	6.4	26.3	6.2	4.7	48.7	3.6	14.5	13.9	14.0	11.2	20.9	9.3
Cycle Q Clear(g_c), s	6.4	26.3	6.2	4.7	48.7	3.6	14.5	13.9	14.0	11.2	20.9	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	198	825	699	331	798	676	299	373	380	343	373	316
V/C Ratio(X)	0.86	0.64	0.19	0.38	0.97	0.12	0.93	0.61	0.61	0.62	0.88	0.40
Avail Cap(c_a), veh/h	214	825	699	373	798	676	299	481	489	362	507	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	27.6	26.1	20.5	20.3	33.7	20.8	35.8	42.9	43.0	36.1	54.6	49.2
Incr Delay (d2), s/veh	26.5	3.8	0.6	0.7	25.7	0.4	34.7	1.6	1.6	2.6	11.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.9	2.4	1.9	26.3	1.4	9.3	6.2	6.4	5.5	11.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	29.9	21.1	21.0	59.4	21.1	70.5	44.5	44.6	38.7	66.0	49.9
LnGrp LOS	D	C	C	C	E	C	E	D	D	D	E	D
Approach Vol, veh/h	831			979			739			669		
Approach Delay, s/veh	33.4			51.4			54.3			54.3		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	56.7	20.0	29.4	12.1	58.4	18.7	30.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	41.5	14.5	32.5	9.5	41.5	14.5	32.5				
Max Q Clear Time (g_c+I1), s	8.4	50.7	16.5	22.9	6.7	28.3	13.2	16.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.1	4.2	0.1	1.4				
Intersection Summary												
HCM 6th Ctrl Delay	48.0											
HCM 6th LOS	D											

Timings

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

1b.Existing 2025 PM

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱	↰	↰	↱	↰
Traffic Volume (vph)	15	29	199	7	9	413	113	33	328	4
Future Volume (vph)	15	29	199	7	9	413	113	33	328	4
Lane Group Flow (vph)	16	39	207	28	9	430	118	34	342	4
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	3	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	33.0	33.0	19.0	52.0	15.0	53.0	53.0	15.0	53.0	53.0
Total Split (%)	27.5%	27.5%	15.8%	43.3%	12.5%	44.2%	44.2%	12.5%	44.2%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.18	0.32	0.79	0.08	0.01	0.36	0.11	0.06	0.27	0.00
Control Delay	57.0	50.0	63.7	17.9	2.3	10.8	3.6	6.7	9.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	50.0	63.7	17.9	2.3	10.8	3.6	6.7	9.4	0.0
Queue Length 50th (ft)	12	23	143	4	1	251	29	8	92	0
Queue Length 95th (ft)	35	58	#221	28	m1	326	m63	19	195	0
Internal Link Dist (ft)		166		246		794			842	
Turn Bay Length (ft)			230		175			241		240
Base Capacity (vph)	315	418	266	653	759	1203	1066	645	1279	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.78	0.04	0.01	0.36	0.11	0.05	0.27	0.00

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

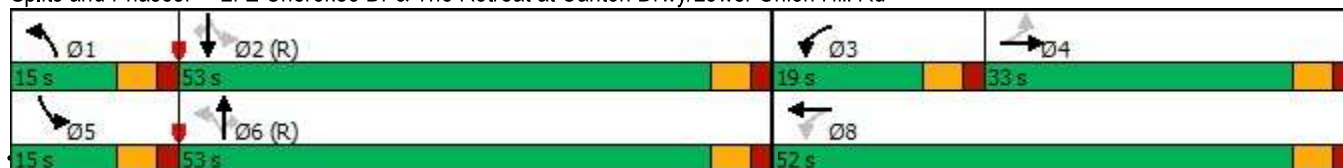
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



A&R Engineering, Inc.

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive— Cherokee County, GA

Synchro 11 Light Report

Page 3

HCM 6th Signalized Intersection Summary

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

1b.Existing 2025 PM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	29	9	199	7	20	9	413	113	33	328	4
Future Volume (veh/h)	15	29	9	199	7	20	9	413	113	33	328	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	30	9	207	7	21	9	430	118	34	342	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	65	19	296	85	254	666	1177	997	481	1209	1025
Arrive On Green	0.05	0.05	0.05	0.11	0.21	0.21	0.00	0.21	0.21	0.03	0.65	0.65
Sat Flow, veh/h	1382	1381	414	1781	412	1236	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	16	0	39	207	0	28	9	430	118	34	342	4
Grp Sat Flow(s),veh/h/ln	1382	0	1796	1781	0	1648	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	0.0	2.5	13.0	0.0	1.6	0.2	23.7	7.3	0.8	9.5	0.1
Cycle Q Clear(g_c), s	1.3	0.0	2.5	13.0	0.0	1.6	0.2	23.7	7.3	0.8	9.5	0.1
Prop In Lane	1.00		0.23	1.00		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	84	296	0	338	666	1177	997	481	1209	1025
V/C Ratio(X)	0.13	0.00	0.46	0.70	0.00	0.08	0.01	0.37	0.12	0.07	0.28	0.00
Avail Cap(c_a), veh/h	377	0	412	296	0	639	788	1177	997	572	1209	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	0.0	55.7	46.2	0.0	38.6	8.1	27.0	20.5	9.6	9.2	7.5
Incr Delay (d2), s/veh	0.5	0.0	3.9	7.2	0.0	0.1	0.0	0.7	0.2	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	6.2	0.0	0.7	0.1	12.1	2.8	0.3	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	0.0	59.6	53.4	0.0	38.7	8.1	27.7	20.7	9.7	9.8	7.5
LnGrp LOS	E	A	E	D	A	D	A	C	C	A	A	A
Approach Vol, veh/h	55			235			557			380		
Approach Delay, s/veh	58.5			51.6			25.9			9.7		
Approach LOS	E			D			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.8	83.1	19.0	11.1	8.9	81.0	30.1					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	9.5	47.5	13.5	27.5	9.5	47.5	46.5					
Max Q Clear Time (g_c+I1), s	2.2	11.5	15.0	4.5	2.8	25.7	3.6					
Green Ext Time (p_c), s	0.0	3.0	0.0	0.1	0.0	4.3	0.1					
Intersection Summary												
HCM 6th Ctrl Delay	27.3											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	136	22	0	243	0	30
Future Vol, veh/h	136	22	0	243	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	115	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	23	0	256	0	32
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	143
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	905
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	905
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBT		
Capacity (veh/h)	905		-	-		
HCM Lane V/C Ratio	0.035		-	-		
HCM Control Delay (s)	9.1		-	-		
HCM Lane LOS	A		-	-		
HCM 95th %tile Q(veh)	0.1		-	-		

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	163	11	63	176	58	75
Future Vol, veh/h	163	11	63	176	58	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	12	66	185	61	79
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	184	0	489	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1391	-	538	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1391	-	509	872
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	699	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		11.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	665	-	-	1391	-	
HCM Lane V/C Ratio	0.211	-	-	0.048	-	
HCM Control Delay (s)	11.9	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	458	363	0
Future Vol, veh/h	1	0	1	458	363	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	503	399	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	904	399	399	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3,518	3,318	2,218	-	-	-
Pot Cap-1 Maneuver	307	651	1160	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	307	651	1160	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1160	-	307	-	-	
HCM Lane V/C Ratio	0.001	-	0.004	-	-	
HCM Control Delay (s)	8.1	0	16.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

FUTURE “NO-BUILD” INTERSECTION ANALYSIS

Timings

1: E Cherokee Dr & SR 140

2a. No Build 2027 AM

07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	133	616	100	83	397	88	158	264	201	253	69
Future Volume (vph)	133	616	100	83	397	88	158	264	201	253	69
Lane Group Flow (vph)	137	635	103	86	409	91	163	321	207	261	71
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	15.0	38.0	15.0	38.0	38.0
Total Split (%)	12.5%	43.3%	43.3%	12.5%	43.3%	43.3%	12.5%	31.7%	12.5%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.28	0.69	0.12	0.26	0.47	0.11	0.66	0.50	0.70	0.77	0.18
Control Delay	13.4	30.3	2.8	14.0	25.8	2.1	44.4	43.0	43.6	57.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	30.3	2.8	14.0	25.8	2.1	44.4	43.0	43.6	57.5	5.4
Queue Length 50th (ft)	44	377	0	27	211	0	95	111	103	195	0
Queue Length 95th (ft)	86	#656	25	58	350	17	140	146	176	295	m17
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	495	924	854	349	863	805	247	926	295	490	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.69	0.12	0.25	0.47	0.11	0.66	0.35	0.70	0.53	0.14

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 110

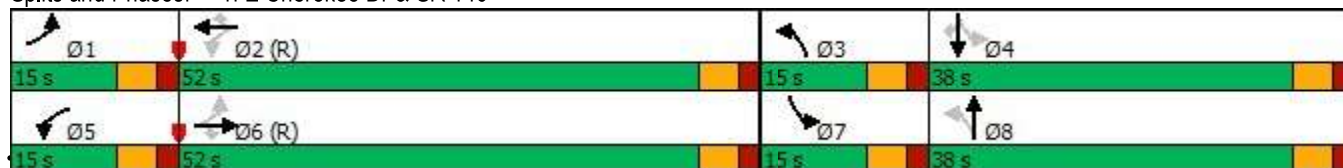
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



A&R Engineering, Inc.

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive— Cherokee County, GA

Synchro 11 Light Report

Page 1

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

2a. No Build 2027 AM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	616	100	83	397	88	158	264	48	201	253	69
Future Volume (veh/h)	133	616	100	83	397	88	158	264	48	201	253	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	137	635	103	86	409	91	163	272	49	207	261	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	3	2	2	5	2	2	5	2
Cap, veh/h	498	988	844	338	964	823	226	488	87	285	302	263
Arrive On Green	0.05	0.53	0.53	0.04	0.52	0.52	0.08	0.17	0.17	0.03	0.05	0.05
Sat Flow, veh/h	1781	1856	1585	1781	1856	1585	1781	2943	523	1781	1826	1585
Grp Volume(v), veh/h	137	635	103	86	409	91	163	159	162	207	261	71
Grp Sat Flow(s),veh/h/ln	1781	1856	1585	1781	1856	1585	1781	1735	1732	1781	1826	1585
Q Serve(g_s), s	4.3	29.2	3.9	2.7	16.3	3.5	9.1	10.1	10.3	9.5	17.0	5.2
Cycle Q Clear(g_c), s	4.3	29.2	3.9	2.7	16.3	3.5	9.1	10.1	10.3	9.5	17.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	498	988	844	338	964	823	226	287	287	285	302	263
V/C Ratio(X)	0.28	0.64	0.12	0.25	0.42	0.11	0.72	0.55	0.57	0.73	0.86	0.27
Avail Cap(c_a), veh/h	545	988	844	409	964	823	226	470	469	285	495	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	13.2	19.9	14.0	15.9	17.8	14.7	39.1	46.0	46.1	43.4	55.4	49.8
Incr Delay (d2), s/veh	0.3	3.2	0.3	0.4	1.4	0.3	10.7	1.7	1.7	8.4	8.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	12.5	1.4	1.0	6.9	1.3	4.6	4.4	4.6	1.9	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	23.1	14.3	16.3	19.1	15.0	49.8	47.6	47.8	51.8	63.4	50.3
LnGrp LOS	B	C	B	B	B	B	D	D	D	D	E	D
Approach Vol, veh/h	875			586			484			539		
Approach Delay, s/veh	20.6			18.1			48.4			57.3		
Approach LOS	C			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	67.8	15.0	25.4	10.2	69.4	15.0	25.4				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	46.5	9.5	32.5	9.5	46.5	9.5	32.5				
Max Q Clear Time (g_c+I1), s	6.3	18.3	11.1	19.0	4.7	31.2	11.5	12.3				
Green Ext Time (p_c), s	0.1	4.1	0.0	0.9	0.1	5.3	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	33.4											
HCM 6th LOS	C											

Timings

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

2a. No Build 2027 AM

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	←	→	←	→	←	→	←	←	→
Traffic Volume (vph)	3	4	132	2	7	236	107	26	318
Future Volume (vph)	3	4	132	2	7	236	107	26	318
Lane Group Flow (vph)	3	5	133	6	7	238	108	26	321
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5
Total Split (s)	33.0	33.0	19.0	52.0	16.0	51.0	51.0	17.0	52.0
Total Split (%)	27.5%	27.5%	15.8%	43.3%	13.3%	42.5%	42.5%	14.2%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.03	0.05	0.66	0.03	0.01	0.18	0.09	0.03	0.23
Control Delay	54.7	50.8	64.1	29.7	2.3	4.3	1.1	4.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	50.8	64.1	29.7	2.3	4.3	1.1	4.1	6.0
Queue Length 50th (ft)	2	3	100	1	0	19	0	3	50
Queue Length 95th (ft)	13	17	148	13	m2	168	35	14	168
Internal Link Dist (ft)		166		246		794			842
Turn Bay Length (ft)			230		175			241	
Base Capacity (vph)	426	414	221	651	883	1316	1185	926	1386
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.60	0.01	0.01	0.18	0.09	0.03	0.23

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

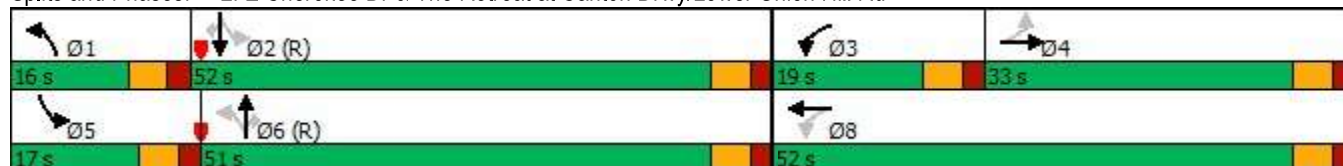
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



HCM 6th Signalized Intersection Summary

2a. No Build 2027 AM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	1	132	2	4	7	236	107	26	318	0
Future Volume (veh/h)	3	4	1	132	2	4	7	236	107	26	318	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	3	4	1	133	2	4	7	238	108	26	321	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	5	2
Cap, veh/h	86	27	7	237	84	169	752	1254	1089	814	1282	1113
Arrive On Green	0.02	0.02	0.02	0.09	0.15	0.15	0.02	1.00	1.00	0.02	0.70	0.00
Sat Flow, veh/h	1410	1444	361	1781	557	1113	1781	1826	1585	1781	1826	1585
Grp Volume(v), veh/h	3	0	5	133	0	6	7	238	108	26	321	0
Grp Sat Flow(s),veh/h/ln	1410	0	1805	1781	0	1670	1781	1826	1585	1781	1826	1585
Q Serve(g_s), s	0.3	0.0	0.3	8.5	0.0	0.4	0.1	0.0	0.0	0.5	7.6	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	8.5	0.0	0.4	0.1	0.0	0.0	0.5	7.6	0.0
Prop In Lane	1.00		0.20	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	0	34	237	0	253	752	1254	1089	814	1282	1113
V/C Ratio(X)	0.03	0.00	0.15	0.56	0.00	0.02	0.01	0.19	0.10	0.03	0.25	0.00
Avail Cap(c_a), veh/h	383	0	414	283	0	647	892	1254	1089	941	1282	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.9	0.0	57.9	50.0	0.0	43.4	5.7	0.0	0.0	5.1	6.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.0	2.1	0.0	0.0	0.0	0.3	0.2	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	3.8	0.0	0.2	0.0	0.1	0.1	0.2	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	59.9	52.0	0.0	43.4	5.7	0.3	0.2	5.1	6.9	0.0
LnGrp LOS	E	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	8			139			353			347		
Approach Delay, s/veh	59.2			51.7			0.4			6.8		
Approach LOS	E			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.5	89.8	15.9	7.7	8.4	87.9	23.7					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	10.5	46.5	13.5	27.5	11.5	45.5	46.5					
Max Q Clear Time (g_c+I1), s	2.1	9.6	10.5	2.3	2.5	2.0	2.4					
Green Ext Time (p_c), s	0.0	2.7	0.1	0.0	0.0	2.8	0.0					
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	126	12	0	138	0	22
Future Vol, veh/h	126	12	0	138	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	115	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	2	2	6	2	2
Mvmt Flow	154	15	0	168	0	27
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	154
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	892
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	892
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBT		
Capacity (veh/h)	892		-	-		
HCM Lane V/C Ratio	0.03		-	-		
HCM Control Delay (s)	9.2		-	-		
HCM Lane LOS	A		-	-		
HCM 95th %tile Q(veh)	0.1		-	-		

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	9	42	121	19	19
Future Vol, veh/h	138	9	42	121	19	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	2	2	6	2	2
Mvmt Flow	162	11	49	142	22	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	173	0	402	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1404	-	604	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1404	-	581	883
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	770	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	701	-	-	1404	-	
HCM Lane V/C Ratio	0.064	-	-	0.035	-	
HCM Control Delay (s)	10.5	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	249	341	0
Future Vol, veh/h	1	2	1	249	341	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	2	1	265	363	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	630	363	363	0	-	0
Stage 1	363	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	446	682	1196	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	446	682	1196	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1196	-	580	-	-	
HCM Lane V/C Ratio	0.001	-	0.006	-	-	
HCM Control Delay (s)	8	0	11.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Timings
1: E Cherokee Dr & SR 140

2b. No Build 2027 PM
07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	172	530	136	126	782	80	282	418	215	331	129
Future Volume (vph)	172	530	136	126	782	80	282	418	215	331	129
Lane Group Flow (vph)	177	546	140	130	806	82	291	479	222	341	133
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	49.0	49.0	15.0	49.0	49.0	18.0	38.0	18.0	38.0	38.0
Total Split (%)	12.5%	40.8%	40.8%	12.5%	40.8%	40.8%	15.0%	31.7%	15.0%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.76	0.71	0.19	0.42	1.10	0.12	1.07	0.61	0.72	0.83	0.29
Control Delay	47.7	36.9	6.1	19.7	98.5	1.7	104.4	43.9	38.5	56.9	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	36.9	6.1	19.7	98.5	1.7	104.4	43.9	38.5	56.9	9.6
Queue Length 50th (ft)	80	352	6	49	~754	0	~173	172	105	242	5
Queue Length 95th (ft)	#231	#533	49	92	#997	12	#325	215	m142	m321	m36
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	232	771	730	322	735	699	272	951	311	504	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.71	0.19	0.40	1.10	0.12	1.07	0.50	0.71	0.68	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

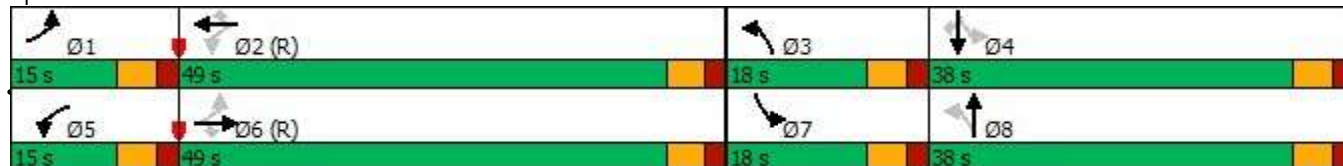
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

2b. No Build 2027 PM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	530	136	126	782	80	282	418	47	215	331	129
Future Volume (veh/h)	172	530	136	126	782	80	282	418	47	215	331	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	546	140	130	806	82	291	431	48	222	341	133
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	840	712	329	798	677	269	666	74	322	386	327
Arrive On Green	0.08	0.45	0.45	0.06	0.43	0.43	0.10	0.21	0.21	0.03	0.07	0.07
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3225	357	1781	1870	1585
Grp Volume(v), veh/h	177	546	140	130	806	82	291	236	243	222	341	133
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1806	1781	1870	1585
Q Serve(g_s), s	7.7	27.3	6.4	4.9	51.2	3.8	12.5	14.6	14.8	11.6	21.7	9.7
Cycle Q Clear(g_c), s	7.7	27.3	6.4	4.9	51.2	3.8	12.5	14.6	14.8	11.6	21.7	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	201	840	712	329	798	677	269	367	373	322	386	327
V/C Ratio(X)	0.88	0.65	0.20	0.39	1.01	0.12	1.08	0.64	0.65	0.69	0.88	0.41
Avail Cap(c_a), veh/h	201	840	712	369	798	677	269	481	489	322	507	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	33.0	25.7	20.0	20.3	34.4	20.8	38.5	43.6	43.6	36.4	54.5	48.9
Incr Delay (d2), s/veh	33.2	3.9	0.6	0.8	34.2	0.4	78.2	1.9	1.9	5.3	12.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	12.3	2.5	2.0	29.3	1.4	7.8	6.6	6.7	6.0	12.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	29.6	20.6	21.1	68.6	21.1	116.6	45.5	45.6	41.7	66.5	49.6
LnGrp LOS	E	C	C	C	F	C	F	D	D	D	E	D
Approach Vol, veh/h	863			1018				770			696	
Approach Delay, s/veh	35.7			58.7				72.4			55.3	
Approach LOS	D			E				E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	56.7	18.0	30.3	12.3	59.4	18.0	30.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	43.5	12.5	32.5	9.5	43.5	12.5	32.5				
Max Q Clear Time (g_c+I1), s	9.7	53.2	14.5	23.7	6.9	29.3	13.6	16.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.1	4.6	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay	55.2											
HCM 6th LOS	E											

Timings

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

2b. No Build 2027 PM

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	←	→	←	→	←	←	→	←
Traffic Volume (vph)	16	30	207	7	9	430	118	34	341	4
Future Volume (vph)	16	30	207	7	9	430	118	34	341	4
Lane Group Flow (vph)	17	40	216	29	9	448	123	35	355	4
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	3	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	33.0	33.0	18.0	51.0	15.0	54.0	54.0	15.0	54.0	54.0
Total Split (%)	27.5%	27.5%	15.0%	42.5%	12.5%	45.0%	45.0%	12.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.19	0.32	0.86	0.09	0.01	0.37	0.11	0.06	0.27	0.00
Control Delay	57.2	50.2	73.7	18.0	2.3	10.8	3.6	6.4	9.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	50.2	73.7	18.0	2.3	10.8	3.6	6.4	9.1	0.0
Queue Length 50th (ft)	13	23	151	4	1	262	30	8	93	0
Queue Length 95th (ft)	37	59	#255	29	m1	337	m63	19	199	0
Internal Link Dist (ft)		166		246		794			842	
Turn Bay Length (ft)			230		175			241		240
Base Capacity (vph)	315	419	252	639	754	1214	1074	638	1291	1134
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.10	0.86	0.05	0.01	0.37	0.11	0.05	0.27	0.00

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

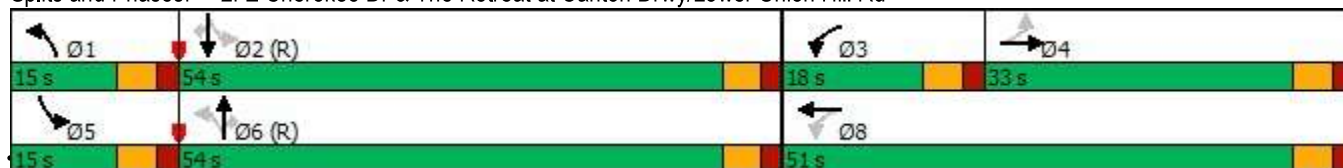
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



A&R Engineering, Inc.

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive— Cherokee County, GA

Synchro 11 Light Report

Page 3

HCM 6th Signalized Intersection Summary

2b. No Build 2027 PM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	30	9	207	7	21	9	430	118	34	341	4
Future Volume (veh/h)	16	30	9	207	7	21	9	430	118	34	341	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	31	9	216	7	22	9	448	123	35	355	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	66	19	280	78	246	666	1191	1009	474	1224	1037
Arrive On Green	0.05	0.05	0.05	0.10	0.20	0.20	0.00	0.21	0.21	0.03	0.65	0.65
Sat Flow, veh/h	1381	1393	404	1781	397	1248	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	17	0	40	216	0	29	9	448	123	35	355	4
Grp Sat Flow(s),veh/h/ln	1381	0	1798	1781	0	1646	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.4	0.0	2.6	12.5	0.0	1.7	0.2	24.7	7.5	0.8	9.7	0.1
Cycle Q Clear(g_c), s	1.4	0.0	2.6	12.5	0.0	1.7	0.2	24.7	7.5	0.8	9.7	0.1
Prop In Lane	1.00		0.22	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	85	280	0	324	666	1191	1009	474	1224	1037
V/C Ratio(X)	0.14	0.00	0.47	0.77	0.00	0.09	0.01	0.38	0.12	0.07	0.29	0.00
Avail Cap(c_a), veh/h	376	0	412	280	0	624	788	1191	1009	564	1224	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	55.7	47.8	0.0	39.4	7.8	27.0	20.2	9.5	8.8	7.2
Incr Delay (d2), s/veh	0.5	0.0	4.0	12.3	0.0	0.1	0.0	0.7	0.2	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	6.9	0.0	0.7	0.1	12.6	3.0	0.3	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	0.0	59.7	60.1	0.0	39.5	7.8	27.7	20.4	9.6	9.4	7.2
LnGrp LOS	E	A	E	E	A	D	A	C	C	A	A	A
Approach Vol, veh/h	57			245			580			394		
Approach Delay, s/veh	58.5			57.7			25.8			9.4		
Approach LOS	E			E			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.8	84.0	18.0	11.2	8.9	81.9	29.2					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	9.5	48.5	12.5	27.5	9.5	48.5	45.5					
Max Q Clear Time (g_c+l1), s	2.2	11.7	14.5	4.6	2.8	26.7	3.7					
Green Ext Time (p_c), s	0.0	3.1	0.0	0.1	0.0	4.5	0.1					
Intersection Summary												
HCM 6th Ctrl Delay	28.3											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	141	23	0	253	0	31
Future Vol, veh/h	141	23	0	253	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	115	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	24	0	266	0	33
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	148
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	899
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	899
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBT		
Capacity (veh/h)	899		-	-		
HCM Lane V/C Ratio	0.036		-	-		
HCM Control Delay (s)	9.2		-	-		
HCM Lane LOS	A		-	-		
HCM 95th %tile Q(veh)	0.1		-	-		

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	170	11	66	183	60	78
Future Vol, veh/h	170	11	66	183	60	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	12	69	193	63	82
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	191	0	510	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1383	-	523	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1383	-	494	864
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	687	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		12.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	652	-	-	1383	-	
HCM Lane V/C Ratio	0.223	-	-	0.05	-	
HCM Control Delay (s)	12.1	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	476	378	0
Future Vol, veh/h	1	0	1	476	378	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	523	415	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	940	415	415	0	-	0
Stage 1	415	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	293	637	1144	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	637	1144	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1144	-	293	-	-	
HCM Lane V/C Ratio	0.001	-	0.004	-	-	
HCM Control Delay (s)	8.2	0	17.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

FUTURE “BUILD” INTERSECTION ANALYSIS

Timings

1: E Cherokee Dr & SR 140

3a.Build 2027 AM

07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	156	616	100	83	397	112	158	292	214	267	81
Future Volume (vph)	156	616	100	83	397	112	158	292	214	267	81
Lane Group Flow (vph)	161	635	103	86	409	115	163	350	221	275	84
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	15.0	38.0	15.0	38.0	38.0
Total Split (%)	12.5%	43.3%	43.3%	12.5%	43.3%	43.3%	12.5%	31.7%	12.5%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.34	0.70	0.12	0.27	0.49	0.15	0.67	0.52	0.76	0.78	0.21
Control Delay	14.4	31.4	2.9	14.6	26.8	4.0	43.8	43.3	48.7	58.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	31.4	2.9	14.6	26.8	4.0	43.8	43.3	48.7	58.8	6.4
Queue Length 50th (ft)	54	383	0	27	217	0	94	123	115	210	0
Queue Length 95th (ft)	102	#671	25	59	350	33	138	158	184	306	m22
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	483	909	843	339	842	789	246	926	291	490	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.70	0.12	0.25	0.49	0.15	0.66	0.38	0.76	0.56	0.16

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 110

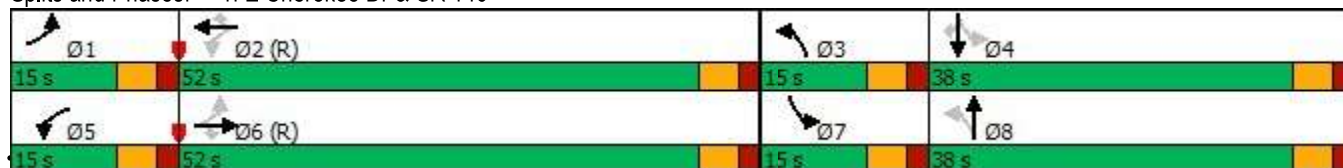
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



A&R Engineering, Inc.

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive— Cherokee County, GA

Synchro 11 Light Report

Page 1

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

3a.Build 2027 AM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	616	100	83	397	112	158	292	48	214	267	81
Future Volume (veh/h)	156	616	100	83	397	112	158	292	48	214	267	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	161	635	103	86	409	115	163	301	49	221	275	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	3	2	2	5	2	2	5	2
Cap, veh/h	486	973	831	330	934	798	226	520	84	284	317	275
Arrive On Green	0.06	0.52	0.52	0.04	0.50	0.50	0.08	0.17	0.17	0.03	0.06	0.06
Sat Flow, veh/h	1781	1856	1585	1781	1856	1585	1781	2992	482	1781	1826	1585
Grp Volume(v), veh/h	161	635	103	86	409	115	163	173	177	221	275	84
Grp Sat Flow(s),veh/h/ln	1781	1856	1585	1781	1856	1585	1781	1735	1739	1781	1826	1585
Q Serve(g_s), s	5.2	29.7	4.0	2.8	16.8	4.7	9.0	11.0	11.2	9.5	17.9	6.1
Cycle Q Clear(g_c), s	5.2	29.7	4.0	2.8	16.8	4.7	9.0	11.0	11.2	9.5	17.9	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	486	973	831	330	934	798	226	301	302	284	317	275
V/C Ratio(X)	0.33	0.65	0.12	0.26	0.44	0.14	0.72	0.57	0.59	0.78	0.87	0.31
Avail Cap(c_a), veh/h	520	973	831	401	934	798	226	470	471	284	495	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	14.0	20.6	14.5	16.7	19.0	16.0	38.5	45.5	45.6	43.9	55.2	49.6
Incr Delay (d2), s/veh	0.4	3.4	0.3	0.4	1.5	0.4	10.7	1.7	1.8	12.1	9.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.8	1.5	1.1	7.2	1.7	4.6	4.8	5.0	2.7	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	24.0	14.8	17.1	20.5	16.3	49.2	47.2	47.4	56.0	64.3	50.2
LnGrp LOS	B	C	B	B	C	B	D	D	D	E	E	D
Approach Vol, veh/h	899				610				513			
Approach Delay, s/veh	21.2				19.2				47.9			
Approach LOS	C				B				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	65.9	15.0	26.3	10.2	68.4	15.0	26.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	46.5	9.5	32.5	9.5	46.5	9.5	32.5				
Max Q Clear Time (g_c+I1), s	7.2	18.8	11.0	19.9	4.8	31.7	11.5	13.2				
Green Ext Time (p_c), s	0.1	4.2	0.0	0.9	0.1	5.2	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	34.5											
HCM 6th LOS	C											

Timings

3a.Build 2027 AM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	3	4	146	2	7	255	161	28	343
Future Volume (vph)	3	4	146	2	7	255	161	28	343
Lane Group Flow (vph)	3	5	147	6	7	258	163	28	346
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5
Total Split (s)	33.0	33.0	20.0	53.0	15.0	52.0	52.0	15.0	52.0
Total Split (%)	27.5%	27.5%	16.7%	44.2%	12.5%	43.3%	43.3%	12.5%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.03	0.05	0.68	0.03	0.01	0.20	0.14	0.03	0.25
Control Delay	54.7	50.8	64.2	29.0	2.1	4.7	1.3	4.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	50.8	64.2	29.0	2.1	4.7	1.3	4.3	6.5
Queue Length 50th (ft)	2	3	111	1	0	21	0	4	58
Queue Length 95th (ft)	13	17	160	13	m1	176	73	16	188
Internal Link Dist (ft)		135		246		794			324
Turn Bay Length (ft)			150		175			200	
Base Capacity (vph)	426	414	235	665	839	1301	1184	880	1372
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.63	0.01	0.01	0.20	0.14	0.03	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

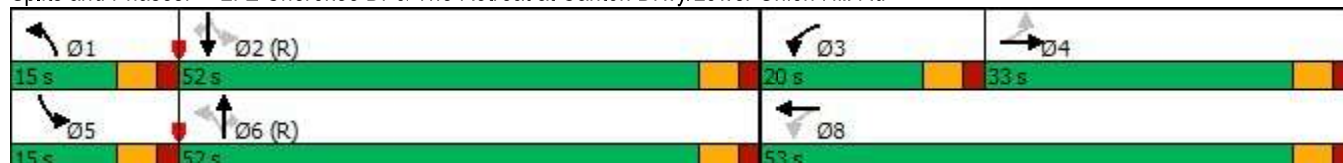
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



HCM 6th Signalized Intersection Summary

3a.Build 2027 AM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	1	146	2	4	7	255	161	28	343	0
Future Volume (veh/h)	3	4	1	146	2	4	7	255	161	28	343	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	3	4	1	147	2	4	7	258	163	28	346	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	5	2
Cap, veh/h	86	27	7	252	89	177	720	1238	1074	743	1268	1101
Arrive On Green	0.02	0.02	0.02	0.09	0.16	0.16	0.01	0.90	0.90	0.03	0.69	0.00
Sat Flow, veh/h	1410	1444	361	1781	557	1113	1781	1826	1585	1781	1826	1585
Grp Volume(v), veh/h	3	0	5	147	0	6	7	258	163	28	346	0
Grp Sat Flow(s),veh/h/ln	1410	0	1805	1781	0	1670	1781	1826	1585	1781	1826	1585
Q Serve(g_s), s	0.3	0.0	0.3	9.4	0.0	0.4	0.1	2.1	1.4	0.6	8.6	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	9.4	0.0	0.4	0.1	2.1	1.4	0.6	8.6	0.0
Prop In Lane	1.00		0.20	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	0	34	252	0	266	720	1238	1074	743	1268	1101
V/C Ratio(X)	0.03	0.00	0.15	0.58	0.00	0.02	0.01	0.21	0.15	0.04	0.27	0.00
Avail Cap(c_a), veh/h	383	0	414	298	0	661	846	1238	1074	839	1268	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.9	0.0	57.9	49.5	0.0	42.6	6.1	2.0	2.0	5.4	6.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.0	2.2	0.0	0.0	0.0	0.4	0.3	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	4.2	0.0	0.1	0.1	0.7	0.5	0.2	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	59.9	51.6	0.0	42.6	6.1	2.4	2.2	5.4	7.4	0.0
LnGrp LOS	E	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	8			153			428			374		
Approach Delay, s/veh	59.2			51.3			2.4			7.3		
Approach LOS	E			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.5	88.8	16.9	7.7	8.5	86.8	24.6					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	9.5	46.5	14.5	27.5	9.5	46.5	47.5					
Max Q Clear Time (g_c+I1), s	2.1	10.6	11.4	2.3	2.6	4.1	2.4					
Green Ext Time (p_c), s	0.0	3.0	0.1	0.0	0.0	3.5	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	12.5											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	126	12	0	138	9	0	0	22	4	0	14
Future Vol, veh/h	56	126	12	0	138	9	0	0	22	4	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	50	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	6	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	68	154	15	0	168	11	0	0	27	5	0	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	-	-	-	0	-	-	154	464	464	174
Stage 1	-	-	-	-	-	-	-	-	-	174	174	-
Stage 2	-	-	-	-	-	-	-	-	-	290	290	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	0	0	-	-	0	0	892	508	495	869
Stage 1	-	-	0	0	-	-	0	0	-	828	755	-
Stage 2	-	-	0	0	-	-	0	0	-	718	672	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1397	-	-	-	-	-	-	-	892	474	471	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	474	471	-
Stage 1	-	-	-	-	-	-	-	-	-	787	755	-
Stage 2	-	-	-	-	-	-	-	-	-	663	639	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0			9.2			10.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	892	1397	-	-	-	733						
HCM Lane V/C Ratio	0.03	0.049	-	-	-	0.03						
HCM Control Delay (s)	9.2	7.7	-	-	-	10.1						
HCM Lane LOS	A	A	-	-	-	B						
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-	0.1						

HCM 6th TWSC
4: E Publix Drwy/Site Driveway 4 & Lower Union Hill Rd

3a.Build 2027 AM
07/10/2025

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	1	142	9	42	130	2	19	0	19	2	0	0
Future Vol, veh/h	1	142	9	42	130	2	19	0	19	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	6	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	1	167	11	49	153	2	22	0	22	2	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	178	0	0	421	422	167	438	432	154
Stage 1	-	-	-	-	-	-	169	169	-	252	252	-
Stage 2	-	-	-	-	-	-	252	253	-	186	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1398	-	-	543	523	877	529	516	892
Stage 1	-	-	-	-	-	-	833	759	-	752	698	-
Stage 2	-	-	-	-	-	-	752	698	-	816	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1425	-	-	1398	-	-	527	503	877	500	496	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	503	-	500	496	-
Stage 1	-	-	-	-	-	-	832	758	-	751	671	-
Stage 2	-	-	-	-	-	-	723	671	-	794	749	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.9			10.9			12.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	658	1425	-	-	1398	-	-	500				
HCM Lane V/C Ratio	0.068	0.001	-	-	0.035	-	-	0.005				
HCM Control Delay (s)	10.9	7.5	0	-	7.7	0	-	12.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	2	7	0	1	1	253	1	1	351	0
Future Vol, veh/h	1	0	2	7	0	1	1	253	1	1	351	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	2	7	0	1	1	269	1	1	373	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	647	647	373	648	647	270	373	0	0	270	0	0
Stage 1	375	375	-	272	272	-	-	-	-	-	-	-
Stage 2	272	272	-	376	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	384	390	673	383	390	769	1185	-	-	1293	-	-
Stage 1	646	617	-	734	685	-	-	-	-	-	-	-
Stage 2	734	685	-	645	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	383	389	673	381	389	769	1185	-	-	1293	-	-
Mov Cap-2 Maneuver	383	389	-	381	389	-	-	-	-	-	-	-
Stage 1	645	616	-	733	684	-	-	-	-	-	-	-
Stage 2	732	684	-	642	616	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.7		14		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1185	-	-	537	407	1293	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.006	0.021	0.001	-	-				
HCM Control Delay (s)	8	0	-	11.7	14	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	244	18	8	353
Future Vol, veh/h	18	4	244	18	8	353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	265	20	9	384
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	667	265	0	0	285	0
Stage 1	265	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	424	774	-	-	1277	-
Stage 1	779	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	420	774	-	-	1277	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.3	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	458	1277	-	
HCM Lane V/C Ratio	-	-	0.052	0.007	-	
HCM Control Delay (s)	-	-	13.3	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Timings

1: E Cherokee Dr & SR 140

3b.Build 2027 PM

07/10/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	192	530	136	126	782	103	282	442	248	368	159
Future Volume (vph)	192	530	136	126	782	103	282	442	248	368	159
Lane Group Flow (vph)	198	546	140	130	806	106	291	504	256	379	164
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases	6		6	2		2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	39.5	39.5	15.0	39.5	39.5	15.0	37.5	15.0	37.5	37.5
Total Split (s)	15.0	49.0	49.0	15.0	49.0	49.0	18.0	38.0	18.0	38.0	38.0
Total Split (%)	12.5%	40.8%	40.8%	12.5%	40.8%	40.8%	15.0%	31.7%	15.0%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.84	0.75	0.20	0.45	1.17	0.16	1.09	0.61	0.80	0.87	0.32
Control Delay	57.4	39.8	6.2	21.7	128.7	3.7	108.5	42.8	43.4	59.9	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	39.8	6.2	21.7	128.7	3.7	108.5	42.8	43.4	59.9	8.6
Queue Length 50th (ft)	104	373	6	52	~760	0	~175	177	117	293	9
Queue Length 95th (ft)	#269	#559	49	92	#1002	28	#346	228	m154	m359	m33
Internal Link Dist (ft)		436			389			454		794	
Turn Bay Length (ft)	225		241	237		165	155		320		330
Base Capacity (vph)	237	732	706	296	686	666	268	927	319	490	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.75	0.20	0.44	1.17	0.16	1.09	0.54	0.80	0.77	0.30

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

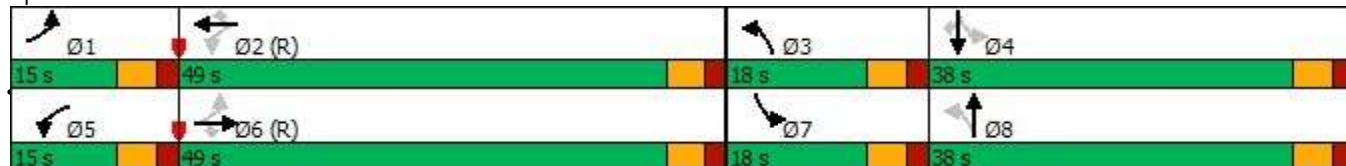
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: E Cherokee Dr & SR 140



HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & SR 140

3b.Build 2027 PM

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	530	136	126	782	103	282	442	47	248	368	159
Future Volume (veh/h)	192	530	136	126	782	103	282	442	47	248	368	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	198	546	140	130	806	106	291	456	48	256	379	164
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	3	2	2	5	2	2	5	2
Cap, veh/h	201	785	670	302	747	638	267	731	77	336	421	366
Arrive On Green	0.08	0.42	0.42	0.06	0.40	0.40	0.10	0.23	0.23	0.03	0.08	0.08
Sat Flow, veh/h	1781	1856	1585	1781	1856	1585	1781	3169	332	1781	1826	1585
Grp Volume(v), veh/h	198	546	140	130	806	106	291	249	255	256	379	164
Grp Sat Flow(s),veh/h/ln	1781	1856	1585	1781	1856	1585	1781	1735	1766	1781	1826	1585
Q Serve(g_s), s	9.3	28.9	6.7	5.1	48.3	5.1	12.5	15.5	15.6	12.5	24.7	11.9
Cycle Q Clear(g_c), s	9.3	28.9	6.7	5.1	48.3	5.1	12.5	15.5	15.6	12.5	24.7	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	201	785	670	302	747	638	267	400	408	336	421	366
V/C Ratio(X)	0.98	0.70	0.21	0.43	1.08	0.17	1.09	0.62	0.63	0.76	0.90	0.45
Avail Cap(c_a), veh/h	201	785	670	339	747	638	267	470	478	336	495	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	34.9	28.3	21.9	22.3	35.8	23.0	36.3	41.4	41.5	35.4	54.0	48.1
Incr Delay (d2), s/veh	59.0	5.1	0.7	1.0	56.4	0.6	81.0	1.9	2.0	7.9	14.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	13.2	0.1	2.1	32.1	2.0	12.0	6.8	7.0	6.9	13.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.9	33.4	22.6	23.3	92.2	23.5	117.3	43.4	43.5	43.4	68.5	48.8
LnGrp LOS	F	C	C	C	F	C	F	D	D	D	E	D
Approach Vol, veh/h	884			1042			795			799		
Approach Delay, s/veh	45.2			76.6			70.5			56.4		
Approach LOS	D			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	53.8	18.0	33.2	12.6	56.3	18.0	33.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	43.5	12.5	32.5	9.5	43.5	12.5	32.5				
Max Q Clear Time (g_c+I1), s	11.3	50.3	14.5	26.7	7.1	30.9	14.5	17.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.1	4.3	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	62.8											
HCM 6th LOS	E											

Timings

3b.Build 2027 PM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	←	→	←	→	←	←	→	←
Traffic Volume (vph)	16	30	268	7	9	455	158	36	378	4
Future Volume (vph)	16	30	268	7	9	455	158	36	378	4
Lane Group Flow (vph)	17	40	279	32	9	474	165	38	394	4
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	3	8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	3	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	15.0	31.5	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	34.0	34.0	21.0	55.0	15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	28.3%	28.3%	17.5%	45.8%	12.5%	41.7%	41.7%	12.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.19	0.32	0.94	0.08	0.01	0.42	0.16	0.07	0.33	0.00
Control Delay	57.2	50.2	82.9	16.0	2.8	11.3	3.1	7.5	10.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	50.2	82.9	16.0	2.8	11.3	3.1	7.5	10.9	0.0
Queue Length 50th (ft)	13	23	197	4	0	271	32	9	117	0
Queue Length 95th (ft)	37	59	#278	30	m1	m343	m66	23	241	0
Internal Link Dist (ft)		135		246		794			324	
Turn Bay Length (ft)			150		175			200		240
Base Capacity (vph)	325	434	296	693	691	1132	1052	585	1209	1098
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.94	0.05	0.01	0.42	0.16	0.06	0.33	0.00

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 95

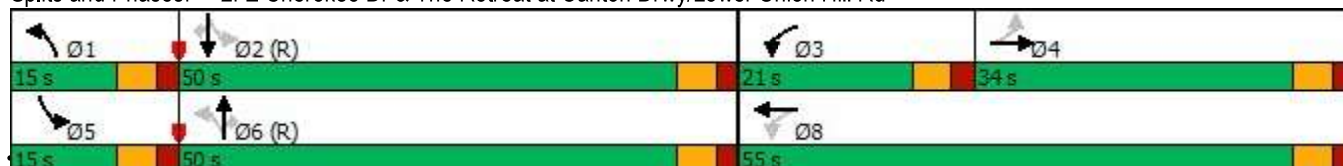
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd



A&R Engineering, Inc.

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive— Cherokee County, GA

Synchro 11 Light Report

Page 3

HCM 6th Signalized Intersection Summary

3b.Build 2027 PM

2: E Cherokee Dr & The Retreat at Canton Drwy/Lower Union Hill Rd

07/10/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	30	9	268	7	24	9	455	158	36	378	4
Future Volume (veh/h)	16	30	9	268	7	24	9	455	158	36	378	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1826	1870
Adj Flow Rate, veh/h	17	31	9	279	7	25	9	474	165	38	394	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	5	2
Cap, veh/h	125	66	19	325	80	285	599	1114	967	416	1149	997
Arrive On Green	0.05	0.05	0.05	0.13	0.22	0.22	0.00	0.20	0.20	0.03	0.63	0.63
Sat Flow, veh/h	1377	1393	404	1781	359	1281	1781	1826	1585	1781	1826	1585
Grp Volume(v), veh/h	17	0	40	279	0	32	9	474	165	38	394	4
Grp Sat Flow(s),veh/h/ln	1377	0	1798	1781	0	1640	1781	1826	1585	1781	1826	1585
Q Serve(g_s), s	1.4	0.0	2.6	15.5	0.0	1.9	0.2	27.2	10.3	0.9	12.2	0.1
Cycle Q Clear(g_c), s	1.4	0.0	2.6	15.5	0.0	1.9	0.2	27.2	10.3	0.9	12.2	0.1
Prop In Lane	1.00		0.22	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	85	325	0	365	599	1114	967	416	1149	997
V/C Ratio(X)	0.14	0.00	0.47	0.86	0.00	0.09	0.02	0.43	0.17	0.09	0.34	0.00
Avail Cap(c_a), veh/h	387	0	427	325	0	676	721	1114	967	504	1149	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	0.0	55.7	47.1	0.0	37.0	9.1	29.5	22.8	11.2	10.5	8.3
Incr Delay (d2), s/veh	0.5	0.0	4.0	19.8	0.0	0.1	0.0	0.9	0.3	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	10.0	0.0	0.7	0.1	13.6	4.3	0.4	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	0.0	59.6	66.9	0.0	37.1	9.2	30.5	23.1	11.3	11.3	8.3
LnGrp LOS	E	A	E	E	A	D	A	C	C	B	B	A
Approach Vol, veh/h	57			311			648			436		
Approach Delay, s/veh	58.4			63.8			28.3			11.3		
Approach LOS	E			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.8	81.0	21.0	11.2	9.1	78.7	32.2					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	9.5	44.5	15.5	28.5	9.5	44.5	49.5					
Max Q Clear Time (g_c+I1), s	2.2	14.2	17.5	4.6	2.9	29.2	3.9					
Green Ext Time (p_c), s	0.0	3.4	0.0	0.1	0.0	4.4	0.1					
Intersection Summary												
HCM 6th Ctrl Delay	32.0											
HCM 6th LOS	C											

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	141	23	0	253	9	0	0	31	13	0	64
Future Vol, veh/h	43	141	23	0	253	9	0	0	31	13	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	50	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	6	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	45	148	24	0	266	9	0	0	33	14	0	67

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	275	0	-	-	-	0	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	6.22	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12
Follow-up Hdwy	2.218	-	-	-	-	-	3.318	3.518
Pot Cap-1 Maneuver	1288	-	0	0	-	0	899	475
Stage 1	-	-	0	0	-	0	-	735
Stage 2	-	-	0	0	-	0	-	765
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1288	-	-	-	-	-	899	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	446
Stage 1	-	-	-	-	-	-	-	709
Stage 2	-	-	-	-	-	-	-	711

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	9.2	11
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	899	1288	-	-	-	685
HCM Lane V/C Ratio	0.036	0.035	-	-	-	0.118
HCM Control Delay (s)	9.2	7.9	-	-	-	11
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-	0.4

HCM 6th TWSC
4: E Publix Drwy/Site Driveway 4 & Lower Union Hill Rd

3b.Build 2027 PM
07/10/2025

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	183	11	66	192	3	60	0	78	3	0	0
Future Vol, veh/h	1	183	11	66	192	3	60	0	78	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	6	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	1	193	12	69	202	3	63	0	82	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	205	0	0	537	538	193	584	549	204
Stage 1	-	-	-	-	-	-	195	195	-	342	342	-
Stage 2	-	-	-	-	-	-	342	343	-	242	207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1366	-	-	1366	-	-	455	450	849	423	443	837
Stage 1	-	-	-	-	-	-	807	739	-	673	638	-
Stage 2	-	-	-	-	-	-	673	637	-	762	731	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1366	-	-	1366	-	-	435	424	849	365	417	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	424	-	365	417	-
Stage 1	-	-	-	-	-	-	806	738	-	672	602	-
Stage 2	-	-	-	-	-	-	635	601	-	688	730	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2			12.9			14.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1366	-	-	1366	-	-	365
HCM Lane V/C Ratio	0.242	0.001	-	-	0.051	-	-	0.009
HCM Control Delay (s)	12.9	7.6	0	-	7.8	0	-	14.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	4	0	1	1	491	3	1	389	0
Future Vol, veh/h	1	0	0	4	0	1	1	491	3	1	389	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	0	4	0	1	1	540	3	1	427	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	973	974	427	973	973	542	427	0	0	543	0	0
Stage 1	429	429	-	544	544	-	-	-	-	-	-	-
Stage 2	544	545	-	429	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	252	628	231	252	540	1132	-	-	1026	-	-
Stage 1	604	584	-	523	519	-	-	-	-	-	-	-
Stage 2	523	519	-	604	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	230	251	628	231	251	540	1132	-	-	1026	-	-
Mov Cap-2 Maneuver	230	251	-	231	251	-	-	-	-	-	-	-
Stage 1	603	583	-	522	518	-	-	-	-	-	-	-
Stage 2	521	518	-	603	583	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.7		19.1			0			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1132	-	-	230	261	1026	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.005	0.021	0.001	-	-				
HCM Control Delay (s)	8.2	0	-	20.7	19.1	8.5	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	13	472	22	9	386
Future Vol, veh/h	33	13	472	22	9	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	14	513	24	10	420
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	953	513	0	0	537	0
Stage 1	513	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	287	561	-	-	1031	-
Stage 1	601	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	561	-	-	1031	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.9	0		0.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	329	1031	-	
HCM Lane V/C Ratio	-	-	0.152	0.009	-	
HCM Control Delay (s)	-	-	17.9	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

TRAFFIC VOLUME WORKSHEETS

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
July 2025

1.E Cherokee Drive @ SR 140

A.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				SR 140 (Hickory Flat Highway)				SR 140 (Hickory Flat Highway)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	138	231	42	411	175	221	60	456	116	538	87	741	73	347	77	497
Existing 2025 Volumes Adjusted for School Traffic	152	254	46	452	193	243	66	502	128	592	96	816	80	382	85	547
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	158	264	48	470	201	253	69	523	133	616	100	849	83	397	88	568
Total New Trips (Residential):	0	3	0	3	7	8	7	22	2	0	0	2	0	0	2	2
Total New Trips (Office):	0	19	0	19	2	2	2	6	16	0	0	16	0	0	16	16
Total New Trips (Retail):	0	6	0	6	4	4	3	11	5	0	0	5	0	0	6	6
Future 2027 Traffic Volumes:	158	292	48	498	214	267	81	562	156	616	100	872	83	397	112	592

P.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				SR 140 (Hickory Flat Highway)				SR 140 (Hickory Flat Highway)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	246	365	41	652	188	289	113	590	150	464	119	733	110	684	70	864
Existing 2025 Volumes Adjusted for School Traffic	271	402	45	718	207	318	124	649	165	510	131	806	121	752	77	950
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	282	418	47	747	215	331	129	675	172	530	136	838	126	782	80	988
Total New Trips (Residential):	0	6	0	6	4	5	4	13	5	0	0	5	0	0	5	5
Total New Trips (Office):	0	3	0	3	15	18	15	48	3	0	0	3	0	0	3	3
Total New Trips (Retail):	0	15	0	15	14	14	11	39	12	0	0	12	0	0	15	15
Future 2027 Traffic Volumes:	282	442	47	771	248	368	159	775	192	530	136	858	126	782	103	1011

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
 July 2025

2.E CherokeeDr@LowerUnionHillRd

A.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				The Retreat at Canton Driveway				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	6	206	94	306	23	278	0	301	3	4	1	8	115	2	4	121
Existing 2025 Volumes Adjusted for School Traffic	7	227	103	337	25	306	0	331	3	4	1	8	127	2	4	133
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	7	236	107	350	26	318	0	344	3	4	1	8	132	2	4	138
Total New Trips (Residential):	0	6	1	7	0	20	0	20	0	0	0	0	2	0	0	2
Total New Trips (Office):	0	10	40	49	1	2	0	3	0	0	0	0	4	0	0	4
Total New Trips (Retail):	0	3	13	16	1	3	0	4	0	0	0	0	8	0	0	8
Future 2027 Traffic Volumes:	7	255	161	422	28	343	0	371	3	4	1	8	146	2	4	152

P.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				The Retreat at Canton Driveway				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	8	375	103	486	30	298	4	332	14	26	8	48	181	6	18	205
Existing 2025 Volumes Adjusted for School Traffic	9	413	113	535	33	328	4	365	15	29	9	53	199	7	20	226
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	9	430	118	557	34	341	4	379	16	30	9	55	207	7	21	235
Total New Trips (Residential):	0	15	2	17	0	11	0	11	0	0	0	0	1	0	0	1
Total New Trips (Office):	0	2	6	8	0	14	0	14	0	0	0	0	33	0	1	34
Total New Trips (Retail):	0	8	32	40	2	12	0	14	0	0	0	0	27	0	2	29
Future 2027 Traffic Volumes:	9	455	158	622	36	378	4	418	16	30	9	55	268	7	24	299

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
July 2025

3.Lower Rd@WPublixDrwy-Drwy 3

A.M. Peak Hour

Condition	Western Publix Driveway				Site Driveway 3				Lower Union Hill Road				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	19	19	0	0	0	0	0	110	11	121	0	121	0	121
Existing 2025 Volumes Adjusted for School Traffic:	0	0	21	21	0	0	0	0	0	121	12	133	0	133	0	133
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	0	0	22	22	0	0	0	0	0	126	12	138	0	138	0	138
Total New Trips (Residential):	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0
Total New Trips (Office):	0	0	0	0	1	0	4	5	41	0	0	41	0	0	6	6
Total New Trips (Retail):	0	0	0	0	2	0	8	10	14	0	0	14	0	0	3	3
Future 2027 Traffic Volumes:	0	0	22	22	4	0	14	18	56	126	12	194	0	138	9	147

P.M. Peak Hour

Condition	Western Publix Driveway				Site Driveway 3				Lower Union Hill Road				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	27	27	0	0	0	0	0	124	20	144	0	221	0	221
Existing 2025 Volumes Adjusted for School Traffic:	0	0	30	30	0	0	0	0	0	136	22	158	0	243	0	243
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	0	0	31	31	0	0	0	0	0	141	23	164	0	253	0	253
Total New Trips (Residential):	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0
Total New Trips (Office):	0	0	0	0	5	0	34	39	7	0	0	7	0	0	1	1
Total New Trips (Retail):	0	0	0	0	8	0	29	37	34	0	0	34	0	0	8	8
Future 2027 Traffic Volumes:	0	0	31	31	13	0	64	77	43	141	23	207	0	253	9	262

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
July 2025

4.Lower Rd@EPublixDrwy-Drwy 4

A.M. Peak Hour

Condition	Eastern Publix Driveway				Site Driveway 4				Lower Union Hill Road				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	16	0	16	32	0	0	0	0	0	121	8	129	36	105	0	141
Existing 2025 Volumes Adjusted for School Traffic:	18	0	18	36	0	0	0	0	0	133	9	142	40	116	0	156
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	19	0	19	38	0	0	0	0	0	138	9	147	42	121	0	163
Total New Trips (Residential):	0	0	0	0	2	0	0	2	0	1	0	1	0	0	1	1
Total New Trips (Office):	0	0	0	0	0	0	0	0	0	1	0	1	0	6	1	7
Total New Trips (Retail):	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3
Future 2027 Traffic Volumes:	19	0	19	38	2	0	0	2	0	142	9	151	42	130	2	174

P.M. Peak Hour

Condition	Eastern Publix Driveway				Site Driveway 4				Lower Union Hill Road				Lower Union Hill Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	53	0	68	121	0	0	0	0	0	148	10	158	57	160	0	217
Existing 2025 Volumes Adjusted for School Traffic:	58	0	75	133	0	0	0	0	0	163	11	174	63	176	0	239
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	60	0	78	138	0	0	0	0	0	170	11	181	66	183	0	249
Total New Trips (Residential):	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total New Trips (Office):	0	0	0	0	1	0	0	1	0	5	0	5	0	1	0	1
Total New Trips (Retail):	0	0	0	0	1	0	0	1	0	8	0	8	0	8	1	9
Future 2027 Traffic Volumes:	60	0	78	138	3	0	0	3	0	183	11	194	66	192	3	261

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
 July 2025

5.ECherokeeDr@ChurchDrwy-Drwy 1

A.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				The Church of Jesus Christ of Latter Day Saints Driveway				Site Driveway 1			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	1	217	0	218	0	298	0	298	1	0	2	3	0	0	0	0
Existing 2025 Volumes Adjusted for School Traffic	1	239	0	240	0	328	0	328	1	0	2	3	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	1	249	0	250	0	341	0	341	1	0	2	3	0	0	0	0
Total New Trips (Residential):	0	1	1	2	0	0	0	0	0	0	0	0	7	0	1	8
Total New Trips (Office):	0	1	0	1	0	6	0	6	0	0	0	0	0	0	0	0
Total New Trips (Retail):	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	1	253	1	255	0	351	0	351	1	0	2	3	7	0	1	8

P.M. Peak Hour

Condition	East Cherokee Drive				East Cherokee Drive				The Church of Jesus Christ of Latter Day Saints Driveway				Site Driveway 1			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	416	0	416	0	330	0	330	0	0	0	0	0	0	0	0
Existing 2025 Volumes Adjusted for School Traffic	0	458	0	458	0	363	0	363	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	0	476	0	476	0	378	0	378	0	0	0	0	0	0	0	0
Total New Trips (Residential):	0	1	3	4	1	1	0	2	0	0	0	0	4	0	1	5
Total New Trips (Office):	0	6	0	6	0	1	0	1	0	0	0	0	0	0	0	0
Total New Trips (Retail):	0	8	0	8	0	9	0	9	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	491	3	494	1	389	0	390	0	0	0	0	4	0	1	5

25-129 TIS for Rezoning of Property at 3254-3460 E Cherokee Drive- Cherokee County, GA
Traffic Volumes

A&R Engineering
July 2025

6.E Cherokee Dr @ Drwy 2

A.M. Peak Hour

Condition	East Cherokee Drive Northbound				East Cherokee Drive Southbound				- Eastbound				Site Driveway 2 Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	213	0	213	0	301	0	301	0	0	0	0	0	0	0	0
Existing 2025 Volumes Adjusted for School Traffic:	0	234	0	234	0	331	0	331	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	0	243	0	243	0	344	0	344	0	0	0	0	0	0	0	0
Total New Trips (Residential):	0	1	5	6	0	7	0	7	0	0	0	0	13	0	1	14
Total New Trips (Office):	0	0	10	10	5	1	0	6	0	0	0	0	2	0	1	3
Total New Trips (Retail):	0	0	3	3	3	1	0	4	0	0	0	0	3	0	2	5
Future 2027 Traffic Volumes:	0	244	18	262	8	353	0	361	0	0	0	0	18	0	4	22

P.M. Peak Hour

Condition	East Cherokee Drive Northbound				East Cherokee Drive Southbound				- Eastbound				Site Driveway 2 Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	407	0	407	0	332	0	332	0	0	0	0	0	0	0	0
Existing 2025 Volumes Adjusted for School Traffic:	0	448	0	448	0	365	0	365	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2027 Volumes:	0	466	0	466	0	380	0	380	0	0	0	0	0	0	0	0
Total New Trips (Residential):	0	3	12	15	1	4	0	5	0	0	0	0	7	0	1	8
Total New Trips (Office):	0	1	2	3	1	0	0	1	0	0	0	0	14	0	5	19
Total New Trips (Retail):	0	2	8	10	7	2	0	9	0	0	0	0	12	0	7	19
Future 2027 Traffic Volumes:	0	472	22	494	9	386	0	395	0	0	0	0	33	0	13	46

Rezoning Case Impact Report

Jurisdiction		Rezoning Case Number		Applicant Name	
City of Holly Springs		MA-03-2025		Garrard Development, Inc.	
Acreage	Number Of Lots	Housing Type		Current Zoning	Proposed Zoning
20.11	92	Single-Family Residential		NC&AG	TND
Estimated Student Impact ⁽¹⁾		Additional Capacity Needed		Additional Capacity Cost ⁽²⁾	Annual Student Cost ⁽³⁾
67	Students	3	Classroom(s)	\$90,955	\$579,890
Planning Commission Meeting Date		County Commission/City Council Meeting Date		Map & Parcel Number(s)	
				15N26-158	
Property Description					
Northeast intersection of East Cherokee Drive and Lower Union Hill Road					

Affected Schools Capacity Information

Elementary School	ES Enrollment	ES Capacity	% Capacity
Hickory Flat ES	861	1,006	86%
Middle School	MS Enrollment	MS Capacity	% Capacity
Dean Rusk MS	1,530	1,643	93%
High School	HS Enrollment	HS Capacity	% Capacity
Sequoyah HS	2,061	2,375	87%

All Enrollment and Capacities are based on the last published Cherokee County Inventory of School Housing (CCISH) Numbers.

It is the position of CCSD that all developers should attempt to mitigate as much of the impact of their proposed development as possible. In every such case, the district designates a minimum contribution expected to help provide adequate facilities for the school-age children who will occupy the residences in the development.

Please recommend to all Residential Zoning applicants to contact Mitch Hamilton at 770-721-8429 to discuss mitigation of their subdivision before appearing before the Zoning Board. If the applicant cannot meet during that time, we request that the Zoning Board put a condition on the zoning so they must meet with Mr. Hamilton before the City Council/County Commission Meeting.

The estimated cost for building an elementary school is 40 to 45 million dollars, middle school is 65 to 70 million dollars, and the cost of building a high school is 100+ million dollars.

(1) - All increases in student enrollment should be considered cumulative. All recent cases will impact the affected Schools. The School District may have to transport the students of any given development to an alternate district due to over-enrollment.

(2) - Additional Capacity Calculations are based on adding Mobile Units to existing campus facilities at the following rate: 1 Mobile Unit = 2 Classrooms with a cost of \$60,000/Mobile Unit

(3) - Annual Cost is calculated using the General Fund Operating Expenditure cost per pupil of \$8,694.

Per O.C.G.A. § 36-36-113 (set forth in full at the end of this document for your ease of reference), a land use objection can be made by majority vote of the Board of Commissioners in the event of a material increase in burden upon the County which is quantifiable and otherwise meets the requirements of the statute. In order for a land use objection to be considered timely, it must be completed in time for the BOC to vote upon it in open session and served upon the annexing municipality within 45 days of receipt of notice of annexation via statutory overnight delivery or certified mail, return receipt requested

City	Holly Springs
Case Number A-01-2025	Applicant Sams, Larkin & Huff, LLP
Receipt of Annexation Notice Date	04/28/2025
Planning Commission Public Hearing	06/12/2025
45-day period to object expires on	06/11/2025
City Council Review & Decision	07/07/2025

Staff is requested to review the application for annexation and provide a response to the following questions.

	Yes	No
Is the property to be annexed contiguous to city jurisdictional boundary?	X	
Future Development Map designation	Community Village and Suburban Growth	
Surrounding / Contiguous City Future Development Map	Parkway Corridor	
Surrounding County Future Development Map	Community Village, Suburban Growth and County Estates	
Does this annexation create an "island" of unincorporated land?		X

1) If the application is granted will there be a material increase in burden upon the County directly related to:	Yes	No
a) the proposed change in zoning or land use?	X	
b) the proposed increase in density?	X	
c) infrastructure demands related to the proposed change in zoning or land use?	X	

	Yes	No
2) Will delivery of services be affected by the annexation?	X	
If the answer to (2) is yes, is the affect on delivery of services directly related to		
a) the proposed change in zoning or land use?	X	
b) the proposed increase in density?	X	
c) infrastructure demands related to the proposed change in zoning or land use?	X	
Note: Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in items (a), (b), and/or (c) of Section 1 above.		

	Yes	No
3) If there is a material increase in burden caused by items (a), (b), and/or (c) of Section 1 above, can your department provide evidence of any financial impact?	X	
If the answer to (3) is yes, please provide the evidence		
County plans for the provision of services are based on the primary and secondary land uses identified for this area in the Comprehensive Plan. While the Community Village Character Area is designated for this property, the primary land use is commercial and residential is a secondary land use. Additionally, the 92 proposed residential units have an overall density of 4.5 units per acre. The proposed development will cause additional costs to existing and future infrastructure.		

	Yes	No
4) Does the proposed change in zoning or land use result in a substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use?		X
If the answer to (4) is no, does the proposed change in zoning or land use result in:		
a) a use which significantly increases the net cost of infrastructure?	X	
b) a use which significantly diminishes the value or useful life of a capital outlay project, as such term is defined in O.C.G.A. 48-8-110, which is furnished by the county to the area to be annexed?	X	
If the answer to 4(a) or 4(b) is yes, then:	Yes	No

c) Does the proposed change in zoning or land use differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan?	X
d) Does the proposed change in zoning or land use differ substantially from the existing uses permitted for the property pursuant to the county's zoning ordinance or its land use ordinances?	X

Comments: This annexation consists of one 20.11 +/- acre parcel that is outside of the growth boundary. The applicant requests that the property be rezoned from AG (General Agriculture) to TND (Traditional Neighborhood Development) and MXD (Mixed Use Overlay). The applicant indicates that water and sewer will be provided by the Cherokee County Water and Sewerage Authority (CCWSA).

Planning and Zoning

1. This type of development is not supported by the 2023 Cherokee County Comprehensive Plan. The Community Village Character Area allows commercial as a primary land use and residential as a secondary use, but the property is also characterized as Suburban Growth, which encourages residential development as the primary use. This combination of Suburban Growth and Community Village together indicates the importance of residential as a primary use.
2. The 92 proposed residential units will result in an overall density of 4.5 units per acre which is twice as high as the proposed Suburban Growth residential density of 2 dwelling units per acre.
3. The County is concerned that the proposed development is inconsistent with the community's vision for Hickory Flat based on collaborative planning efforts with the city and the drafted Hickory Flat Area Plan.
4. The properties to the east are characterized as Country Estates. The proposed development does not allow for an appropriate transition to the suggested residential density of 0.5 dwelling units per acre for County Estates properties.
5. The proposed paved trail connection to the Courtyards at Hickory Flat cannot cross the undisturbed buffer around the perimeter of the Courtyards at Hickory Flat because the neighborhood is an R-20 residential conservation subdivision. Property owner permissions and a variance would be required to make that connection feasible.
6. The exterior buffer requirement for the northern R-40 residential subdivision Hickory Meadows is 35 ft minimum.
7. All structures built on the NC (Neighborhood Commercial) zoned property must be outside of the fall radius of the cell tower.

Transportation

1. The two entrances nearest the intersection of East Cherokee and Lower Union Hill will be designed to be right in and right out because they are within functional limits of the intersection.
2. Cherokee County will permit all the road access entrances after reviewing the submitted plans.

3. The centrally located roundabout appears to be a single-lane and lacks dimensions.
4. A traffic analysis will be conducted to determine the increased daily vehicle trip to understand potential impact to infrastructure.
5. The driveway entrance including a right-turn deceleration lane will be permitted by Cherokee County.
6. The road passing through the parcel with the cell tower may not be feasible and does not provide access to the commercial portion of the parcel. Additionally, an access easement required with the property owner is needed.
7. The applicant must install curb, gutter, and sidewalks along East Cherokee Drive and Lower Union Hill Road.
8. Parking for the amenity area and the mail kiosk are not detailed on the site plan.
9. Another entrance is suggested near the commercial development to provide additional access and improve connectivity.

Fire Marshal

1. The street width shall be a minimum of 20 ft wide across the whole development for fire department access and alleys must be named.
2. If the residential structure height is more than 30 ft, the access roadway to that structure shall be a minimum of 26 ft wide.
3. The Auto TURN routing for the fire truck shall be conducted to confirm the radius of the fire truck at the roundabout and the additional roadways.
4. A water flow test shall be conducted to ensure that an adequate water supply for the development is available.
5. Any future development of the property should be designed and built to meet minimum state fire codes.

O.C.G.A. § 36-36-113. Reasons for objection to annexation

(a) The county governing authority may by majority vote object to the annexation because of a material increase in burden upon the county directly related to any one or more of the following:

- (1) The proposed change in zoning or land use;
- (2) Proposed increase in density; and
- (3) Infrastructure demands related to the proposed change in zoning or land use.

(b) Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in paragraphs (1), (2), and (3) of subsection (a) of this Code section.

(c) The objection provided for in subsection (a) of this Code section shall document the nature of the objection specifically providing evidence of any financial impact forming the basis of the objection and shall be delivered to the municipal governing authority by certified mail or statutory overnight delivery to be received not later than the end of the thirtieth calendar day following receipt of the notice provided for in [Code Section 36-36-111](#).

(d) In order for an objection pursuant to this Code section to be valid, the proposed change in zoning or land use must:

(1) Result in:

(A) A substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use; or

(B) A use which significantly increases the net cost of infrastructure or significantly diminishes the value or useful life of a capital outlay project, as such term is defined in [Code Section 48-8-110](#), which is furnished by the county to the area to be annexed; and

(2) Differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan or permitted for the property pursuant to the county's zoning ordinance or its land use ordinances.

From: [Albert Fenstermacher](#)
To: [Nancy Moon](#)
Subject: case# A-01-2025 and rezoning case# MA-03-2025.
Date: Monday, May 26, 2025 10:51:23 AM

Hello:

Please forward this to your Holly Springs board of commissioners about this property. Please vote no! We do not need any more commercial space in Hickory Flats. We have another strip mall already approved on Highway 140 across from Kroger so we do not need any more commercial development or high density housing.

Thank you.

--

Al and Nancy Fenstermacher 310 Carmichael Circle Canton, GA 30115

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<https://link.edgепilot.com/s/e7dcd91d/38kRg8WEq0qA0FQik-Ql4w?u=http://www.avast.com/>

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From: [Ashley C](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025.
Date: Thursday, May 29, 2025 1:48:04 PM

Hello, my name is Ashley Yavari and I live at 7171 Union Hill Rd. I was at the community meeting at Hickory flat library last week. I am adamantly opposed to this zoning request and the building of this development as it is proposed. There are many reasons why this development is not a good fit for our area. I am asking that you deny this rezoning request. A heavy majority of the residents in this immediate vicinity are opposed to this. We do not want Hickory flat becoming like Holly Springs. We do not want congested roads, overcrowded schools, and more commercial retail. The residents in our area would like to keep the natural beauty of our surroundings. Thank you.

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From: [Chris Terrell](#)
To: [Nancy Moon](#)
Subject: annexation case# A-01-2025 and rezoning case# MA-03-2025.
Date: Thursday, May 29, 2025 8:21:47 AM

Hi Nancy,

I hope you are doing well. Please pass this on to the Commission members.

I have concerns about the rezoning and annexation and how it threatens the small-town character of our community and undermines planning agreements designed to manage growth responsibly.

We need more green space and larger parcels to balance growth and create value for the community.

Roads and services are still lacking structure to support this type of large population growth. Public open space and lack of parks is a concern as well as infrastructure. Public green space is very small % of land vs the population growth in area of Hickory Flat. This will diminish value of the area if the green space and infrastructure cannot support the population.

Please help keep the agreement to help moderate growth so it balances with infrastructure by not approving of this.

Thank you,

Christopher D. Terrell
301 Upper Mill Creek Ln
Canton GA 30115

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From: [Bob Crenshaw](#)
To: [Nancy Moon](#)
Cc: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Annexation Case # A-01-2025 Rezoning Case # MA-03-2025
Date: Tuesday, May 27, 2025 1:53:59 PM

Hello Ms. Moon,

I am writing in SUPPORT of the annexation and rezoning of the 20.5 acres at the corner of Lower Union Hill Road and East Cherokee Drive currently in unincorporated Cherokee County. However, with my support, I am requesting the the developer consider implementing the following:

1. Delete the pathway between the proposed townhome subdivision and the current Courtyards at Hickory Flat subdivision.
2. Relocate the swimming pool to near the entrance of East Cherokee Drive to help reduce noise at the backyards of Courtyards at Hickory Flat homeowners.
3. Consider reducing the total number of townhomes from 92.

Could you please forward my email to commission members if possible.

My wife and I have been residents of Hickory Flat for 35 years, have owned businesses in Hickory Flat and Holly Springs, and welcome PLANNED growth. I attended the public information meeting and was bothered by the number of "residents" that complained and not likely live no where near the proposed development. Complaints about increased traffic are silly as the addition of any number of cars will not drastically change the already congested intersection at East Cherokee Drive and Hickory Flat Hwy (140). I am hopeful that better timing and intersection improvements may help with the morning and evening traffic, but realistically, the addition of even a hundred cars at rush hour only will increase wait time at that intersection for a minute or two. We welcome the addition of additional dining, small retail, and medical facilities in the area.

My name is Bob Crenshaw and I live at 123 Redford Lane, Canton (Courtyards at Hickory Flat Subdivision).

My email address is [REDACTED]

My cell phone is [REDACTED]

Thank you,

Bob Crenshaw

Sent from my iPad

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From: [Hilda Balyo](#)
To: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#); [Nancy Moon](#)
Cc: rbweatherby@cherokeecountyga.gov
Subject: Annexation Case # A-01-2025 and Rezoning Case # MA-03-2025
Date: Wednesday, May 28, 2025 6:46:56 PM

Application of Garrard Development, Inc., for Annexation and Rezoning of 20.11# acres of real property located in Cherokee County, Georgia; Tax Map 15N26 158, Land Lots 252 & 253, 15th District, 2nd Section.

Dear Holly Springs Council,

I am **TOTALLY AGAINST** the rezoning and annexing of any additional land in Hickory Flat to Holy Springs, especially to build townhouses, apartments, etc. This will open the floodgates to additional building/crowding, etc., of this beautiful area.

I could have moved anywhere, but I chose Hickory Flat because it is so beautiful with the rolling hills, trees, horse/cow/goat farms, and I feel safe. This terrible project they are trying to build on this small piece of land on the corner of Lower Union and East Cherokee Roads is totally out of place.

The current plan is to build 92 townhomes on 12 acres along with commercial buildings, etc., in front of these multi-family homes on eight acres — **they need to annex the 12 acres to built 92 townhomes**. Wow!!! That is entirely too dense for this small area — and if one complex like this is added, there will be more coming! The two parcels of annex land backs up to single family homes with single family residential across the street, a church on one side and my neighborhood (55+ stand-alone homes), Courtyards at Hickory Flat, on the other side.

Think about what the traffic alone will be with 92 townhomes added to this area on East Cherokee Road along with ALL the other construction (on the corner of East Cherokee and Hickory Roads)! Also, think about the schools! The roads in this part of Cherokee County will have to be widened, therefore, more expenses to the County to add additional lanes.

Traffic is already a huge headache for the residents here. Probably additional fire houses, emergency responders and police will also need to be added — more expenses for the County.

The buyers and developers asking for approval of this property do not live in this area, so they do not care about the residents or what is happening to this part of Cherokee County, but the taxpayers and I might add **VOTERS do care!**

I say **NO TOWNHOMES or APARTMENTS** in Hickory Flat, especially not squeezed on this small piece of land surrounded by single family homes. Single family homes are a great alternative option, but NOT 92 townhomes. Sounds to me like someone is trying to be extremely greedy. This will destroy this beautiful area. These types of housing (townhomes and/or apartments) needs to be located much closer to expressways with multi-lane streets already built for all the additional cars, etc., but **NOT next to cows, horses, and goat farms and single family homes**.

I believe the building needs to STOP in this area until we see if any additional building is truly needed at this time. Over building **devalues** all our homes and over crowds our streets and schools. We definitely do not want empty buildings, shops, etc., nor empty homes where prices will have to be lowered to sale. What also will happen is Leasing Corporations will buy and rent out these townhouses at the Hickory Farm homeowners' expense. We do not need

rental homes and that is exactly what will happen to these proposed townhomes. Then we, the residents in Hickory Flat, will be left with people who have no true investment into their homes, this community, etc., and which will devalue everything!

I **ask** you and all the Holy Spring Council members and Cherokee County Commissioners to **vote NO**. Please do not allow someone else's **greed** to destroy this community!

Hilda Balyo
173 Redford Lane
Canton, GA 30115



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From: [Jodie Davis](#)
To: [Nancy Moon](#)
Cc: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: annexation case# A-01-2025 and rezoning case# MA-03-2025.
Date: Thursday, May 29, 2025 11:15:37 AM

Dear Ms. Moon,

Please distribute this to the Commission Members.

It never occurred to me when I bought my farm in Hickory Flat, Cherokee County that some entity other than the county could have final say about what goes on on the land next door to me. In fact, I did my homework before submitting an offer. I researched the current and future Land Use Maps and determined I was making a great choice.

I am simply flummoxed as to why I have zero representation when land in my county, close to me, is being rezoned for high density development outside of our Land Use Plan, and my commissioners that I elected have zero say.

What happened to representation by one's elected officials?

Jodie Davis
977 Bailey Road Woodstock

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From: [Laura Dameron](#)
To: [Nancy Moon](#)
Subject: Annexation case# A-01-2025 and rezoning case# MA-03-2025.
Date: Thursday, May 29, 2025 1:54:57 PM

Good afternoon! I am writing in hopes that you will pass my email and concerns onto the Holly Springs Planning and Zoning Commission members.

I am vehemently opposed to the proposal to have the land at Lower Union Hill and E Cherokee annexed by the City of Holly Springs, and to move forward with the existing proposal to develop this land. Light commercial and 90 townhomes would be a disaster for this intersection and would infringe upon the character of this area. I have owned land and operated a business across from this parcel for 13 years, and have seen what the continued commercial development of the Hickory Flat area has done to the attributes of our neighborhood. I understand that this land will be developed at some point, but hope that there is a better solution out there that will better reflect the rural, small town feel of Hickory Flat.

There are plenty of other land parcels that would be better suited to such dense housing and that are located on larger roads. In speaking with the developer at the information meeting the other night - it seems there are no plans to widen or improve the current intersection where this proposed development is located. I can tell you that traffic in this area is already a nightmare, and adding more cars and more ingress/egress areas would only contribute to increased traffic and frustration.

Please vote against this type of high-density development on this particular parcel of land. It does not fit with the personality of the area, and will only cause increased traffic issues for an already congested and overdeveloped area.

Sincerely,

Laura Dameron, DMD
Dameron Family Dentistry
3156 E Cherokee Drive
Canton, GA 30115

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From: [Matt Mills](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Cc: [Preserve Hickory Flat](#); [Preserve Cherokee](#); [Harry B. Johnston](#); [Richard B. Weatherby](#)
Subject: Holly Springs annexation #A-01-2025 / #MA-03-2025.
Date: Tuesday, May 27, 2025 9:48:44 PM

Dear Planning & Zoning Commission and City Council Members,

[Nancy Moon - please forward this email to P&Z Commission members...]

I am writing to respectfully urge you to deny the rezoning and annexation request #A-01-2025 / #MA-03-2025.

First and foremost, I ask that Holly Springs honor the existing Boundary Agreement with Cherokee County. If, for any reason, the city finds it necessary to proceed despite this agreement, I implore you to at least demonstrate respect for the residents of Cherokee County by adhering to the county's established Land Use Plan.

The proposal for 92 townhomes in the Hickory Flat area is clearly inconsistent with this Land Use Plan. Townhome development along East Cherokee Drive, particularly north of GA-140, sets an unsustainable precedent in a community already burdened by increasing traffic—a challenge that will only worsen with several other dense residential projects of Holly Springs just underway.

Furthermore, it is not the role of government to rezone land simply to maximize private profit—especially when the intent of the landowner is not to enhance the property for personal or community benefit, but merely to divest it. This kind of rezoning undermines long-term planning and the public trust.

I urge you to act with foresight and integrity. This proposal is not in line with our community's vision or planning principles. Please reject this request and uphold both the Land Use Plan and the Boundary Agreement.

Sincerely,

Matt Mills

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From: [Nancy Sykes](#)
To: [Nancy Moon](#)
Cc: [Robert Sykes](#); [Nancy Sykes](#)
Subject: Annexation Case#A-01-2025 and Rezoning Case# MA-03-2025
Date: Wednesday, May 28, 2025 5:47:23 PM

Good afternoon. We live at Courtyards at Hickory Flat, 55 + community, and directly to the west of us is this mixed use proposal with commercial and 92 townhomes! This will greatly negatively impact not only us but the entire surrounding area.

As seen by the number of people (approximately 150) that were at the zoning meeting on May 21, 2025, most of the folks that were there were very much against this annexation and proposed development for the following reasons:

1. The surrounding roads will not support the increased traffic, and it will take many years for the county to upgrade the roads.
2. The addition of 92 townhomes (almost 200 extra car increase traffic), and a clubhouse with a pool right next to homes in our subdivision (with some trees in between) is not supported by anyone in the surrounding area. Seven of the proposed townhomes might be able to look directly into our neighbors yards). Just a terrible configuration and proposal.
3. The proposed development does not conform with the surrounding single family developments and will negatively affect the homevalues of the surrounding neighborhoods.
4. The proposed commercial is not needed. Hickory Flat area has enough existing and proposed commercial properties, some are currently vacant.

MS. Moon, please distribute this message to the Commission members.

Thank you
Nancy and Robert Sykes
197 Redford Lane
Canton, GA 30115

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receive email from them.

From: [Sarah DiFiore](#)
To: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#); [Nancy Moon](#)
Subject: Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025.
Date: Thursday, May 29, 2025 10:28:35 AM

Dear council and commission,

This property lies outside the growth boundary that was agreed upon in 2022. This type of residential development is the first of its kind in the area and will set a precedent for future rezoning applications. The property was rezoned as a mixed development property in 2023 with the front portion zoned as NC and the residential portion remaining AG. This would blend with the adjoining properties that are already developed. This development plan does not follow the current or future Land Use Plan.

So many beautiful farms and pastures that make our community special have been ruined. Forests clear cut for sardine packed neighborhoods. Please stop raping the land and destroying our peaceful community for a few extra dollars in your pocket.

Sarah DiFiore

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From: [Steve McCall](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); kwhitaker@hoolyspringsga.us; [Jeff Wilbur](#); [Dee Phillips](#)
Subject: annexation case# A-01-2025 and rezoning case# MA-03-2025.
Date: Monday, May 26, 2025 9:21:37 AM
Attachments: [Greenbalance.mp3](#)

Hello,

This email is to state that I am against this development! While the landowner has the right to sell this development will only cause issues for the Hickory Flat community at this time. As this development is planned right now it's my opinion that this will fail! The zoning and annexation should not take place! Townhouses do not fit in this part of rural Cherokee! One can go 3 miles in either direction and find a house for what they want to sell a 3 story townhouse.

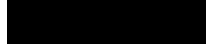
I've lived in Cherokee County for over 30 years. My mom was a teacher at Dean Rusk & Sequoyah high school. We have watched rural Cherokee disappear w/ more cars and houses packed in like sardines. We can all agree that Cherokee County is a great place to live but it's time we find a balance!

Also Holly Springs, we don't need anymore fried chicken places in Hickory Flat!!!!!!
Attached is an audio I wrote about the balance needed in Cherokee County.

Kind Regards,
Stephen McCall

--

Stephen McCall



McCall Appraisers, Inc.

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From: [Tom Beicher](#)
To: [Nancy Moon](#)
Cc: [Preserve Hickory Flat](#)
Subject: case# A-01-2025 and rezoning case# MA-03-2025.
Date: Sunday, May 25, 2025 5:04:46 PM

This proposal is in direct conflict with the boundary agreement currently in place between Cherokee County and the City of Holly Springs, which is valid through late 2028. Any annexation at this time would be a violation of that agreement and undermines coordinated land use planning efforts between the County and the City.

The subject property was previously rezoned in 2023 from Agricultural to split zoning (Neighborhood Commercial and Agricultural), reflecting a reasonable and balanced land use approach. The front portion of the parcel was appropriately designated as Neighborhood Commercial (NC), with a transition to Agricultural (AG) zoning for the remainder, requiring minimum two-acre lots.

The current proposal seeks to drastically alter the land use once again, proposing a mixed-use development including general commercial zoning, a two-story office complex, and 92 townhomes. Such an intense and high-density development is inconsistent with the established zoning, the Future Development Map, and the Comprehensive Land Use Plan available via the Cherokee County GIS Portal.

Thank you

Tom Beicher

107 Manor Ridge Drive

Woodstock, GA, 30188

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From: [Tracy SACKELLARES](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Kevin Moore](#)
Cc: [Harry B. Johnston](#)
Subject: annexation case# A-01-2025 and rezoning case# MA-03-2025.
Date: Sunday, May 25, 2025 7:30:09 PM

I do not live in Holly Springs and do not want to live in Holly Springs or for the city to annex any more land in Hickory Flat. If Holly Springs was more responsible with their zoning, perhaps I would be more amenable to annexation. Holly Springs is ruining the very thing that makes Cherokee County a wonderful place to live including trees and space.

Respect the county's established agreement with Holly Springs and stop pursuing the annexation and rezoning of the 20.5 acre parcel at the corner of E. Cherokee Rd. and Lower Union Hill Road.

Thank you,
Tracy Sackellares
Mitchell Farms community
Cherokee County

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From: [Joy Redwine](#)
To: [Nancy Moon](#)
Subject: Annexations
Date: Sunday, June 8, 2025 2:32:55 PM

Ms. Moon, I am contacting you along with several other Holly Springs representatives and Council reps. Rezonings and annexations into Hickory Flat are out of control and have been for too long. Holly Springs has a bad reputation in Cherokee County and has many citizens learning to hate Holly Springs. I have lived in Hickory Flat for over 40 years and have seen Holly springs act in untrustworthy ways. Even if this is not in your realm of operations, please have some conversations with those that are involved. This needs to stop!

A very concerned resident of Hickory Flat,

Joy Redwine

Sent from my iPhone

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From: [Al & Judy Clary](#)
To: [Nancy Moon](#)
Subject: Comments on A-01-2025 and MA-03-2025
Date: Wednesday, June 11, 2025 12:29:53 PM
Attachments: [image002.png](#)
[TND-MXD Development On Lower Union Hill Road.pdf](#)

This note is being sent to Ms. Nancy Moon along with a Request that it be forwarded to the members of Holly Springs Planning Commission prior to tomorrow's meeting. If possible, I would like for this e-mail and its attachment to be included in the agenda packet, although I know that an agenda packet has been previously posted last week.

Hello Ms. Moon and Members of the Holly Springs Planning Commission,

My name is Al Clary and I live at 208 Autumn Glen Trail in Autumn Glen Subdivision, which is at the southern end of the Hickory Flat Community Village Character Area.

Like many of my neighbors, I am opposed to the high density residential/mixed use project A-01-2025 and MA-03-2025, which you will likely vote on at your meeting tomorrow Thursday June 12, 2025.

I will be brief and just let the numbers speak for themselves.

Below is a table of the recent projects with a residential component that have been brought before both the County and the City of Holly Springs and that are either inside or touching the Hickory Flat Community Village Character Area. I have listed the projects in descending order of residential density. The attached map shows how all of these projects are situated with respect to the Hickory Flat Community Village Character Area.

It is clear that Holly Springs is willing to entertain projects with densities greatly exceeding 3 units per acre in an area that by the land use plan is supposed to be reserved for Suburban Growth. We oppose densities over 3 units per acre.

The Hayloft Project approved in 2023 is an exception. It is being built on land that was previously annexed in 2007 and zoned GC and became part of a 20+ acre Mixed Use Development. That will be the only rental property in Hickory Flat and, because it will have multi-story rental units, it will have a high density. That project will have at least 3 separate components consisting of a 3-story office building, a large storage building and rental homes, but I have only listed the density of the residential component, which consists of multi-level rental 55+ homes, which will be built and managed by One Street. That project does not set a precedent for the density proposed in the current Garrard Development project, because the Garrard project is not on land that was already zoned GC.

Recent Residential Projects in the Hickory Flat Area (Since 2016)						
Listed in Order of Decreasing Density						
Holly Springs Projects are Shown in Yellow						
No.	Units	Acres	U/A	County/City	Zoning	Project Name
1	115	12.5	9.2	Holly Springs	MXD	55+ Rentals/Hayloft Cottages
2	92	15.2	6.1	Holly Springs	TND	Proposed Development
3	82	21.6	3.8	County	RA*	Orchards of Cherokee
4	160	53.8	3.0	Holly Springs	PDR	Crest Brooke
5	94	32.2	2.9	Holly Springs	PDR	Oakhaven
6	85	30.8	2.8	Holly Springs	PDR	Woodhaven Court
7	236	99.4	2.4	Holly Springs	PDR	Edgewater
8	64	36.7	1.7	County	R-20C	Courtyards at Hickory Flat
9	39	24.0	1.6	Holly Springs	TND	Enclave at Edgewater
*RA Means Residential Attached in pairs or in quads. This project is located next to the Library and Good Will Center and backs up to the Kroger inside the <u>Multi-Use Triangle</u> formed by State Hwy 140, Hickory Road, and East Cherokee Drive.						

Thank You,

Al Clary 423-914-4234, [REDACTED]



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Recommended Density < 1 unit/acre

Proposed Garrard Development

Recommended Character is Suburban Growth

Suburban Growth

Description

Suburban Growth areas have limited existing development but occur where growth pressure is the greatest due to adjacency with current or proposed community infrastructure (such as sewer and water, and transportation). This is an area in transition from rural types of development to suburban ones, often characterized by pockets of development interspersed among a rural landscape. More specifically, these areas mostly consist of single-family detached homes situated on lots ranging in size with shallower setbacks than in Rural Places and agriculturally-dominated land.

Intent

Suburban Growth is intended to preserve the primarily residential nature of these areas while promoting new, low-density residential communities that foster a sense of community and provide mobility, recreation, and open space. To obtain this it is significant to channel growth pressures to areas that are suitable in terms of land use patterns and infrastructure investment to create more sustainable communities. Hence, there is a need to ensure new development is compatible and located where existing infrastructure (i.e. roads, schools, water/sewer, etc.) is available.

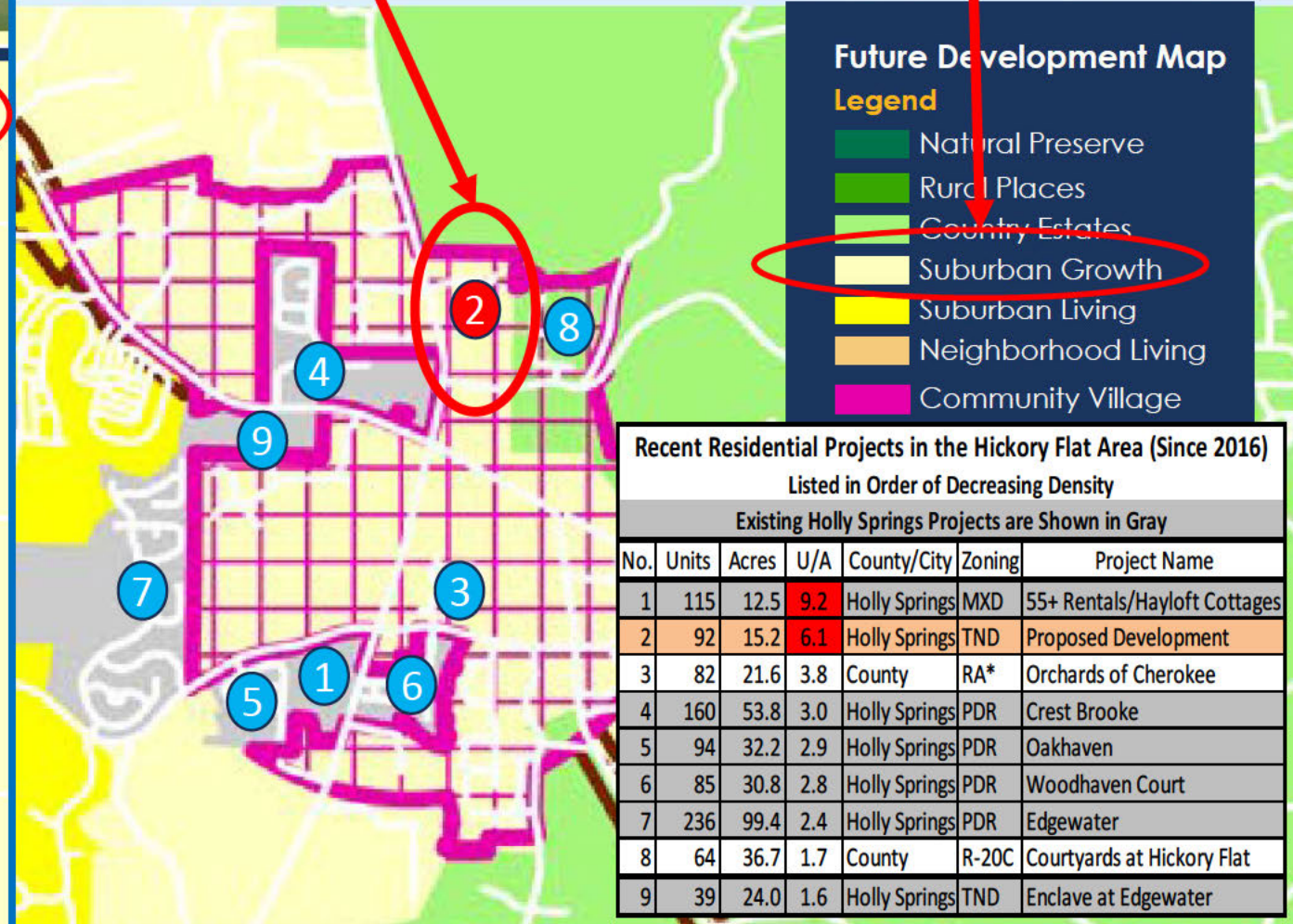
Strategies

- Create neighborhood focal points by locating schools, community centers, libraries, health facilities, and other services at suitable locations near residential communities.
- Provide suitable, efficient connections and infrastructure to nearby services and land uses for ease of access and quality of life.
- Encourage innovative development that integrates greenspace within its design such as conservation subdivisions, and master-planned and traditional low-density communities in appropriate locations.
- Zoning districts could include R-80, R-60 and R-40.

51 Cherokee County Comprehensive Plan

Summary Chart

Intensity	Residential Density - 0.5 - 1.0 units per acre
Future Development	Primary Land Uses Single-family detached housing Conservation subdivisions Secondary Land Uses Semi-public & institutional uses
Infrastructure	Roads have a combination of swales & curb/gutter Public water is available Sewer may be available or planned for the future
Greenspace	Open space & conservation areas in neighborhoods Public parks & greenspaces



Note: Gray Areas are All Existing Holly Springs Properties

From: [Rick Corrao](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025.
Date: Friday, June 6, 2025 10:59:37 AM

Dear Ms Moon, Holly Springs Planning & Zoning Commission and Holly Springs City Council Members,

I am writing to express my opposition to the annexation and rezoning of the property on the corner of Lower Union Hill Rd and East Cherokee Dr. In 2023 this property was rezoned as a mixed development property with part of it zoned for NC and the residential portion zoned as AG (minimum 2 acre lots). That zoning is more in line with neighboring properties and limits the impact of growth in the area of Hickory Flat, which has become increasingly congested. Further, the plan for rezoning does not comply with the Land Use Plan for Cherokee County. So my question is, if we're not going to respect the Land Use Plan, what was the purpose of spending hours and thousands of dollars to create it?

I'm not familiar with how annexation works or what rules, if any, need to be followed. But it seems to me that this area is far away from the City of Holly Springs and should not be under its control. It is my understanding that there was some agreement between the City and the County, and this area lies outside that agreed-to boundary. It appears to me an unnecessary and excessive land grab that will only cause more traffic and congestion in our area, but not in Holly Springs.

I can tell you a little bit about congestion. I grew up in Long Island which years ago was mostly farmland and open spaces, not unlike Cherokee County about 10 years ago. Over the years more and more families moved out from New York City to the island until it became a traffic nightmare. Just last week I went back to visit and now you practically can't go 1000 ft without coming to a traffic light. It takes what seems like forever to go just a few miles. And you need to absolutely stay off the main highways between the hours of 3pm and 7 pm, the heavy rush hours. I moved to Cherokee County in 2014 for the main purpose of getting away from the congestion. We had been frequent visitors to Cherokee since 1999 because my parents and brother lived in Woodstock. I knew back then that this was the place where I eventually wanted to live. But over the past 11 years I have seen the growth going out of control, and it's heartbreaking! I've done my best to help oppose developers who want to erect high-density communities in Cherokee, but it's somewhat of a losing battle. Some may call it "progress" but it doesn't feel like progress to the folks who live here. It feels like we are being squeezed out of the community we love.

I respectfully request that the Holly Springs Planning & Zoning Commission and City Council deny the rezoning request and the annexation of this property. Thank you very much for your time and your consideration.

Sincerely,

Richard Corrao
Canton, GA

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From: [Ben Candebat](#)
To: [Nancy Moon](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 4:00:15 PM

Hello Nancy, I am writing because I am against the annexation and rezoning of the land behind Publix. Hickory Flat is already at max capacity regarding traffic and functionality. Additionally, Holly Springs shouldn't just be able to annex an area to profit their budget. Hickory Flat doesn't need more town homes and office space.

Please consider the request of those who are present at the meeting tonight.

Respectfully,

Ben Candebat
111 Royal Oaks Dr
Canton, GA

[Sent from Yahoo Mail for iPad](#)

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From: llaro18@gmail.com
To: [Nancy Moon](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 4:32:31 PM

Dear Ms. Moon,

I am opposed to annexing the property at the corner of East Cherokee and lower Union Hill to Holly Springs! I have lived in this area for over 30 years. I do not like or appreciate your building methods and zoning and they do not belong here in our home of Hickory Flat. This will change our views and our buildings forever! It is not indicative of this community. We are overcrowded between our roads, traffic schools, emergency departments, and cannot handle and Do Not want any more!!

Please share my desires with the rest of your board. Thank you.

Sincerely,

Laura Malavenda

Sent from my iPhone

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From: [Lisa Webster](#)
To: [Nancy Moon](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 1:05:18 PM

Dear Ms. Moon,

It is almost unbelievable that I have to write an email stating my opposition to annexation case A-01-2025 and rezoning cas MA-03-2025. Please do not allow this plan to happen. We have enough crowding as things stand now. Please forward this message of opposition to all Commission members.

Thank you,
Lisa Webster

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From: [MR](#)
To: [Jodie Davis](#)
Cc: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Tuesday, July 22, 2025 10:12:34 AM

Dear Ms. Moon - I've been a resident of the Hickory Flat area since 1997. And still am. I love this area. Green pastures, horses, farms, large homes on large lots, community shopping that provides the necessities. What Holly Springs is doing to the area is disgusting actually. Have you driven by that new metal monstrosity across the street from the Old Gym? Its an abomination and completely outside the look and feel of our little community. Obviously that milk is spilled but you can keep the next glass from tipping over.

Now you want to put townhomes in AND annex property on the East side of East Cherokee Road? Miles from downtown Holly Springs. How about focus and concentrate on your own "downtown area", your own backyard if you will that appears to be sucking wind. \$800,000 homes next to the fire station and no downtown services to walk to for dinner etc? Honestly. The erosion from all that bare earth is an eye sore and damaging our waterways. Your focus should be there to make that successful. You all are WAY over your skies and WAY out of bounds by even considering this craziness.

I was at a public Holly Springs council meeting recently where one of your members even admitted and repeated out loud that the only reason Holly Springs is seeing this referenced above annexation and rezoning request is that Cherokee County won't approve it and the people who live here do not want it. That alone should be enough for you all to strike this down. So much time and energy is being wasted. We are a low density area. Our land use plan does not allow the development you are considering. You know why? Our roads cannot handle it and high density zoning belongs in downtown areas not a community like ours. Please fill your downtown area with townhomes. You have direct access to a large boulevard which leads to an Interstate highway. That's where high density housing and development belongs.

You know why this is being pushed so hard??? It's because the seller wants more money for the subject land, more than it's worth. In effect you are working to enrich a private citizen over the wishes of the general population and the County. The optics are really BAD. It would be interesting to dig into who's behind this and why it continues to be worked on.

This is truly disgusting and should be killed immediately. I pray you all do the right thing and focus where you should focus - your backyard, not mine.

Mark Rowell
421 Upper Mill Creek Ln
Canton, Ga 30115

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From: [marsha cornelius](#)
To: [Nancy Moon](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 2:05:20 PM

Holly Springs has not business encroaching any further into Hickory Flat.

STAY OUT!!

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From: [Ron Powers](#)
To: [Nancy Moon](#)
Cc: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Wilbur@hollyspringsga.us](#); [Dee Phillips](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Monday, July 21, 2025 9:01:31 AM

Nancy:

This email is to inform you that I am vehemently opposed to your plan to annex the above subject property. I moved just south of the Hickory Flat area off of 140 from Woodstock just off of Trickum Rd 10 years ago. I wanted to get away from the congestion and live in a more rural area but still have the convenience of only being 15 minutes away from shopping. Since I have moved here, I have seen Holly Springs and Canton encroach on more and more property in the Hickory Flat area. Woodstock is doing the same thing down Arnold Mill Road. This encroachment, with its high density and cheap homes is a serious affront to the people who moved out here that wanted to get away from urban blight that is Holly Springs. Now you are once again trying to encroach on County land and violate the agreement that expires in 2028 by allowing townhomes on property that is meant to be Neighborhood Commercial and Agricultural? This is a drastic change and will only add to the traffic congestion in the Hickory Flat area. 92 townhomes could mean an additional 184 children that will be added to Hickory Flat elementary, Dean Rusk or Sequoyah HS. These schools are already overcrowded because of yours and Canton's land grab and allowing extremely high- density developments to be built. Please keep your urban blight out of this once pristine area.

Sincerely,

Ron Powers

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From: [Summer Owens](#)
To: [Nancy Moon](#)
Cc: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 11:30:25 AM

Please distribute to all Planning and Zoning Commissioners. Thank you!

Dear Commissioners,

My name is Summer Owens and I live just a mile or so down the road from the parcel at the NE corner of Lower Union Hill and East Cherokee Drive. I am writing to respectfully ask that you deny the requests to annex and rezone this parcel for several reasons.

First, the area that I live in is Hickory Flat; downtown Holly Springs is more than 5 miles away. The nearly limitless annexations by Holly Springs over the last ~20 years has allowed the boundary of the city to spread into areas that has made county residents understandably angry.

Where will the annexations stop? If this parcel is annexed into the city, it will confirm many residents' opinion of the city, which is that the city is a greedy entity that does not care about the existing community and that will allow virtually any land development to proceed. I urge you to adhere to the boundary agreement that was put in place a few years ago and deny the request to annex this parcel. Denying the request will go a long way to improving residents' perceptions of the City of Holly Springs.

Second, this parcel was already rezoned in the county to fit the county's land use plan and to allow for a transition to the residential areas adjacent to the parcel on the north and east. The current rezoning proposal of 92 townhomes does not reflect a transition to the low density residential that begins at the corner of Lower Union Hill and East Cherokee.

The owners and developer argue that the land use on the south and west sides of the parcel are precedent for approving the application. However, they are ignoring the fact that this parcel lies between significantly disparate land uses (General Commercial on the S and W sides, low density residential on the N and E sides). As such, this parcel is the ONLY remaining land that could accommodate a transition between the different land uses. Large commercial buildings and 92 townhomes is not a transition to semi-rural, rural, and agricultural land uses.

Third, the owners and developer argue that there is not a market for low density residential on this parcel. However, it seems that the housing market would disagree. In the past two years, estate-sized lots (2-3 acres each) have sold and been built out less than 100 feet away from the boundary of this parcel. These new \$1+ million dollar homes are adjacent to the general commercial property (Publix) directly to the south of the parcel in question, demonstrating that there is a demand for large-lot residential in the area.

Fourth, since the owners of the parcel have already been granted a rezoning within the county, I can only assume that they are dissatisfied with the purchase offers that they received under that new zoning, which has led them to seek a more dense land use in a different municipality. However, the purpose of our land use plans is to guide government approval of land use changes, not to ensure that an individual can do ANYTHING they want with their property. The land use plan balances the rights of an individual owner with the (equally important) rights of the surrounding community and neighbors. Again, I would urge you to deny this request to annex and rezone since this proposal is very clearly out-of-line with the county land use plan; the owners have already been granted the ability by the county to develop their land at a reasonable economic return.

Fifth, the Hickory Flat area has seen significant residential and commercial growth over the last 20 years, in large part due to annexations into the City of Holly Springs. Unfortunately, the infrastructure has not expanded to match the growth.

The local schools are at or above capacity, and residents are extremely frustrated with the significant traffic

congestion that is a result of the growth over the last few decades. Adding general commercial and 92 townhomes will significantly add to the traffic in an already congested area; it will likely add to the school burden as well. Additionally, if this parcel annexes into the city, the county will not be able to collect fees and taxes to address the already burdened infrastructure.

Thank you for reading my long letter and for considering my requests to deny the annexation and rezoning of this parcel.

Sincerely,

Summer Owens

1016 Lower Union Hill Rd

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From: [Alex Goran](#)
To: [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#); [Nancy Moon](#); hjohnston@cherokeecountyga.gov
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Thursday, July 24, 2025 10:18:36 AM

Hello Nancy and Team,

This proposal is in direct conflict with the boundary agreement currently in place between Cherokee County and the City of Holly Springs, which is valid through 2028.

The current proposal seeks to dramatically alter the land use, proposing a mixed-use development including general commercial, a two story office complex, and 92 townhomes. Such a high density development is inconsistent with the established zoning.

I am very concerned that rezoning and annexation threatens the small town character of our community and it undermines the PLANNING AGREEMENTS designed to manage growth responsibly.

--

Alex Goran

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From: [Alex Rodriguez](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Cc: [Richard B. Weatherby](#)
Subject: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Monday, July 21, 2025 3:50:01 PM

Dear City Council Members,

As a resident of Cherokee County, I am writing to express my strong opposition to the proposed annexation identified as Case #A-01-2025. This continued pattern of annexing property from Cherokee County into the City of Holly Springs is deeply concerning and, in my view, detrimental to the long-term interests of our shared community.

The residents of Cherokee County have chosen to live outside municipal boundaries for specific reasons, including preserving our rural character, maintaining responsible growth, and upholding the autonomy of county governance. Aggressive annexation efforts such as this one undermine these principles and ignore the broader implications for infrastructure, schools, traffic, and public services—impacts that often extend well beyond city lines.

I urge the Council to reconsider this annexation and put an end to further encroachment into Cherokee County. Your decisions affect not just Holly Springs residents but all those who live in the surrounding county. Respectfully, it is time for the City to pause and engage with the community more broadly before continuing to absorb additional land.

Please vote NO on Case #A-01-2025.

Sincerely,

Alex Rodriguez
148 Bemis Ward Dr.
Canton, GA 30115

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From: [Jill Meeks](#)
To: [Nancy Moon](#)
Subject: Annexation Case# A-01-2025/Rezoning Case# MA-03-2025
Date: Monday, July 21, 2025 4:31:58 PM

Please distribute my message to all Commission members regarding the above matter.

We received information about Holly Springs wanting to annex & rezone 20.5 acres at the corner of East Cherokee Drive & Lower Union Hill. This is just over a mile from my home on Highway 140.

I realize from past experience it seldom does any good to express disapproval for these type issues, as they usually get approved regardless, but I feel compelled to speak up against this one.

Please stop!!!! We do not need this type of development in our small community! Our roads are overflowing, & no amount of widening an intersection here & there is going to help this.

My grandfather had a large amount of land along Highway 140 in old Hickory Flat back in the late 1800's-early 1900's. My family has lived on this land for over 100 years. We are some of the very few remaining original "Hickory Flat" families who still have private residences along the main roads that are not in subdivisions. We are bordered on both sides by Saddle Horn & Hickory Manor. We are across the street from the Goddard School & Manor Lake Assisted Living. For many years we have not been able to get out of our driveway without long delays. If someone is kind enough to let us out, then we sit in traffic going nowhere. Having worked in Atlanta all of our lives (we are now retired) we can honestly say that it used to be our traffic issues were getting to work in the city...but in later years the traffic issues were getting home from work. Our roads are full.

Please—this has to stop! Progress is inevitable. I have long since accepted that we are no longer the small farm community of my childhood. I realize that large subdivisions & commercial developments surround us. But enough is enough! We don't need any more properties to be annexed by Holly Springs & we certainly don't need all these townhouses that are proposed to be added if Holly Springs annexes. Of all the things that could be built in this high traffic area, **TOWNHOUSES ARE THE LAST THING WE NEED!!!** We don't need the volume of people & vehicles that it would bring.

Please—have some consideration for the Hickory Flat residents who live here already, whether they're in newly built subdivisions or landowners like me who have lived here 65+ years on family property. Holly Springs annexing Hickory Flat properties & adding these large developments has really gone far enough.

I oppose the annexation & I oppose the proposed development there.

Thank you.

Jill Meeks
7081 Hickory Flat Hwy
Woodstock, GA 30188

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From: [Gretchen Lauson](#)
To: [Nancy Moon](#)
Subject: Case# A-01-2025 and Case# MA-03-2025
Date: Tuesday, July 22, 2025 5:12:16 AM

Ms. Moon,

Please include my comments among those in opposition to the annexation and rezoning request for the property at the corner of Lower Union Hill and E Cherokee. The request runs contrary to our Land Use plan that is intended to protect the character of the area. Townhomes are totally out of character for the area. The annexation request also runs contrary to the “gentleman’s agreement” between Holly Springs and Cherokee County to NOT attempt annexation beyond Hwy 140. Holly Springs has the opportunity to prove they are good on their word and deny the annexation request.

Thank you,
Gretchen Lauson
Sugar Pike Rd.

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From: [Jim Parker](#)
To: [Nancy Moon](#)
Subject: Objection to the Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025 - 301 Lower Union Hill Road
Date: Monday, July 21, 2025 2:20:42 PM

Dear Ms. Moon,

Please share with all Planning/Zoning/Commissioners.

In addition to the (a) lack of providing answers for the Georgia DCA mediation, (b) possible aggressive over-reach across East Cherokee Drive and violation of a previously settled agreement of annexation boundary with Cherokee County in the latest Cherokee County Comprehensive Plan, (c) the nature and proposed townhouse development(i.e., mixed use residential/commercial) is not compatible with the single family residential subdivision next door to and to the north of the property; and (d) extra delivery truck and excessive business traffic (estimated 4-10 times the residential traffic) in and out of property even with proper turn lanes (based on traffic in and out of Harmony Lakes mixed use development WITH a stoplight), the following is offered:

Parks Huff and the developer hosted a meeting at the Hickory Flat Library recently to propose the development and almost unanimous 125+ attendees (with only 1 person who was in favor) opposed the development. That should give you an idea of how unwelcome the annexation and development would be to area residents.

Also, this development will:

- (1) tax the traffic at the Lower Union Hill and East Cherokee Intersection where the right turn lane onto Lower Union Hill Road ends and is often used to merge left into the lane running north which already creates some traffic congestion;
- (2) create more traffic hazards entering and exiting the Publix development onto Lower Union Hill Road currently used as overflow to get back to East Cherokee;
- (3) cause additional expenditure by Cherokee County on a traffic analysis for not only the existing Lower Union Hill Road, but for the intersection at East Cherokee;
- (4) cause Cherokee County to seriously consider the installation of a traffic light for entry and exit from the development on Lower Union Hill Road or East Cherokee Road depending on exactly where the access points will ultimately be placed.
- (5) additional burden on the County infrastructure such as water, sewer, police and fire protection regardless whether Holly Springs or Cherokee responds to incidents.

Bottom Line: I object to this development on several levels and I will choose not to support any of the businesses there.

If any development is considered at this location, single family homes would be my only choice and for Holly Springs not to annex this land and violate boundary agreements Cherokee County citizens voted for in the latest Cherokee County Comprehensive Plan.

Thank you for your time.

--

Jim Parker, Broker/Agent

MAXIMUM ONE REALTY GREATER ATLANTA

CP #: 770-265-7293

Office #: 770-919-8825 Ext #: 661

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From: [Jodie Davis](#)
To: [Nancy Moon](#); [Michael Zenchuk](#); [Kevin Moore](#); [Kyle Whitaker](#); [Jeff Wilbur](#); [Dee Phillips](#)
Subject: Subject Line: Annexation Case# A-01-2025 / Rezoning Case# MA-03-2025
Date: Monday, July 21, 2025 4:14:32 PM

Dear Ms. Moon,

As a resident of Hickory Flat and therefore Cherokee County, it befuddles me that I have no representation when Holly Springs come calling to rezone property in my little town.

I worked to elect Harry Johnston and Richard Weatherby, but they have no say in a matter that is of the utmost importance to us.

So, I appeal to your neighborliness.

Hickory Flat residents have vehemently opposed dense zoning beyond the plan we helped create. We ran Margaret Stallings out of the HS/HF planning meetings a couple of years ago when she wanted to put townhomes in and turn HF into a "walkable CITY."

Our stance has not changed.

The property in question for annexation was zoned neighborhood commercial a few years ago.

If 92 townhomes go in, you will have created a precedent that will forever change Hickory Flat; our home.

Please vote NO regarding this annexation.

Sincerely,

Jodie Davis
977 Bailey Road
Woodstock, GA

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From: [Al & Judy Clary](#)
To: [Nancy Moon](#)
Subject: Comments on Holly Springs Annexation A-01-2025 (Garrard TND Mixed-Use Project in Hickory Flat)
Date: Tuesday, August 12, 2025 5:33:28 PM
Attachments: [Attachment 1 - Zonings in the Areas Surrounding Annexation A-01-2025.pdf](#)
[Attachment 2 - Holly Springs Land Annexations in Hickory Flat and Cited County Projects.pdf](#)
[Attachment 3 - Comprehensive Plan for Hickory Flat Community Village Character Area.pdf](#)
[Attachment 4 - Ward Map of Holly Springs Showing Hickory Flat Area.pdf](#)

Hello Ms. Moon,

This note is being sent to Ms. Nancy Moon along with a request to:

1. Include this letter and all four of the attachments in the agenda for the City Council's August 18 meeting and then
2. Send it also to all the members of the City's Planning and Zoning Commission.

Thank you, Al Clary 423-914-4234

Good Day Holly Springs City Council and P&Z Commissioners,

My name is Albert Clary and I reside at 208 Autumn Glen Trail Woodstock, GA, which connects to East Cherokee Drive at the southern end of the Hickory Flat Community Village Character Area. I am a retired Georgia Professional Engineer, born and raised in Dekalb County, lived in the Peachtree Corners area of Gwinnett County (when it was the 2nd fastest growing county in the U.S.), and I and my wife Judy have lived in Hickory Flat since 2009. Further, I have been involved in many of the annexations that Holly Springs has undertaken since 2009 in the Hickory Flat area.

1. **My Recommendation**

Please refer to Attachment #1.

I wish to introduce my thoughts about the very high residential density requested by the Applicant. In looking at the property, as it was laid out in the July 24 P&Z meeting, I noticed that there are only about 15 acres (not 20+ acres) dedicated to the Townhomes. So 92 townhomes on 15 acres is an "effective" or "net" residential density of 6.13 units per acre – not 4.57 units per acre, as the Applicant states.

"Gross Density" (calculations based on the gross or entire amount of property) are often reported, but I don't think they are very useful, especially, when so called "Mixed Uses" are involved. In my many years as a private pilot, if I tried to calculate a weight and balance on an airplane and left out the weight of the passengers or the fuel, clearly someone might be unhappy with the final result.

The underlying zoning called for in the Cherokee County Land Use Plan is clearly Suburban Growth, which only supports a density of under 1 unit per acre. Each Community Village has its own distinct "Character" and may have its own underlying zoning. The preferred underlying zoning in this area is Suburban Growth. Clearly the character of the entire 180 degree horizon view of land to the North and East of the Hickory Flat Community Village is Low Density Residential (R-20 and R-40) and Agricultural (AG), which does not even begin to approach the densities allowed in the proposed TND level of density. **The net result is that 6.13 units per acre is actually at least 6 times the density called for in the Land Use Plan.**

There is a robust wooded buffer alongside Lower Union Hill Road just north of the Publix Shopping Center. So the backsides (the north sides) of all those commercial buildings are not

easily visible from Lower Union Hill Road. The tree buffer creates a step down between GC on the south side and R-40/AG on the north side of Lower Union Hill Road.

Since 2014, over 800 new homes have been built inside or immediately adjacent to the Hickory Flat Community Village Character Area and the vast majority of them are in Holly Springs Communities. This 800 homes does not even include the County residential projects along Birmingham Road or down Hwy 140 to the southeast toward Fulton County. This 800 total homes are all within an area of only about 2 miles square (2 X 2= 4 square miles).

My Recommendation: This annexation, as it presently configured, should be denied.

2. Projects Cited during the July 24 P&Z Meeting

Please refer to Attachment #2.

During the Planning and Zoning Commission meeting on July 24, the Applicant made several statements that were not reflective of the true situation. He specifically cited 3 County developments in the Hickory Flat Community Village Character Area that he claims support a high density residential or general commercial precedent. These three other projects are illustrated in the second attachment and each one is discussed separately below.

Cited Project #1 –

This is a 14 acre piece of property that lies along the north side of Hwy 140 across from the Car Wash and U-Haul Storage Building. It was stated that the development of this land with a GC zoning was going to create much more traffic than the proposed Garrard Development. While the relative volume of that GC traffic may eventually be larger than the Applicant's proposed project, all the traffic from this GC project will be forced to exit only southward toward Hwy 140, not northward toward the much more rural Lower Union Hill Road.

The Applicant also implied that, if the County truly wanted a lower density development, it should have encouraged a residential development on that land. However, that land fronts on a blind, very sharp corner of Hwy 140 (at Old Batesville Road) with a very limited sight distance. That is just one reason why there will have to be a new traffic light at that intersection. It would be simply irresponsible to allow new residential development (particularly one that allows children) so close to Hwy 140 along that dangerous curve. This project is not a precedent for the new proposed Garrard development, because it fronts on State Hwy 140 and lies nestled in between GC properties and NC properties.

Cited Project #2 –

The Applicant implied that this piece of property known as Manor Lake is a type of high density-residential development with 174 units on 21.5 acres for a density of 8 units per acre. The Applicant did use the term "assisted living", but kept pressing the notion that this development is more dense than the proposed Garrard development. This development is a step-up or step-down assisted living facility, which is actually zoned Office and Institutional (Not residential), hence it has a blue color on the County's GIS Zoning map (GC Property is shown in red). Not all of its residents even have cars. They also have on-site dining facilities. It is more like a nice motel (the main building is 2 stories tall, but the quads are only 1 story tall). It lies on a rather steep hillside and not on flat land and is actually looking down on the Mill Creek flood plain (not desirable for single-family homes) and is near the sprawling Buck Jones and Lady Slipper plant nurseries, which are actually zoned AG (Agricultural). This Manor Lake project is definitely not a precedent for the new proposed Garrard development.

Cited Project #3 –

This residential project is called Orchards of Cherokee Station. It lies completely inside the commercial triangle formed by Hickory Road, East Cherokee Drive and Hwy 140 (Hickory Flat Highway). In other words, it is almost completely surrounded by General Commercial zonings and it is within easy walking distance of the Kroger shopping center. Even though it has quads, it has 82 living units on 21.6 acres for a density of only 3.8 units per acre. So this project still falls far below the density of the proposed Garrard development and is definitely not a precedent for the Garrard development.

The Hayloft/Place Properties Project –

While this 20+ acre project was not mentioned in the July 24 P&Z meeting, it has a traffic generation count that will be at least equal to the Garrard development, although the Applicant for this project, which was approved 2 years ago by Holly Springs, undercounted the traffic count for that multi-use project (a fact that I presented to this body in 2023, but, as far as I know, the Traffic Study was never amended).

This project has 115 55+ rental units at a density of about 9 units per acre (Built and Managed by One Street), a large 3-story office building (the new Headquarters of Place Properties Management), and a large 90,000+ square feet (possibly 3 story) self-storage building. It will have one additional, as yet undetermined, GC use on the corner. The special nature of this project was that the land was annexed into Holly Springs and zoned general commercial (GC) many years before it was developed. **It is the only rental project in Hickory Flat.** It does not set a precedent for the current Garrard project. Construction is underway right now.

Here are the estimated peak 2-way 24-hour traffic volumes for the three new projects currently under discussion:

1. The County's recently approved GC Development alongside Hwy 140 – 10,712 Trips/Day (at full build-out)
2. The Holly Springs Hayloft/Place Properties Project – 1,888 Trips/Day (all parcels are not sold out yet and this project lies in the middle of the commuting traffic for 3 County schools with staggered daily drop off times)
3. The Proposed Holly Springs Garrard Project – 1,937 Trips/Day (at full build-out)

Taken altogether these three projects could increase the Hickory Flat traffic count by as much as 14,537 Trips/day, and yet the Applicant has continued to downplay the potential traffic congestion, as just being typical results of healthy growth.

Hickory Flat's Only RTH Zoning -

In the interest of full disclosure, I want to mention this project. The development called Hickory Commons is on the SE corner of the intersection of Hwy 140 and Hickory Road (actually called Birmingham Road at that point). This project is only about 9.7 acres with 59 (by my count) single-family detached homes. There are no townhomes in this development. This creates a density of just over 6 homes per acre.

When I moved to Hickory Flat in late 2009 that particular area was a "PVC farm" with exposed

red dirt all around and white PVC stub-ups protruding out of the ground. It was a project that was approved back before the great recession and got delayed by the recession. It did not get built until 2016. These detached homes are behind trees and dirt berms and only a few of them are visible from Hickory Road. The homes are all 2-stories tall and separated by metal fences.

3. **A Brief Review of the Many Recent Annexation Projects in Hickory Flat**

Please refer to Attachment #3.

Attachment #3 is a summary of all the Holly Spring Annexation Projects in Hickory Flat since about 2014. Two of those projects actually began as Holly Springs Annexation Projects, but the County formally objected and those conflicts were settled, resulting in the projects coming back to the County for final development. To the best of my knowledge, all of those projects were approved at densities above the maximum densities, which the County land use plans had called for. This is true even for the projects that eventually came back to County, because they still had had to be negotiated, while under the continued threat of annexation.

When you look at this picture, I hope that you can begin to realize why it is that you sense some hostility from the residents of unincorporated Cherokee County in Hickory Flat. We have had plenty of time to develop some distrust of our nearest City neighbor.

4. **A Closer Look at Our Nearest City Neighbor**

Please refer to Attachment #4.

Since there will be some of my neighbors who will read this letter, but may have never seen a map of the Holly Springs City Limits, I have decided to include this map. I hope this helps make it more clear why it is that Hickory Flat occupies a strategic point in the recent development of southeast Cherokee County and also makes Hickory Flat a desirable source of future annexations.

We lie at the confluence of three major roads – East Cherokee Drive, Hickory Road and State Hwy 140 (aptly named Hickory Flat Highway). Yep, we do have a highway named after us. You can easily recognize us, whenever you pull up the County's GIS system on a computer by looking for the large triangle about 6 miles southeast of Canton.

Those three roads actually connect us to at least 6 points on the compass and we are the county's main southern gateway to Fulton and Forsyth Counties. One thing that we are missing, though, is a Train Station.

We occasionally see a Holly Springs police car, but it is not clear who should be called when we need police. I know where your City Limits are, but I doubt if most of my neighbors know. If I have a wreck at Bedo's, does Holly Springs Police or the County police investigate? If I leave my subdivision and drive north too fast, will I get a ticket from Holly Springs or the County (there is a Holly Springs City limits sign about 100 yards from our entrance to East Cherokee Drive)?

What positive things has Holly Springs done for Hickory Flat recently other than building 3 more Fast Food Restaurants, when we already have over 20 fast food restaurants within that same 4 square mile area that I mentioned above? Where is your public relations campaign? We appreciate the help in building all of those sidewalks, but I wonder if the primary purpose

of those sidewalks is to connect all of your own subdivisions together. You depend on the County (or County Organizations) to provide you almost all of your community services, including fire protection, water, sewer, schools and library services (and there are probably other services that I don't know about).

5. **Summary**

This entire process of land acquisition and development by Holly Springs in Hickory Flat since 2007 has been and continues to be just a clear case of "Annexation without Representation". The quality of life of the County residents in Hickory Flat continues to suffer collateral damage in almost every case.

Even though Holly Springs may not have violated the "letter" of the Boundary Agreement that was negotiated with the County, Holly Springs is indeed violating the "spirit" of the Boundary Agreement. **The circumstances of this particular conflict reflect exactly the situation that the Boundary Agreement was intended to prevent.** This particular piece of land has clearly been the "Crown Jewel" of Holly Springs' aspirations in Hickory Flat for many years. It would increase the breadth of the Holly Springs city limits from West to East by more than the length of 2 football fields.

I am not naïve. I know that we (the residents of non-incorporated Cherokee County, who live in Hickory Flat) do not "have the cards". The biased nature of the State's Annexation/Deannexation Laws memorializes that fact. The Applicant and the Holly Springs City Council, practically speaking, always hold nearly all of "the cards". "The Public" only gets one Public Hearing to make their case, and that opportunity has already passed in a mere total of 20 minutes at a podium divided among 14 speakers.

I have been coming to meetings in your city office building for many years, often many times during some of those years. By the time this meeting is over, in those 10+ years I have been doing this, I will have engaged with three different mayors and many different City Commissioners on both the P&Z Commission and the City Council. Ms. Nancy Moon has always been prompt in replying to me and always has been willing to distribute my documents and answer my questions, so I want to give her special credit and thanks for all of that service.

So to summarize –

My recommendation is that this annexation (A-01-2025) should be denied due to the aggressive increase in density over other residential projects in and near the Hickory Flat Community Village and the clear attempt to obfuscate the Boundary Agreement.

However, should you still plan to approve this annexation over the objections of the County and the local County residents, then the homes should all be detached or non-detached single family homes (no Townhomes) and the number of homes should not exceed 65. Sixty-Five (65) is a number that had been discussed by the County during their negotiations.

This yields a "true", "actual" or "net" density (whatever is the proper terminology) residential density of about 4.33 units per acre (65 units/15 acres*), which is still over 4 times higher than what the Land Use Plan calls for.

*As I said earlier, roughly 5 acres of the original 20 acres is devoted to commercial uses, leaving only about 15 acres for the residential component.

I hope that you will be a good neighbor and give this very serious consideration.

Respectfully submitted,

Al Clary, P.E. (Retired)

Formerly a Registered Professional Engineer in Georgia, South Carolina, Tennessee, Maine,
and Oklahoma



423-914-4234



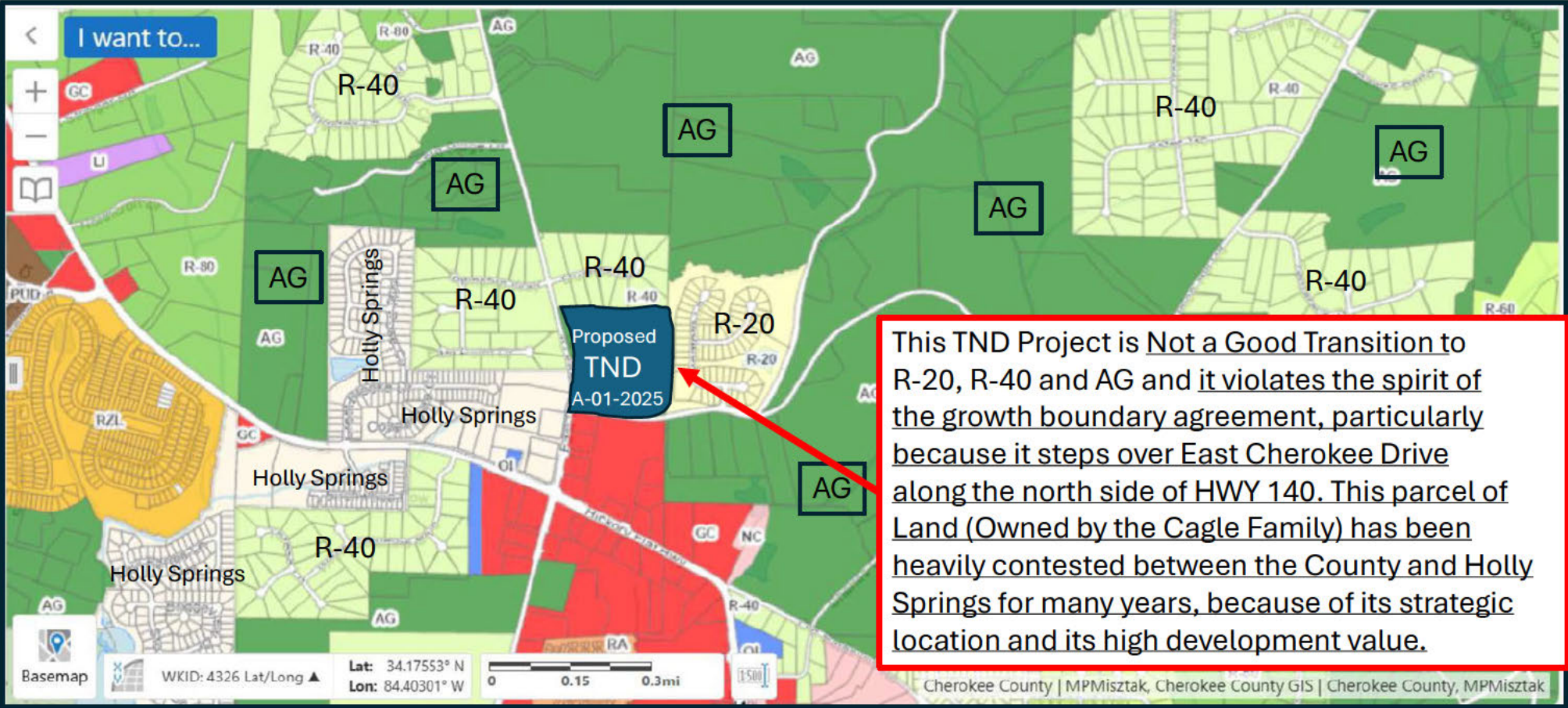
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Attachment #1 - Annexation A-01-2025 – 20+Acre Proposed Holly Springs Mixed Use (TND) Development in Hickory Flat and Current Zonings to the North and East – All of That Land to the Northeast is zoned AG, R-40 or R-20

TND – Traditional Neighborhood Development is a Holly Springs Zoning Category

All Existing Holly Springs Residential Projects are Zoned PDR – Planned Development Residential

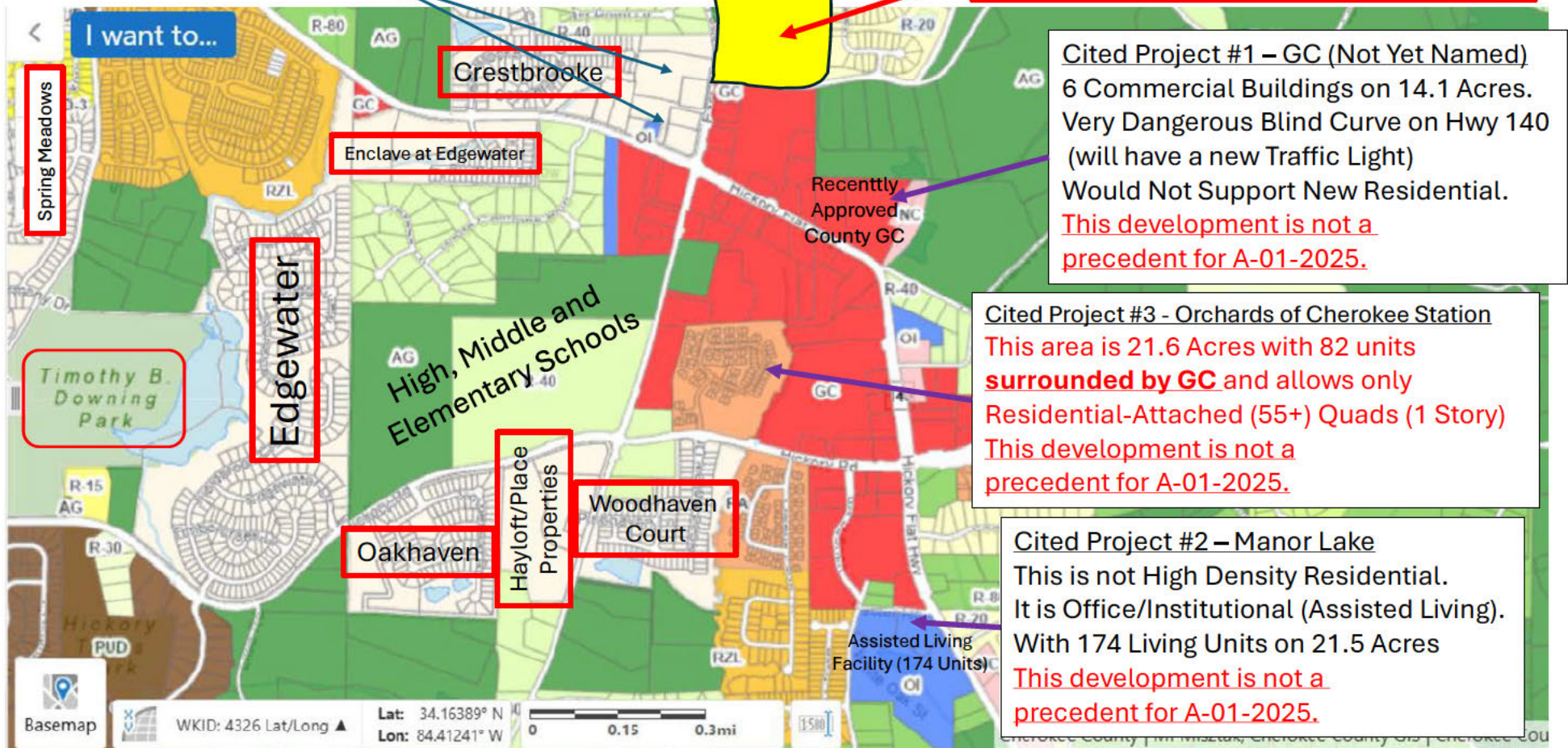


This TND Project is Not a Good Transition to R-20, R-40 and AG and it violates the spirit of the growth boundary agreement, particularly because it steps over East Cherokee Drive along the north side of HWY 140. This parcel of Land (Owned by the Cagle Family) has been heavily contested between the County and Holly Springs for many years, because of its strategic location and its high development value.

Attachment #2 - Holly Springs Land Annexations in Hickory Flat and 3 County Projects Cited by the Applicant

Multiple Holly Springs GC Properties – NW Corner of Hwy 140 & East Cherokee Dr.

Area Involved in Annexation A-01-2025



The Names of the Holly Springs Projects are outlined with a Red Box

Attachment #3 Recommended Density < 1 unit/acre

Proposed Garrard Development Recommended Character is Suburban Growth

Suburban Growth

Description
Suburban Growth areas have limited existing development but occur where growth pressure is the greatest due to adjacency with current or proposed community infrastructure (such as sewer and water, and transportation). This is an area in transition from rural types of development to suburban ones, often characterized by packets of development interspersed among a rural landscape. More specifically, these areas mostly consist of single-family detached homes situated on lots ranging in size with shallower setbacks than in Rural Places and agriculturally-dominated land.

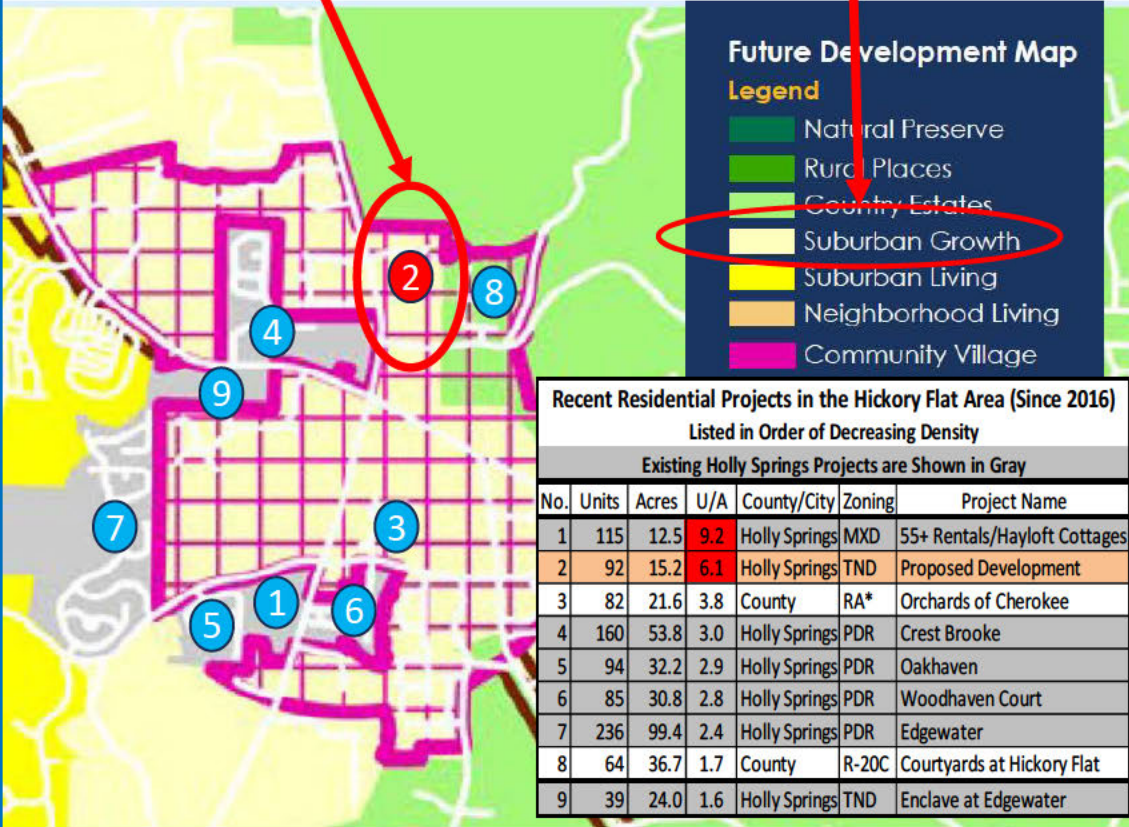
Intent
Suburban Growth is intended to preserve the primarily residential nature of these areas while promoting new, low-density residential communities that foster a sense of community and provide mobility, recreation, and open space. To obtain this it is significant to channel growth pressures to areas that are suitable in terms of land use patterns and infrastructure investment to create more sustainable communities. Hence, there is a need to ensure new development is compatible and located where existing infrastructure (i.e. roads, schools, water/sewer, etc.) is available.

Strategies

- Create neighborhood focal points by locating schools, community centers, libraries, health facilities, and other services at suitable locations near residential communities.
- Provide suitable, efficient connections and infrastructure to nearby services and land uses for ease of access and quality of life.
- Encourage innovative development that integrates greenspace within its design such as conservation subdivisions, and master-planned and traditional low-density communities in appropriate locations.
- Zoning districts could include R-80, R-60 and R-40.

Summary Chart

Intensity	Residential Density - 0.5 - 1.0 units per acre
Future Development	Primary Land Uses Single-family detached housing Conservation subdivisions Secondary Land Uses Semi-public & institutional uses
Infrastructure	Roads have a combination of swales & curb/gutter Public water is available Sewer may be available or planned for the future
Greenspace	Open space & conservation areas in neighborhoods Public parks & greenspaces



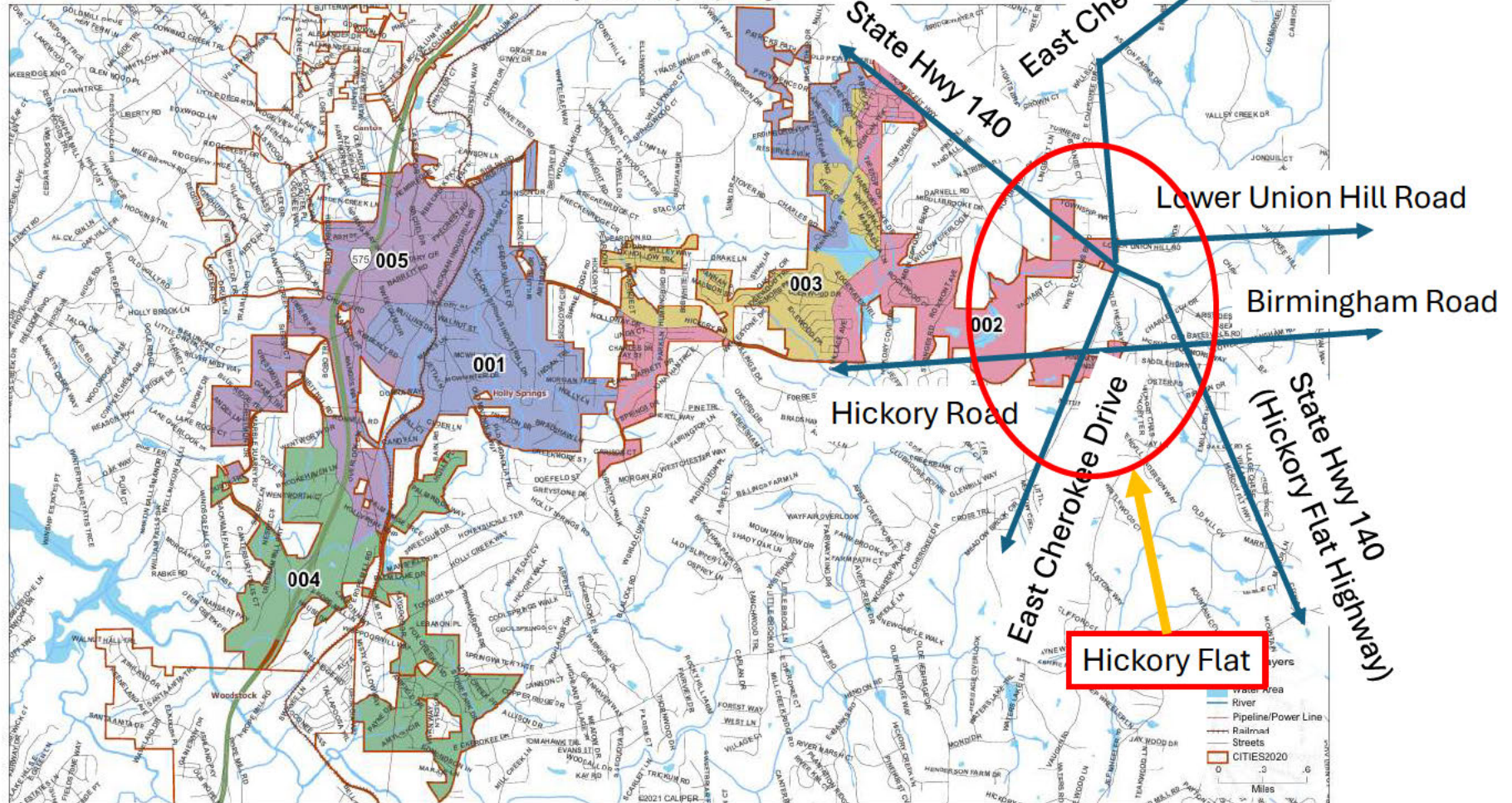
Note: Gray Areas are All Existing Holly Springs Properties

Cherokee County Comprehensive Plan for Hickory Flat Community Village (Annotated with An Overlay of Recent/Proposed County & City Projects)

Attachment #4 - Ward Map of Holly Springs - Hickory Flat is in Ward 2

client: Holly Springs
type: Local
plan: HollySpringsCC-2022

City of Holly Springs



Opposition to Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025

We, residents of Cherokee County, wish to make it known that we oppose the annexation and rezoning of the property located in Hickory Flat at the corner of Lower Union Hill Road and East Cherokee Drive.

This property lays outside of the growth boundaries that were agreed upon by the City of Holly Springs (Steven W Miller, Mayor) and Cherokee County (Harry B. Johnston, Chairman, Board of Commissioners) in 2022. We have faith that the Holly Springs Council will honor the growth boundary agreement.

This proposal includes 92 townhomes. In addition to taxing our roads and schools, the townhomes do not match the character of the area. These would be the first of their kind in the Hickory Flat area. During the information meeting on this project, the developer stated that when the plans were shown to the Cherokee County Planning and Zoning Department they were told that it would not fit the area. It was at this time they changed direction and approached Holly Springs for annexation.

This property was already rezoned from AG to a split zoning (Neighborhood Commercial and Agricultural) reflecting a reasonable and balanced land use approach. The current proposal seeks to drastically alter the land use once again, proposing a mixed-use development including general commercial zoning, a two-story office complex, and 92 townhomes. Such an intense and high-density development is inconsistent with the established zoning, the Future Development Map, and the Comprehensive Land Use Plan available via the Cherokee County GIS Portal.

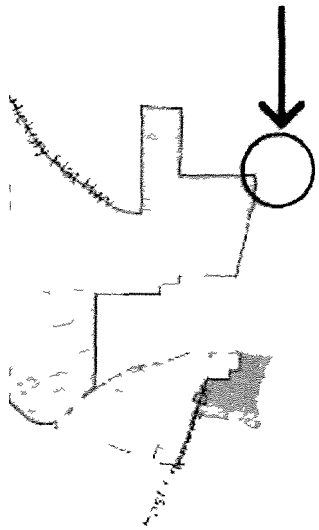
This rezoning and annexation is a threat to the small-town character of our community and undermines planning agreements designed to manage growth responsibly. If approved, it would set a dangerous precedent for future overdevelopment in our area.

We ask that you DENY this request for annexation.

Thank you,
Residents of Hickory Flat and Surrounding Communities

* Indicates required question

Cherokee County Growth Boundary Map. The arrow is pointing at the property in question.



1. 1. Enter your first and last name *
2. 2. Enter your home address (including city and state) *

3. 3. Enter your email address *

4. 4. Enter any additional comments (optional) *

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Google Forms

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
1	5/26/2025 12:39:17	Karen Craft	713 Marvin Land Lane Canton GA 30115	Kcraftbrg@live.com	I oppose this annexation.
2	5/26/2025 13:17:38	Stephen Jaffe	510 Deerfield Trail, Canton Ga 30115	Stevejaffe@windstream.net	I oppose the annexation
3	5/26/2025 13:23:23	Joy Crosby	101 Sweetbriar Ct Canton ga 30115	jrbondie77@gmail.com	No high density and no more annexation
4	5/26/2025 13:26:32	Ruth Mednikow	111 Cox Acres Dr Woodstock 30188	Rmednikow@gmail.cim	The changes are inconsistent with the land use plan and not what the residents have worked for in supporting the development and ongoing efforts to invest in and build a community.
5	5/26/2025 13:30:56	Jessica Ledbetter	138 Little Shoals Dr Canton ga	Jlledbetter77@gmail.com	Na
6	5/26/2025 13:35:35	Gary Mednikow	111 Cox Acres Drive Woodstock 30188	Gmednikow@gmail.com	The changes are totally out of line with discussions to date and the land use plan. We've invested years in the development and support for Hickory Flat. This is out of line with discussions to-date with the Cherokee Board of Governors with respect to what the land use plan will NOT include or set a precedent for!
7	5/26/2025 13:51:42	Melissa Lepchitz	231 Libby In canton ga 30115	Mlepchitz@gmail.com	The roads in this area can not hold 160 more cars for the 92 units. Let alone and traffic brought to the area for whatever business they try to add. We don't want this in our community.
8	5/26/2025 13:51:46	Melissa Lepchitz	231 Libby In canton ga 30115	Mlepchitz@gmail.com	The roads in this area can not hold 160 more cars for the 92 units. Let alone and traffic brought to the area for whatever business they try to add. We don't want this in our community.
9	5/26/2025 14:17:22	Summer Morrison	318 Carmichael Circle, Canton, GA 30115	Smorrisonslp@gmail.com	N/a
10	5/26/2025 14:24:36	Christy Tarver	1495 Gaddis Road Canton Ga 30115	Christywt1@yahoo.com	Thank you
11	5/26/2025 14:47:23	Albert Fenstemacher	310 Carmichael Circle Canton, GA	fenster21@bellsouth.net	Keep the current zoning guidelines
12	5/26/2025 15:36:35	Loretta Smith	1851 Thomas Rd Canton, GA 30115	Losmith42@gmail.com	Go away, Holly Springs!!!!
13	5/26/2025 16:27:59	Donna Cook	7935 E Cherokee Dr Canton Ga 30115	Kccook10@yahoo.com	Please do not do this and destroy our small quaint community with townhomes
14	5/26/2025 17:17:49	Jessica Crawford	301 hickory ridge ct, canton, GA	Jncrawford0917@gmail.com	We moved to Cherokee county for a reason and it's not rapid growth.
15	5/26/2025 18:05:16	Tiffany Holtfreter	1391 Edwards Mill Rd Ball Ground, GA 30107	Suthernbell56@msn.com	Please do NOT turn this county into another version of Forsyth county. We do NOT want that. We need to keep our rural charm. I know zero change is impossible but townhomes are definitely NOT the answer. I strongly oppose this.
16	5/26/2025 18:40:47	Jill Miller	160 Lula Payne Trail, Ball Ground, GA 30107	jill.a.miller.jm@gmail.com	Traffic through Hickory Flat is an absolute mess right now nevermind when all the subdivisions currently under construction are finished. While I understand growth is necessary and can be good, it needs to be done responsibly. Proper infrastructure is needed to support the community first and the Hickory Flat area is one of many in Cherokee County that needs significant work. You would think we would have learned from areas like Towne Lake and Woodstock.
17	5/26/2025 18:51:07	Karen A Richards	151 Sherwood Lane Canton GA 30115	krichar2424@yahoo.com	Reject this plan, follow the boundaries
18	5/26/2025 19:14:46	Daniel Holberg	201 Man O War Ct. Canton, GA. 30115	Dholberg@yahoo.com	I am the president of the home owners association for The Falls At Hickory Flat. On behalf of our entire neighborhood, we oppose this annexation and rezoning request.
19	5/26/2025 19:22:45	Jaclyn Trapani	127 Seattle Slew Way Canton, GA	paradise685@aol.com	I am against the build of townhomes within this community.
20	5/26/2025 19:23:32	Grant Smith	520 Flyingbolt Run Canton GA 30115	grantsmith7928@icloud.com	I oppose this rezoning and development.
21	5/26/2025 19:32:52	Cam Waters	3009 Bradshaw club drive	Mcw20uah@aol.com	Na
22	5/26/2025 19:35:51	Christine Stigers	179 Carmichael Dr., Canton, GA 30115	christine.stigers@gmail.com	The rezoning approvals for these types of uses in this area are not responsible growth, and will set a terrible precedent for our future here in Hickory Flat!

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
23	5/26/2025 19:40:44	Ariane Biancardi	335 Oak Hill Lane, Canton GA	avpaoli@hotmail.com	Please stop changing the landscape of Cherokee County, not one resident wants this!
24	5/26/2025 19:49:57	Idaliz Williams	542 Flyingbolt Run, Canton, Ga 30115	idaliz1228@gmail.com	Stay in your lane, bro.
25	5/26/2025 19:58:48	Jerry Benton	536 Flyingbolt Run, Canton, GA	jerrylabenton@gmail.com	This doesn't fit our community
26	5/26/2025 20:02:52	Brian Dowd	126 Seattle Slew Way Canton GA 30115	Bdowd79@yahoo.com	NA
27	5/26/2025 20:50:03	Trina melissa Graham	3051 Quarles Dr Canton,GA 30115	Tmgramham69@gmail.com	This will ruin the Hickory Flat neighborhood and lower property values of those who's property backs up to this monstrosity you want to build. This includes my home where we have lived for over 20 years.
28	5/26/2025 21:25:36	Cindy Jaffe	510 Deerfield Trail, Canton, GA 30115	cindyjaffe@windstream.net	We have faith that you will abide by the Growth Boundary Agreement that Holly Springs has with Cherokee County. This property is outside of the growth boundary.
29	5/26/2025 21:33:33	Elizabeth Waugh	1147 arbor hill rd, canton, ga 30115	Elizabeth.waugh@yahoo.com	Please DENY this request for annexation.
30	5/26/2025 21:37:05	Elizabeth Blakemore	387 Hasty Trail, Canton GA 30115	Eliz.Blakemore@gmail.com	Please stop with the unrestrained growth that is ruining the rural beauty of this area. Please create minimum lot sizes for all new builds and follow the land use plan to keep residential areas residential.
31	5/26/2025 21:39:00	Brandon Hamilton	1147 Arbor Hill rd	padding.tires17@icloud.com	Deny
32	5/26/2025 21:43:00	Michael Farmer	456 Aristides Way, Canton, GA	farmer125@gmail.com	I oppose this rezoning!
33	5/26/2025 21:47:12	Shane Henson	115 Seattle Slew Way	Shanehenson79@gmail.com	I am in adamant opposition to the proposed annexation and rezoning measure. This plan represents a direct threat to the character, stability, and long-term well-being of our community. It prioritizes short-term development interests over the rights and quality of life of existing residents.
34	5/26/2025 22:00:03	Dallas Giddens	206 Sweetbriar Lane, Canton, GA 30115	mudhop@gmail.com	This whole project does not fit with the surrounding properties.
35	5/27/2025 1:44:06	Geer	167 Mill Creek Drive, Canton GA	Kgeer0497@gmail.com	No annexation!
36	5/27/2025 2:58:12	KC Deason	118 Hickory Run Canton GA 30115	Kdatl@duck.com	Opposed to annexation, opposed to the development. HS stay out of Hickory Flat.
37	5/27/2025 6:58:01	Peggy Williamson	119 Northampton Dr, Canton, GA 30115	peggykwilliamson@gmail.com	Please refrain from annexing this property.
38	5/27/2025 8:00:22	Genevieve Fiorito	232 Glenwood Dr Canton, GA	33Genevieve@gmail.com	We. Love. Farms.
39	5/27/2025 8:14:30	Jonathan Browning	775 Wyatt road	Jonathan.browning@yahoo.com	Planning and zoning should be limited, not expanded.
40	5/27/2025 8:34:05	Joe Trapani	127 Seattle Slew Way Canton, GA 30115	Jtrapani77@gmail.com	Deny
41	5/27/2025 9:10:55	Paul Doughty	117 silky Sullivan way, canton GA 30115	pdoughty36@gmail.com	None
42	5/27/2025 9:13:08	Lori Hohl	7935 Union Hill Rd, Canton, GA	Hohlal@me.com	The developer should adhere to the current zoning.
43	5/27/2025 13:13:51	Mark Webb	535 Teresa Ln, Canton, GA. 30115	Markhw@comcast.net	I have seen the City of Holly Springs destroy the Hickory Flat area over the past 20 years. It must stop now!
44	5/27/2025 15:52:42	Lindsey Graham	418 middlebrooke street canton, ga 30115	Lindseylgraham@gmail.com	The traffic on the current road heading into the heart of our community is already bad. This not only violates agreements in place, but does not coincide with the feel of our community that we all sought when choosing our home.
45	5/27/2025 16:33:21	Autumn sumner	743 lacy rd canton ga 30115	Asumner3097@gmail.com	There is already enough traffic in our area. Adding more people will bring more crime to the area.
46	5/27/2025 16:36:58	Shawn Sumner	743 Lacy Rd Canton Georgia	Ssumner2448@yahoo.com	The addition of more traffic around the hickory flat square is not needed or safe for any of the residents in this area. This is not factoring the other retail that is being built in the same area that will be increasing traffic in an already dangerous area.
47	5/27/2025 17:09:55	Amy Liles	103 Bridgewater Drive, Canton, GA 30115	Amyliles78@gmail.com	I am opposed to the changes proposed. The infrastructure and school systems are already overloaded. Please stop corporate greed and save our community.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and stat	3. Enter your email address	4. Enter any additional comments (optional)
48	5/27/2025 17:12:14	Karen Aaron	2138 Thomas Rd., Canton, Ga 30115	Kaaron725@gmail.con	This sort of development does not belong in our equestrian, country estates community. It's time to simply say no for the long term residents in this area. Traffic, safety, criminal activity and schools are already stressed and unable to keep up. Please stay focused on the current land use plan that many of us taxpayers paid for only two years ago.
49	5/27/2025 17:33:43	Elgin Thomas	1037 Middlebrooke Dr, Canton, GA. 30115	ethom82@comcast.net	Deny
50	5/27/2025 17:38:20	Rodney Bennett	124 Middlebrooke Ct. Canton, Ga 30115	rbennett124@gmail.com	I oppose the annexation of the parcel at the intersection of Lower Union Hill Rd and East Cherokee Drive. This nonsense of Holly Springs trashing our rural community has got to stop!!!
51	5/27/2025 17:41:08	Jessica Lee	822 Middlebrooke Bend	Jkatlee9615@gmail.com	Please no more building!!!! Hickory flat is full!
52	5/27/2025 19:04:19	Becky Richardson	405 Middlebrooke St, Canton, GA 30115	rebeccaJRaines@gmail.com	No
53	5/27/2025 19:14:43	Gina Nelson	122 Sweetbriar Ct., Canton 30115	Gnelson65@comcast.net	The proposed development is to close to the school creating many concerns in traffic and safety.
54	5/27/2025 20:09:20	Jennifer Rovansek	825 Middlebrooke Bend, Canton, GA 30115	Jenn.rovansek@gmail.com	This area cannot support this type of neighborhood. Traffic is already terrible in that area. Not only that, we want to remain HICKORY FLAT, not Holly Springs. This development is not wanted by so many. Stop cramming in more residential and traffic!
55	5/27/2025 20:59:09	Susannah Bonner	420 Middlebrooke Street Canton, GA	suebonner75@gmail.com	No to request for annexation
56	5/27/2025 21:59:12	John Carroll	830 Middlebrooke Bend	jrc5644@gmail.com	The City of Holly Springs has had no regard nor have they done anything to reduce their impacts on any of the infrastructure with their unabated development.
57	5/27/2025 22:12:33	Kathryn Houston	819 Middlebrooke Bend, Canton, GA	Katyweisbrodt@gmail.com	Please preserve our small town and limit the growth. We need to grow responsibly over time; the sudden increase in developments threatens the enjoyment of our community and is exactly what we tried to move away from when we moved here.
58	5/27/2025 22:29:42	Jo Anne Pierce	812 Middlebrooke Bend	gapeach1015@gmail.com	Not in favor of this!!
59	5/27/2025 22:31:14	Jack Pierce	812 Middlebrooke Bend Canton Ga	Jackpierc@yahoo.com	Do not want this to be built or Annexed.
60	5/27/2025 22:54:53	Marcie Pan	477 Cherokee Hill Canton Ga 30115	Mpan9909@gmail.com	N/A
61	5/27/2025 22:56:47	Robert Isaac	304 Middlebrooke Way Canton GA	eyezuk@hotmail.com	Deny - Opposed to annexation and rezoning!
62	5/28/2025 2:57:38	Angie Byess	184 Bessie Lusk Dr Canron GA	Byessbunch123@gmail.com	Why is this even being presented if it included annexation? 11-annexation boundaries are set in place for a reason. 2- townhomes would not fit the current environment. Our roads cannot handle the current traffic flow.
63	5/28/2025 6:21:09	Laura Susan Gideon	411 Middlebrooke Street, Canton, GA 30115	lsbg43@gmail.com	Please don't build outside of the agreement.
64	5/28/2025 7:37:42	Lisa Alvarez	102 Sweetbriar Court, Canton, Georgia 30115	lisaalvarez06@gmail.com	It says optional but also required??
65	5/28/2025 7:49:18	Tricia Harmon	150 Cherokee Hill canton ga 30115	Trish1145@gmail.com	We need larger roads before any more traffic is added to this area!
66	5/28/2025 7:52:29	Brandon Hill	110 Cherokee Hill Canton, GA 30115	bran52191@bellsouth.net	
67	5/28/2025 8:01:06	Allen Pan	477 Cherokee HI Canton, GA 30115	panman78@gmail.com	Deny this request/proposal
68	5/28/2025 9:17:20	Kaitlin E Hill	110 Cherokee Hill Canton, GA 30125	kem002560@gmail.com	N/A
69	5/28/2025 9:26:58	Lisa Dykstra	160 Cherokee Hill	doggonedykstras@yahoo.com	Please don't do this. Our roads are already so over taxed and maxed out especially in the mornings and afternoons with schools traffic. Building should be curbed until road structure can handle more. If there are accidents everyone is locked in with no way around to get out.
70	5/28/2025 9:47:19	daniel dykstra	160 Cherokee Hill, Canton GA, 30115	dykstra12305@gmail.com	n/a
71	5/28/2025 10:15:14	Harold Thannisch	445 Cherokee Hill, Canton, GA 30115	hal@tdevsvcs.com	Very much against this development.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and stat	3. Enter your email address	4. Enter any additional comments (optional)
72	5/28/2025 10:16:25	Alison Keogler	125 Cherokee Hill Canton, GA	acekeogler@yahoo.com	No one wants this except for those whom would profit and don't live here.
73	5/28/2025 10:29:31	Rexford Taylor	150 Cherokee Hill, Canton GA, 30115	Taylorrex11@gmail.com	I strongly oppose this development. It's already gridlocked at that intersection every morning.
74	5/28/2025 11:06:14	Westmoreland Donna	130 Cherokee Hill	donnawestmore44@gmail.com	Stop this annexation and overgrowth in Cherokee County. Do not go the Cobb County route, they destroyed Cobb County
75	5/28/2025 11:21:14	John L Westmoreland III	130 Cherokee Hill, Canton, Ga 30115	sgnscape@yahoo.com	The proposed project will not be in line with the current neighborhood character of the area. Increased traffic is already a local issue as well. Do not go the route of Cobb county and ruin local neighborhoods for the sake of more growth only.
76	5/28/2025 17:05:15	Hilda Balyo	173 Redford Lane, Canton, GA 30115	Hilda_balyo@bellsouth.net	Vote NO on this request for annexing/rezoning including adding 92 townhomes (Annexation Case # A-01-2025 and Rezoning Case # MA-03-2025)
77	5/28/2025 18:15:26	Kim Bartolo	605 Greenbow Lane Holly Springs GA 30115	kim_bartolo@yahoo.com	JUST STOP! It already takes me 45-60 minutes to get to work in Alpharetta. The excessive building in the Holly Springs /Hickory Flat area is out of control!
78	5/28/2025 18:22:26	Joy McHenry	525 Tamarack Trail Canton, Georgia 30115	Joy@JoyMcHenry.com	Strongly opposed to Holly Springs annexation into Hickory Flat! AGAIN!!!!
79	5/28/2025 18:23:35	Kacy Jeselnik	5071 Hickory Hills Drive Woodstock, GA 30188	kacysullivan17@yahoo.com	Please keep us like Milton and Roswell with smart, controlled growth. Douglasville ruined their area by annexing and approving every proposed development. Stick to the approved Comprehensive Development Plan for out area instead of constantly deviating.
80	5/28/2025 18:36:17	Ken Sparks	401 Hickory Fairway CT, question I Woodstock, GA	ksparks@duck.com	Holly Springs needs to stay in it's lane and keep Hickory Flat somewhat rural
81	5/28/2025 18:37:06	Kay Rogers	926 laurelwood ct canton ga 30115	kayrogers48@gmail.com	Too much growth!!
82	5/28/2025 18:38:33	Kathleen Goggins	3057 Favor pines court, marietta, ga	kathleen.goggins@yahoo.com	Honor the agreement
83	5/28/2025 18:39:54	Lauren Cushman	2120 Harmony Dr, Canton GA	lhs921@Hotmail.com	I am against this rezoning
84	5/28/2025 18:44:34	Ashley Yavari	7171 Union hill rd canton ga 30115	Ashleycorsello1981@gmail.com	I oppose the annexation and the developmental plans
85	5/28/2025 18:45:26	Jane Mizell	323 McDaniel Pl, Canton, GA 30115	Janefmizell@yahoo.com	Deny annexation
86	5/28/2025 18:53:05	Kelly Fuller	144 Little Shoals Drive Canton, GA 30115	kfuller1119@gmail.com	This annexation is completely unnecessary and unwanted by the people of this area. We do not want or need these townhomes. This area is too crowded and we are loosing the rural feel.
87	5/28/2025 18:55:36	Candace carroll	350 lower union hill road canton ga 30115	Candacekcarroll@gmail.com	This would be terrible growth for the area.
88	5/28/2025 18:56:28	Matt Brown	1548 Tamarack Ct Canton, Ga 30115	Matthew.brown1301@gmail.com	Keep Holly Springs under control. They are ridiculous
89	5/28/2025 19:00:01	Melody Harrison	178 wheaten drive Woodstock ga	melodyharrison74@outlook.com	Holly springs needs to STOP annexing Hickory Flat. No one who lives here wants the high density stuff Holly Springs is approving.
90	5/28/2025 19:04:47	Sharon Keating	4725 Waters Rd Woodstock GA	Sharonmkeating8@gmail.com	Stop the madness!
91	5/28/2025 19:12:33	Roy stamm	1142 pink goss rd Woodstock ga 30188	Petestamm56@gmail.com	I'm against this commercial zoning
92	5/28/2025 19:13:33	Amanda Davis	7181 Vaughn rd canton GA 30115	aearnhardt84@gmail.com	Hope this is helpful on getting leadership to be more intentional about the development and how it affects the current residents whom are also tax payers.
93	5/28/2025 19:18:20	Brad Carroll	7093 vaughn rd canton ga	Charlesbcarroll@gmail.com	Area cannot handle the growth
94	5/28/2025 19:20:20	Paul Ruder	309 McQueen Way Canton Ga 30115	paulruder@comcast.net	I am against Holly Springs annexing the property at Lower Union Hill and East Cherokee.
95	5/28/2025 19:23:36	Julie Ross	513 Augusta dr canton ga 30115	perea.j@gmail.com	Please no.
96	5/28/2025 19:23:47	Paul Tatarski	105 little shoals dr canton ga 30115	paultatarski@gmail.com	Please do not build there
97	5/28/2025 19:23:53	Christina Reissig	205 Maple Creek Chase, Woodstock, GA 30188	tinaleigh08@yahoo.com	We need infrastructure support before we need more housing.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
98	5/28/2025 19:24:13	Layne Oetman	5059 Hickory Hills Drive, Woodstock, GA 30188	Theoetmans@gmail.com	I live in Hickory Flat and truly believe any extra commercial development would ruin the beauty of this small rural town.
99	5/28/2025 19:25:00	Ashley Evans	4193 Earney Rd Woodstock, GA 30188	Ash.evans1@icloud.com	The over development of our county HAS to stop. This is way out of hand and is destroying our town.
100	5/28/2025 19:25:22	Matthew McNeal	1040 Meadow Brook Dr Woodstock Ga 30188	mcneal33@gmail.com	Stop this madness, Holly Springs is a tyrant to all surrounding communities!
101	5/28/2025 19:27:34	Michele O'Brien	1055 Avery Creek Drive Woodstock Georgia	micheleelaineobrien@gmail.com	Please stop with the overdevelopment. Our area cannot handle more subdivisions or neighborhoods. The infrastructure is not there. This is nothing more than greed. This area is getting ruined. It has lost its charm. Developers and county commissioners and municipalities who continually rubber stamp these developments are solely to blame.
102	5/28/2025 19:29:51	Karen Gard	211 Meadow Creek Way, Woodstock, ga 30188	klgard@comcast.net	This is absurd and shouldn't even be on the table. We DO NOT NEED ANY MORE high density housing—no infrastructure to come close to supporting it, and will totally destroy this corner and area.
103	5/28/2025 19:32:50	Allison Rajecki	5980 Vaughn Road Canton, Georgia	rajecki143@gmail.com	None
104	5/28/2025 19:33:05	Kelly White	818 Middlebrooke Bend canton,GA 30115	kellymwhite3@gmail.com	I oppose this
105	5/28/2025 19:33:12	Leah Epelbaum	320 Hill Crest Cir Woodstock 30188	leahepelbaum@gmail.com	Stop destroying the small amount of green space Hickory Flat still has. We do NOT want to be as big as Holly Springs AND that area is NOT HOLLY SPRINGS. Hands off our land.
106	5/28/2025 19:35:05	Stephanie Lopez	1025 Middlebrooke Dr Canton GA 30115	StephALopez77@gmail.com	Stop the building!! We are overcrowded in Hickory Flat!!
107	5/28/2025 19:35:15	Angela Waller	4226 N Arnold Mill Road, Woodstock, GA 30188	ahwaller@bellsouth.net	We don't anymore homes here!!
108	5/28/2025 19:36:22	Adam White	818 Middlebrooke Bend canton, ga 30115	Cadamwhite1@hotmail.com	I oppose
109	5/28/2025 19:37:44	Cristin Baggary	5023 Hickory Hills Dr. Woodstock, GA 30188	ansel3265@windstream.net	We do not need anymore residential growth in Hickory Flat.
110	5/28/2025 19:38:59	Janell Samstag	2366 E Cherokee dr Woodstock GA	Janellsamstag6@gmail.com	We don't need townhomes. East Cherokee rd is not built for all this growth. The accidents are increasing and it's negatively affecting the area.
111	5/28/2025 19:39:13	Paige Sims	134 Cypress Court Canton GA 30115	paigersims@gmail.com	Please, please... our roads are already to much to handle. When it takes an average of 40 minutes to go 4 miles to take the kids to school in the morning, we've gone past the point of irresponsible growth and straight to greed with the intent to harm the community.
112	5/28/2025 19:43:32	Kasey Mitchell	306 Meadow Overlook, Woodstock, GA 30188	Kaseymitchell@gmail.com	Townhomes is a horrible idea, obviously from someone who does not live here.
113	5/28/2025 19:44:17	Johnathan Miller	249 Harmony Lake Dr	jjohnmiller95@gmail.com	Na
114	5/28/2025 19:44:28	Jon Talarico	4501 Holly Springs Pkwy 4301. Holly Springs, GA 30140	Jontalarico@yahoo.com	Stop this madness. Traffic is already crazy.
115	5/28/2025 19:50:19	Tenia Richey	433 JulieAnne Way, Woodstock, GA. 30188	richey433@gmail.com	That area is already way too congested! Our roads are at a hard stand still certain times of the day. Our quality of life would be negatively affected .
116	5/28/2025 19:50:50	DeLaney Campbell	1023 Middlebrooke Drive, Canton, GA, 30115	dcampbell0329@gmail.com	N/A
117	5/28/2025 19:51:32	Katelyn Wiger	1001 Avery Creek Dr, Woodstock GA	Katewiger@hotmail.com	Our schools and road can not support this growth
118	5/28/2025 19:52:07	Shanna Ames	404 Telfair Way, Canton GA 30115	Bastian16@live.com	N/A
119	5/28/2025 19:52:26	Abigail Mack	1079 Meadow Brook Drive, Woodstock GA	Abbycmack@hotmail.com	Stop ruining Hickory Flat
120	5/28/2025 19:53:07	Ronald Gramlich	1013 meadow brook dr Woodstock Ga 30188	Newfi11388@aol.com	We do not want any townhomes in Hickory Flat
121	5/28/2025 19:53:55	Karen Powers	3017 Bradshaw Club Dr, Woodstock Ga 30188	Karenpowers@live.com	I oppose Holly Springs annexation.
122	5/28/2025 19:56:25	Kelly Peterson	303 Westfield Bend, Woodstock, GA 30188	kelroc98@gmail.com	Stop building

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123	5/28/2025 19:56:35	Brigid Van Vacter	417 Middlebrooke St Canton, GA 30115	Bev6201@gmail.com	We do not want this proposed development in the Hickory Flat community!!! Holly Springs has monopolized the surrounding areas with other high density neighborhoods, so we do not want this plan to go through!!
124	5/28/2025 19:57:31	Candice Beck	302 Middlebrooke Way Canton Ga 30115	cbeck2@gmail.com	Hickory flat is full. We don't need anymore houses. The roads cannot hold the traffic.
125	5/28/2025 19:59:00	JoAnna Brown	128 Seattle Slew Way Canton Ga 30115	Jofaith83@gmail.com	This high density development is not a fit for our already packed community.
126	5/28/2025 20:02:47	Mark Webb	535 Teresa Ln, Canton, GA. 30115	Markhw@comcast.net	STOP!
127	5/28/2025 20:02:53	Natalie Butterworth	402 Woodside Ct Woodstock, Ga 30188	Nataliebutterworth@gmail.com	Stop the overgrowth!
128	5/28/2025 20:03:50	Susan Glaskey	1017 Middlebrooke Drive, Canton GA 30115-4546	Jerseygirl01@windstream.net	Stop the annexing of Hickory Flat to Holly Springs! We can't handle higher density. Massive traffic!
129	5/28/2025 20:05:49	Michael Murrell	112 Riverlake Drive	mmurrell71@gmail.com	Please no more high density - hate what has happened to Woodstock
130	5/28/2025 20:06:56	Dale Davis	113 Seattle Slew Way, Canton, GA 30115	dbergethon@icloud.com	Please take our opinions into consideration! We truly don't want this here. We're losing what makes Hickory Flat so special as a community.
131	5/28/2025 20:07:14	Jessica Frye	2067 Woodside park drive, Woodstock, GA 30188	Jessicafalls31@gmail.com	Please stop the unnecessary growth
132	5/28/2025 20:09:02	Matthew Mills	Regal Way, Canton, GA	millsmatthew@yahoo.com	Too dense. Against future land use plan. Violates boundary agreement. The property has had reasonable offers (with reasonable zoning) that the owner has refused.
133	5/28/2025 20:12:09	Rebecca Henson	115 Seattle Slew Way Canton GA 30115	rebeccabhenson@gmail.com	Deny Request for Annexation
134	5/28/2025 20:13:37	Julie Gonczi	2072 Fairway Crossing Dr. Woodstock GA 30188	Jcgonczi@gmail.com	I strongly oppose this type of development in Hickory Flat. I am also very tiresome of the land and money grabs from Holly Springs.
135	5/28/2025 20:13:42	Alicia Klehm	303 Meadow Overlook Woodstock Ga	aliciaaklehm@gmail.com	N/a
136	5/28/2025 20:14:17	Meredith Argo	1003 Meadow Brook Drive Woodstock Georgia 301	Educ4kids2@yahoo.com	Do not build townhomes!!!
137	5/28/2025 20:14:30	Rosey mccr	213 meadow creek way	Rosey.mccrobie@gmail.com	No more townhouses
138	5/28/2025 20:14:52	Allie Holberg	201 Man O War Ct, Canton, GA 30115	alykatt3@aol.com	Please DENY this request for annexation.
139	5/28/2025 20:14:55	Abby Dann	2015 Woodside park Dr Woodstock ga 30188	Aschepmoes@aol.com	DENY
140	5/28/2025 20:15:54	Kevin Lett	312 Pebblestone Lane, Holly Springs, Ga 30115	Klett83@gmail.com	Current infrastructure will not support this development
141	5/28/2025 20:16:55	Kelly Black	1055 Meadow Brook Dr, Woodstock, GA	Kelly.black@bellsouth.net	Against
142	5/28/2025 20:21:25	Mary Bennett	309 Oak Meadow Drive Woodstock, GA 30188	mesbennett@gmail.com	The intersection is too crowded already. We are not interested in becoming Holly Springs.
143	5/28/2025 20:23:25	Erin Halder	417 Carmichael circle canton, ga 30115	Collins.erin.1988@gmail.com	I am completely opposed to continuing development here. City of Holly Springs is over grown and people who live 5 miles away in Carmichael are impacted by this poorly thought through development.
144	5/28/2025 20:24:20	Amanda Cutts	306 Champions Ct, Woodstock GA 30188	Agcutts@gmail.com	Not only is the high density housing and mixed use retail cheapening our community and lowering the prices of home values and making it feel just tackier all around, we also do not have the infrastructure to support such growth. Traffic is already overly congested and adding this will make the problem worse. Please keep our community, beautiful and a nice place to live – not a cheap, high density retail outlet.
145	5/28/2025 20:26:04	Anne Shultz	5044 Hickory Hills Dr, Woodstock, GA 30188	Ashultz02@gmail.com	.
146	5/28/2025 20:31:14	Candace Price	405 Jessica Lane Woodstock Ga	Candaceprice0323@gmail.com	Our hickory flat (Bradshaw Farms) household strongly opposes this annex and land use proposal!
147	5/28/2025 20:31:35	Pam Reel	110 Gold Bridge Xing Canton GA 30114	psreel@protonmail.com	Requesting you preserve and protect this area and DENY the request

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148	5/28/2025 20:33:13	Elizabeth Martin	106 Clifford Ct, Canton GA 30115	elizabethvmartin2020@gmail.com	No more annexing by Holly Springs!
149	5/28/2025 20:35:35	Randy Gann	605 Harmony Grove Rd, ball ground, GA	r669charger@yahoo.com	Opposition to Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025
150	5/28/2025 20:37:06	Catherine Slack	4009 Hickory Fairway Drive, Woodstock GA 30188	jgslack@aol.com	no
151	5/28/2025 20:37:27	Stacie rohan	401 meadow brook circle Woodstock ga	Staciegunter@yahoo.com	Na
152	5/28/2025 20:37:33	Frieda Matthews	706 Bradshaw Lake Court, Woodstock, Georgia, 30188	frieda931@gmail.com	Too many homes/townhouses already in this area.
153	5/28/2025 20:38:11	John Slack	4009 Hickory Fairway Drive Woodstock GA 30188	jgslack@aol.com	no
154	5/28/2025 20:40:11	Stephen Hopper	328 McQueen Way Canton, GA 30115	stephop@gmail.com	I disapprove of this zoning request based on the reasons stated here, among others.
155	5/28/2025 20:40:22	Dallas Giddens	206 Sweetbriar Ln, Canton, GA 30115	mudhop@gmail.com	This rezoning and project are not in keeping with the current properties in the area.
156	5/28/2025 20:41:09	Titus Nordlander	1053 Middlebrooke Dr. Canton, Georgia	t.chuck.nordlander@gmail.com	N/a
157	5/28/2025 20:41:39	Ann Krull	506 Avery Creek Pointe, Woodstock, GA 30188	annkrull1@gmail.com	I am in Opposition to Annexation Case# A-01-2025 and Rezoning Case# MA-03-2025
158	5/28/2025 20:41:53	Pat Lowry	321 Oak Meadow Drive Woodstock, Ga 30188	p_lowry@comcast.net	Keep Holly Springs out of Hickory Flat!
159	5/28/2025 20:44:02	Heather Schreiber	305 Oak Meadow Dr Woodstock GA 30188	Heather@hlsretirementconsulting.com	N/A
160	5/28/2025 20:45:00	Ray Alexander	302 Field Crest St.	Raazor12@comcast.net	Two adjacent subdivisions to the northwest and due north are both transitional neighborhoods. To better fit the area, the proposed residential area should also be a transitional neighborhood. We don't need any more light commercial in the 8 acres that face Lower Union Hill Road either. Make it all transitional neighborhood.
161	5/28/2025 20:45:49	Noreen Kendle	332 McQueen Way Canton GA 30115	nmk2010@gmail.com	Absolutely opposed
162	5/28/2025 20:47:28	Kevin Black	1055 meadow Brook Dr Woodstock ga	Kevin.black0209@gmail.com	Against
163	5/28/2025 20:50:18	Beverly Brice	2047 Fairway Crossing Drive Woodstock, Ga	beverlybrice@comcast.net	We don't need townhouses in Hickory Flat there is too much traffic already!
164	5/28/2025 20:53:05	John Deal	100 Middlebrook court canton ga	Jaydeal34@gmail.com	Na
165	5/28/2025 20:53:30	Heather Downs	1035 Meadow Brook Drive	hsdowns@comcast.net	Just not necessary for our area. Too much strain on our infrastructure.
166	5/28/2025 20:55:28	Donna Hellmann	1038 Meadow Brook Drive, Woodstock, GA	Donnahellmann@comcast.net	N/a
167	5/28/2025 20:56:12	Linda McCloskey	407 Hickory Fairway Court	Jmcclos335@bellsouth.net	This was supposed to be a park!
168	5/28/2025 20:57:26	Andrew Ruszkowski	104 Middlebrooke Ct Canton GA	ajruszkowski@gmail.com	We do not want Holly Springs to annex Hickory Flat. Do what's right by our residents.
169	5/28/2025 20:59:37	Andrew Synhorst	4058 Hickory Fairway Dr. Woodstock, GA 30188	Asynhorst@gmail.com	None
170	5/28/2025 20:59:44	Alicia Austhof	1022 Meadow Brook Dr Woodstock GA	Alicia.austhof@gmail.com	Na
171	5/28/2025 21:02:20	Karen Pfof	4047 Hickory Fairway Drive, Woodstock GA 30188	Kbpfof@aol.com	I strongly oppose this proposed annexation.
172	5/28/2025 21:06:22	James Barger	565 Eagles Landing Drive, Alpharetta, GA (Cherokee County)	jfbvethospital@gmail.com	As a 30+ year resident of the Hickory Flat/Union Hill area, I've seen much growth, most of it beneficial. However, this proposal is out of character, excessive, and I believe detrimental to the area. The agreement between Holly Springs and Cherokee County should be honored. This proposal would put a burden on area residents, roads, and schools, increasing maintenance costs, requiring new infrastructure, and therefore increasing taxes on county residents. A hard "no" from our family.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and stat	3. Enter your email address	4. Enter any additional comments (optional)
173	5/28/2025 21:06:49	Betty mckean	1069 Jep wheeler road. Woodstock GA. 30188	Bmckean@gmail.com	Oppose!! Too much stuff going into hickory flat and all of Cherokee county destroying the county we fell in love with 10 years ago. Destroying our schools and roads with overcrowding and lowering property values. Enough is enough!!
174	5/28/2025 21:06:56	Sarah Davis	702 Middlebrooke Chase, Canton GA 30115	sedavis1023@gmail.com	Na
175	5/28/2025 21:07:19	Lara cooley	425 wood branch street, Woodstock 30188	laracooley@att.net	Hickory flat does NOT want this (another!) Holly Springs intrusion of rezone and annexation, of which they previously agreed to stop/cease.
176	5/28/2025 21:08:43	John Long	1799 Jep Wheeler Rd.	john@advancedpf.com	I humbly ask that the Holly Springs Council abide by the County Land Use Plan in accordance with the Spirit and Intent of the Boundary Agreement. The adversarial days are now ancient history and let's keep them buried in the past!
177	5/28/2025 21:09:20	Keri Cottrell	7240 Vaughn Road Canton Ga 30115	klynncottrell@gmail.com	Strongly OPPOSE the annexation and rezoning of the property located in Hickory Flat at the corner of Lower Union Hill Road and East Cherokee Drive.
178	5/28/2025 21:09:33	Jeremy Waller	4226 N. Arnold Mill Rd. Woodstock, GA 30188	jwaller@bellsouth.net	No more big development in hickory flat!!
179	5/28/2025 21:13:07	Miriam Scheer	4029 Hickory Fairway Drive, Woodstock GA 30188	Miriam.Scheer@yahoo.com	None
180	5/28/2025 21:17:53	Lisa Gasser	1085 Meadow Brook Drive Woodstock ga	gasserl@gmail.com	We need to slow down with the building
181	5/28/2025 21:18:18	Beth Powell	314 Oak Meadow Dr Woodstock, GA 30188	Bethpowell89@gmail.com	Opposed
182	5/28/2025 21:23:53	Carrie Taylor	1799 Jep Wheeler Rd.	carriet258@gmail.com	Bring back the cows!!
183	5/28/2025 21:30:17	Judy Holbert	3050 Quarles Dr, Canton, Georgia	ju23dy@yahoo.com	This property is directly behind our house. We already have problems getting out into East Cherokee Drive. This volume of homes will increase that difficulty plus it is not needed in this area.
184	5/28/2025 21:32:04	Jerry Ragan	148 Turners Ct. Canton, Georgia 30115	jmragan@gmail.com	Area not suited for this zoning!
185	5/28/2025 21:35:20	John Walpole	263 Arbor Hill Road Canton, Ga	jwalpolejr@gmail.com	These developement's are getting out of hand. we alive here because we want to avoid crowded cities and now it seems our elected official ans appointees are trying to make it more like the city. I wouldn't be surprised if kickbacks were involved. All politicians are corrupt for the almighty \$1.
186	5/28/2025 21:42:29	Richard Ryan	1036 Meadow Brook Dr, Woodstock GA 30188	Richard.ryan10@gmail.com	Stop building.
187	5/28/2025 21:43:47	Krista Preston	1039 Meadow Brook Drive Woodstock, GA 30188	k.preston@hotmail.com	N/A
188	5/28/2025 21:44:21	Collin Ryan	1036 meadow brook dr Woodstock, Georgia	Roryryan09@gmail.com	Please no more building!! No more homes! Stop chasing money!! And causing residents more headaches our infrastructure can't handle, we don't want to be like hwy 92!
189	5/28/2025 21:48:09	Richard Mills	1009 Meadow Brook Dr. Woodstock, GA 30188	Buzzweb@outlook.com	The Cherokee commission needs to block this annexation. Holly Springs is on a unsustainable growth trajectory.
190	5/28/2025 21:49:05	Steve kaudy	189 Redford lane canton ga 30115	Kaudysteve@gmail.com	Please make right and smart decision. Do not approve this poor idea of a development. Need to stop the focus of money and focus on keeping an area nice. I
191	5/28/2025 21:57:39	Kathleen Trella Newland	209 Cherokee Reserve Circle, Canton Ga 30115	Ktrella@gmail.com	Please limit development. Please create uniform look and feel of commercial development to be stacked stone or brick with low in height standardized signage and include budget for trees and landscaping. Uniform street lights with charm like vintage looking black wrought iron. We need to maintain our rural roots in this community; we need smarter growth not greed. Look at Milton for what we should aspire to.
192	5/28/2025 22:00:14	Melissa Bentley	404 Oakley circle	mrs.melissabentley@gmail.com	The school's are overcrowded. The roads cannot take anymore. Please respect the agreement of stopping the expansion into the county. Work within the already annexed area and complete all the construction, before taking over more land.
193	5/28/2025 22:00:55	Todd Ketcham	4081 Hickory Fairway dr Woodstock GA 30188	T.ketcham@comcast.net	None

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194	5/28/2025 22:03:21	Deborah Wood	5037 Hickory Hills Dr. Woodstock, GA 30188	debkennywood@gmail.com	None
195	5/28/2025 22:04:57	Ronnie Holbert	3050 Quarles Dr, Canton, Georgia	rjh45@windstream.net	Joins our property, will bring too much traffic to the area
196	5/28/2025 22:05:22	Amanda Dunavent	643 Stoneview Dr Holly Springs GA 30115	Amanda. Dunavent@gmail.com	No townhomes in HF.
197	5/28/2025 22:07:38	Megan Leuzarder	880 Jep Wheeler Rd. Woodstock GA 30188	megan.leuzarder@gmail.com	NA
198	5/28/2025 22:11:08	Maureen LaSelva	2075 Fairway Crossing Dr, Woodstock, GA	mlaselva@bellsouth.net	Stop!
199	5/28/2025 22:20:12	Kelli Ketcham	4081 Hickory Fairway Dr. Woodstock, GA 30188	kmketcham@comcast.net	Our roads and schools are not equipped to handle this high density. We do not need any more high density developments in this area.
200	5/28/2025 22:20:14	Pontius	1866 Hardman Lane. Woodstock, GA 30188	pontiusjo@comcast.net	N/A
201	5/28/2025 22:26:31	Kendra Hopkins	710 Bradshaw Lake Ct. Woodstock, GA 30188	khopkins.atl@gmail.com	Oppose annexation
202	5/28/2025 22:28:39	Camille Connor	132 Fairway Overlook Woodstock GA	Camilleconnor82@gmail.com	N/a
203	5/28/2025 22:30:11	April Ridings	113 Township Way Canton, Ga 30115	Aprilannr@gmail.com	Holly Springs has encroached far enough into Hickory Flat! As a resident of Hickory Flat, I am strongly requesting that Cherokee County put a Stop to the annexation to Holly Springs!
204	5/28/2025 22:50:52	Holly pecht	310 oak meadow drive woodstock GA	Hpecht@comcast.net	Thank you.
205	5/28/2025 22:56:02	Elizabeth and Glenn Gerdes	2069 Woodside Park Drive Woodstock GA 30188	Gerdeshouse@gmail.com	.
206	5/28/2025 22:56:57	Lori Mills	1009 Meadow Brook Drive, Woodstock, GA 30188	loriamills@hotmail.com	Cherokee County needs to block this - Holly Springs is annexing way too much - someone needs to stop this!!!
207	5/28/2025 23:40:08	Brenda Whitcomb-Allan	4018 hickory fairway Dr, Woodstock GA	Whitcombbr@gmail.com	N/A
208	5/29/2025 0:07:44	Joel Gentle	1245 Lower Birmingham Road Canton, Ga. 30115	jmg0527@aol.com	
209	5/29/2025 1:07:42	Robyn Rourk	2060 Woodside Park Dr.	robynrourk4@yahoo.com	NA
210	5/29/2025 1:49:57	Karen Kirkpatrick	134 Turners Ct. Canton, GA	kmkirkpatrick@windstream.net	We ask Cherokee County, Holly Springs and all those concerned to please protect our area from high density development. Thank you.
211	5/29/2025 2:31:32	Ashley Guffey	546 Marvin Land Ln, Canton, GA 30115	ashleybguffey@gmail.com	This proposal will negatively affect our community.
212	5/29/2025 2:34:02	Vicki MacDonald	1089 Meafow Brook Dr, Woodstock Georgia 30188	Macvs85@gmail.com	Not good
213	5/29/2025 4:56:32	John Lowell	307 Meadow Overlook, Woodstock, GA 30188	johnhlowell@gmail.com	Trying to use the City of Holly Springs as a loophole is an unscrupulous business practice.
214	5/29/2025 6:19:39	Justin Davis	7181 Vaughn Rd. Canton Ga 30115	justin.james.davis@gmail.com	While growth is inevitable and good, I do not believe this is in line with the stated plan and is not in the best interest of the community. Please Deny.
215	5/29/2025 6:33:18	Trent Patterson	308 Meadow Overlook, Woodstock Ga 30188	Tcpatterson7@gmail.com	We do not want townhouses and high density living or working spaces within our community. We moved to this area to avoid these concerns from Marietta and do not want to see Woodstock change from a rural area to an urban area.
216	5/29/2025 6:38:28	Sarah Moreno	902 Augusta Circle Woodstock GA	Sarahmoreno0709@gmail.com	I'm opposed to this.
217	5/29/2025 6:40:23	Jeff Marcus	112 Stephens Farm Dr	Jeffrey.Marcus@gmail.com	To much density for this piece of property in this area.
218	5/29/2025 6:53:01	Lisa Webster	123 Oak Haven Dr Canton, GA	websterl@seqlib.org	Our land is being ruined by the nonstop development and greed.
219	5/29/2025 6:53:43	Michael McHenry	525 Tamarack Trail Canton Ga 30115	mchenryclays@gmail.com	Holly Springs has ruined this area with high density development
220	5/29/2025 7:13:03	Marta Bach	216 Autumn Glen Trail, Woodstock, GA 30188	Marta10s@windstream.net	Please deny this request for annexation.
221	5/29/2025 7:13:07	Marta Bach	216 Autumn Glen Trail, Woodstock, GA 30188	Marta10s@windstream.net	Please deny this request for annexation.
222	5/29/2025 7:34:27	Valerie Williams	145 Waters Way, Woodstock, GA 30188	valve309@gmail.com	Stop this annexation

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
223	5/29/2025 7:36:50	Kathleen Miller	5003 Hickory Hills Dr Woodstock GA 30188	Kathy.m.miller@hotmail.com	Strongly oppose annexation and rezoning!!
224	5/29/2025 7:53:19	Todd Niebauer	2025 Fairway crossing dr, Woodstock, GA 30188	Todd.bauer1775@gmail.com	Do not change zoning.
225	5/29/2025 7:56:51	John Lindemann	407 Acorn Run	Jhlindemann18@gmail.com	Opposed to town homes in this area
226	5/29/2025 7:57:39	Teresa Bedoe	318 Brigham Circle	Tbedoe@gmail.com	This doesn't fit our community.
227	5/29/2025 8:05:02	Patricia Edmonds	169 Redford Lane Canton GA 30115	edmondst53@gmail.com	I am very opposed to this proposed project as it does not suit the character of our environment.
228	5/29/2025 8:05:46	Bach	216 Autumn Glen Trail, Woodstock, GA. 30188	goodgolfer1234@gmail.com	You are doing what is all too common. Adding people and business , when the roads are already unable to adequately handle the traffic.
229	5/29/2025 8:15:29	Anthony DaSilva	425 Middlebrooke St Canton, Ga 30115	Adasilva007@gmail.com	We don't need this in our community. Also, why is Holly Springs even reaching out this far? We are nowhere near Holly springs.
230	5/29/2025 8:19:26	Stephanie Lipp	153 Redford Lane, Canton,GA 30115	Stefnie123@yahoo.com	The proposed density of 92 townhome plus retail/office space is absolutely absurd for a 10 acre parcel on a rural neighborhood road. There are miles and miles of undeveloped land on HWY 140 already zoned commercial and appropriate for this type of scale. The only thing appropriate for the parcel at the NEC of E Cherokee and Lower Union Hill is residential 1 acre estate home lots. Also, if annexed into Holly Springs this would be in violation of the agreement they made with Canton not to try and annex anything further in the area until after 2028!
231	5/29/2025 8:24:52	Rachel Kandel	1072 Meadow Brook Dr Woodstock GA 30188	Rachelmkandel@gmail.com	Not an appropriate annexation
232	5/29/2025 8:45:02	Chandra Page	102 Woodside Pl Woodstock GA	cpage10@bellsouth.net	Stop annexing in our Hickory Flat community
233	5/29/2025 8:49:59	Robert Head	671 Hendon Road, Woodstock, Georgia 30188	robert.head@bellsouth.net	The growth must stop in agricultural areas. My farm now has cluster homes surrounding it since the city has become so money hungry.
234	5/29/2025 8:53:22	Loree Tengzelius	511 Creekshire Circle Canton, Georgia	Loree.tengzelius@gmail.com	One of the things I have always appreciated in my travels is how other countries preserve the land in their nation. The United States country as a whole, along with states and counties have become so greedy that all this country cares about padding their pockets and taking away the beauty of open land and trees in the process. Leave the rural areas rural and quit trying to make everything increase in population for the good of the almighty dollar!
235	5/29/2025 8:54:29	Matthew kluge	402 w Leslie ct	Pinball@bellsouth.net	Traffic is making the county unlivable
236	5/29/2025 8:57:34	Nancy Sykes	197 Redford Ln, Canton, GA 30115	purrjoy5@gmail.com	I echo this opposition to Annexation and Rezoning! In addition, Townhomes will decrease the home values of the existing homes!
237	5/29/2025 9:06:38	Karen White	149 Redford Lane Cantón. GA 30115	karen@jodywhite.net	I am opposed to annexing this property to city of Holly Springs. I am strongly opposed also to building a densely populated mixed-use complex on said property due to it backing up to a Senior neighborhood ' causing more congestion in an already overloaded area.
238	5/29/2025 9:13:54	Lisa Hopper	328 McQueen Way, Canton, GA	Sanalisahopper@gmail.com	We live in Courtyards at Hickory Flat and love the quiet and surrounding trees. Building that much on the corner would take away some of the beauty of our beloved Canton, also the congestion would increase to a horrible point.
239	5/29/2025 9:19:58	Charles Cooper	363 Heritage Overlook, Woodstock, GA 30188	Mcooper99@outlook.com	Please do not destroy the good environment that we currently have by putting high density housing in this area.
240	5/29/2025 9:21:42	Matt Word	115 American Pharoah Way, Canton, Georgia 30115	mword18@yahoo.com	N/a
241	5/29/2025 9:22:32	Kayleigh Erdman	2038 Woodside Park Dr Woodstock GA 30188	KErdman610@gmail.com	Please don't do this - the area is incredibly congested as it is and this is only going to amplify that
242	5/29/2025 9:23:14	Kathy Seamen	132 Redford Ln, CANTON, Ga 30115	Kseamen@aol.com	I want to live in Hickory Flat. I do NOT want to live in Holly Springs. Nor do I want 92 townhomes next door to me. I am OPPOSED!
243	5/29/2025 9:31:35	Megan Word	115 American Pharoah Way canton, GA 30115	Mword7@yahoo.com	Stop this mess

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244	5/29/2025 9:40:19	Jessica Love	111 American Pharoah way	Jelise3@gmail.com	Our community cannot support 92 townhomes. Our schools are already at max capacity and this would make this small town crumble.
245	5/29/2025 9:40:47	Elisa Noaker	1062 Avery Creek dr	elisanoaker@gmail.com	n/a
246	5/29/2025 9:50:04	Mary Zimmerman	102 Duxbury Ct. Canton, GA	maryzimmerman102@gmail.com	High density housing (townhomes, apartments) will put too much strain on already overcrowded schools and roads. Please deny the approval of the townhomes!!
247	5/29/2025 10:06:40	Deana Tepsic	155 Little Shoals Drive, Canton, GA 30115	deana218@yahoo.com	Please oppose this annexation and egregious development for our beautiful county.
248	5/29/2025 10:10:42	Corey Butchko	516 Edgewater dr Canton GA 30115	Mashtomasterpiece@gmail.com	Stop building
249	5/29/2025 10:13:17	Lisa DiFiore	1760 Old Country Pl	ldifiore@comcast.net	Strongly object to this annexation.
250	5/29/2025 10:14:06	Jennifer Conrad	2025 Woodside Park Dr, Woodstock GA 30188	Jenniferconrad38@gmail.com	No more
251	5/29/2025 10:14:29	Laura Snow	107 American Pharoah Way, Canton, GA 30115	laura.n.snow@gmail.com	We do not have the infrastructure for all of this high density housing. What happened to the required larger lots and space that makes Hickory Flat/holly Springs so desirable?!
252	5/29/2025 10:16:34	Rachel McCarthy	117 Wayfair Overlook Drive Woodstock, GA 30188	rmccarthy53@me.com	Stop the chaos
253	5/29/2025 10:19:38	Jessica Kulp	2072 Woodside Park Drive, Woodstock, GA 30188	Jessica.w.kulp@gmail.com	No.
254	5/29/2025 10:20:21	Mary Beth Selander	104 masters circle Woodstock, ga 30188	Mbmckean@yahoo.com	Deny!
255	5/29/2025 10:28:29	Karen Crews	1039 Middlebrooke Drive Canton, Georgia 30115	Karencrews1879@gmail.com	We moved here 6 years ago and at that time, HFES was well under capacity. Since that time, development for high density housing boomed and the school is now over capacity and had to have 4 outdoor trailers added. Traffic is already nightmare, especially when schools release and 140 is always a parking lot. To even consider adding the amount of new development without proper planning is a slap in the face to people who already live and work in this once quaint community.
256	5/29/2025 10:28:39	Briana Dillard	1038 Middlebrooke drive	Briana_274@outlook.com	Where is the light for the end of Stringer?!
257	5/29/2025 10:39:05	Jared DiFiore	120 Sutalee ridge Ct - white, GA 30184	Deef56@gmail.com	Disagree with this annexation
258	5/29/2025 10:46:34	Kyle Littlefield	1068 Middlebrooke Dr Canton GA 30115	Klittlefield252@yahoo.com	My address shows a Bartow county city but my residence is within Cherokee county.
259	5/29/2025 10:57:53	Julian Watters	403 Hancock Ct. Woodstock Ga. 30188	Jqwattersjr@bellsouth.net	Traffic in Hickory Flat is bad enough and you want to add town homes? Let's not cram as many people as possible into our small community.
260	5/29/2025 11:05:35	Mary Ann Laughlin	3040 Quarles Drive Canton GA 30115	luv2sew123@gmail.com	Do your...job Stop growth..help
261	5/29/2025 11:11:06	Tina Cesnik	2071 Woodside Park Dr., Woodstock, Ga 30188	tinab4@gmail.com	We do not want townhouses in our back yard.
262	5/29/2025 11:14:06	JoAnn Alvino	116 Redford Ln/ Canton, Ga 30115	Jmarasco0714@comcast.net	The growth in our community has been overwhelming. While we understand some growth is necessary, the number of high density neighborhoods, apartments/townhomes and storage facilities is ridiculous. We moved to Hickory Flat because of the spacious land and surrounding farms, all of which is being hijacked and turned into overcrowded communities. Think about where you want to live and spend time with family. I know I don't want to spend 30 min to get 5 miles up the road and I don't want my child's school to be overcrowded to the point where there's 40-50 kids per classroom. Keep making moves like this and you'll quickly run off the amazing people in the community who will move to a place that appreciates the "space between".
263	5/29/2025 11:14:17	Greg Lomax	113 American Pharoah Way, Canton, GA 30115	lomax.ga@gmail.com	Opposed
					No additional comments

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264	5/29/2025 11:14:20	Kelly McElwain	104 American Pharoah Way Canton, GA 30115	Kmcelwain4@gmail.com	N/a
265	5/29/2025 11:15:39	Kela Haly	114 American Pharoah Way Canton, GA	kelajones81@yahoo.com	I oppose this development.
266	5/29/2025 11:51:08	Mary Train	4032 Hickory Fairway Drive, Woodstock, GA 30188	lptrain@mindspring.com	Please DENY this request for annexation.
267	5/29/2025 11:53:50	High Train	4032 Hickory Fairway Drive. Woodstock, GA 30188	ctjrmail@gmail.com	DENY request
268	5/29/2025 11:55:22	Lawrence Reeves	110 Township Way, Canton, GA 30115	reeves2405@gmail.com	We ask that you DENY this request for annexation; in that this property lays outside of the growth boundaries that were agreed upon by the City of Holly Springs (Steven W Miller, Mayor) and Cherokee County (Harry B. Johnston, Chairman, Board of Commissioners) in 2022. This owner should be able to sell her property; but NOT at this ruinous development in Hickory Flat.
269	5/29/2025 11:59:05	Lauren Jennings	411 Royal crescent lane E canton ga 30115	Ljennings218@gmail.com	X
270	5/29/2025 12:09:23	Rebecca Reeves	110 Township Way, Canton Georgia, 30115	4glydon@gmail.com	As stated above; and Anything even close to this High Density should be considered for nearer the Holly Springs Center, downtown area. Also having two entrances on East Cherokee Dr at both the intersections near East Cherokee Drive and Union Hill; and the main intersection of SR 140 and East Cherokee Drive is both Absurd, and Highly Congestive; especially, since these intersections have recently been reconstructed, and are virtually at a standstill.
271	5/29/2025 12:29:23	Louis Seeley	1015 Meadow Brook Drive, Woodstock, GA 30188	louis.seeley@gmail.com	Enough.
272	5/29/2025 12:29:34	Kendra Carter	504 Tower Trace	kocarter2001@gmail.com	Please honor the agreement and do not annex!
273	5/29/2025 12:30:09	Michael Carter	504 Tower Trace	kocarter2001@gmail.com	Please do not annex.
274	5/29/2025 12:37:53	Pamela Villers	303 Champions Ct., Woodstock, Ga. 30188	pgvillers@comcast.net	Too crowded already!
275	5/29/2025 12:48:08	Jessica curl	2074 Woodside Park Drive Woodstock GA	Jessicalcurl@gmail.com	Na
276	5/29/2025 13:17:14	Angela Head	671 Hendon Road Woodstock, Georgia 30188	bahead@bellsouth.net	Stop mass developing farm land
277	5/29/2025 13:22:43	Kincey Floyd	1033 Middlebrooke Dr Canton GA 30315	Kinceyfloyd@gmail.com	N/A
278	5/29/2025 13:27:09	Robert Sykes	197 Redford Ln, Canton, Ga. 30115	bnrsykes@gmail.com	I totally agree to what is stated above. The proposed mixed use does not meet the character of the area and we do not need more commercial development. I am totally against this proposal and annexation of the area.
279	5/29/2025 13:46:25	Renee Dierdotff	1021 Middlebrooke Drive, Canton, GA 30115	reneedierdorff@yahoo.com	Please stop
280	5/29/2025 13:50:06	Jennifer Paramo	103 American Pharoah Way Canton, GA 30115	Paramo.jennifer@gmail.com	No
281	5/29/2025 13:56:32	Bobbie Dail	114 Silky Sullivan Way	Brweiss74@gmail.com	To much growth.. schools are already too full!
282	5/29/2025 13:59:26	Steve Brice	2047 Fairway Crossing Drive Woodstock, Ga	stephenbrice53@gmail.com	Please stop all the annexation and building of new homes in Hickory Flatt
283	5/29/2025 14:01:40	Jessica Ferguson	100 Matthews rd canton ga	jess.yates9@gmail.com	This does not fit the intention of the area. Many of us looked at the plans upon moving here and this is the opposite direction of what we expected for the area.
284	5/29/2025 14:03:17	Gary poole	5064 hickory hills dr Woodstock Georgia 30188	Gpoole54@aol.com	None
285	5/29/2025 14:18:50	Casey Fowler	707 Middlebrooke Chase Canton GA 30115	Caseyfowler115@gmail.com	I purposely purchased my home OUTSIDE of Holly Springs' city limits. The residents of Hickory Flat DO NOT want development of this type OR to be annexed into Holly Springs
286	5/29/2025 14:25:59	Elisse Saunders	215 Meadow Creek Way, Woodstock, GA	elisse.day@gmail.com	NA
287	5/29/2025 14:27:37	Joseph Duckett	113 Silky Sullivan Way, Canton, GA, 30115	josephbduckett@gmail.com	Deny
288	5/29/2025 14:40:37	Natalie Lomas	115 Middlebrooke Court Canton GA 30115	natalieland14@gmail.com	.

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289	5/29/2025 14:57:47	Kacy Smith	400 meadow Brook Cir Woodstock, GA 30188	Kacy.h.smith@gmail.com	Opposed to townhomes
290	5/29/2025 15:01:34	Victoria Necessary	203 Maple Creek Chase Woodstock, GA 30188	crimson5777@gmail.com	Keep our small town character!
291	5/29/2025 15:23:28	Kathryn Milne	750 Melanie Ct Canton, GA 30115	kathy_milne@outlook.com	Holly Springs needs to stay OUT of Hickory Flat. We do NOT have the desire for more growth nor do we have the infrastructure to support this development. When our Kroger runs out of common every day items on a regular basis and you cannot park at the hospital, it's a clear indication that there are TOO MANY PEOPLE HERE!!!!!!!!!!
292	5/29/2025 15:30:34	Robyn Champagne	102 Glenmill Way	kndivas@aol.com	No!
293	5/29/2025 15:41:19	Lisa Lohr	233 Mountain View Dr., Woodstock, 30188	lm_lohr@yahoo.com	There's too much building going on.
294	5/29/2025 15:43:41	Bryan & Diane Kovacs	103 Cherokee CT., Canton, GA 30115	kovacs.bryan@gmail.com	As homeowner since 1978, this type of callous disregard for the Hickory Flat community and it's existing Land Use Plan has to stop. Just look at the decisions made previously (high density zoning) on annexed land and the horrible results it has caused. This annexation is not necessary and totally does fit in the Hickory Flat area. Please STOP! Thank you
295	5/29/2025 15:56:37	Carol smith	107 Ashton Farms Dr, Canton, GA	anothercsmith@gmail.com	
296	5/29/2025 16:08:20	Daphnie Farmer	823 Middlebrooke Bend, Canton, GA	cantonfarmers4@gmail.com	I am strongly against this project! It doesn't fit Hickory Flat area at all. It will cause a major backup in traffic in an already congested area.
297	5/29/2025 16:13:37	Linda Hayes	2509 E. Cherokee Dr. Holly Springs, Ga.	M1preciosa0305@gmail.com	Please deny any request for annexation.
298	5/29/2025 16:53:24	Bonnie Cooper	363 Heritage Overlook Woodstock GA 30188	bonniecooper2@gmail.com	STOP REZONING!! Residents are frustrated and angry at high density approval requests!!
299	5/29/2025 16:57:29	Jim Parker	122 Seabiscuit Way - Canton, GA	jim@abuyeragent.com	I am opposed to the entire development of commercial/residential - it doesn't fit community - and I object to annexation by Holly Springs - total residential SFH development is ok...any commercial development at that location right now is unacceptable.
300	5/29/2025 16:59:43	Patricia Lyons	750 melanie ct canton ga	Lyonspa529@gmail.com	I live off sugar pike and firmly oppose this high density rezoning. It destroys the previous planning. We do not want or need another Holly Springs annexation.
301	5/29/2025 17:03:52	Christopher Thompson	4079 Hickory Fairway Drive, Woodstock, GA 30188	Christthompson33065@yahoo.com	Deny this request
302	5/29/2025 17:27:39	Nicky Burke	337 Johnson Brady Road Canton Ga	nikthechik1@yahoo.com	Stick to the land use plan!!!! How hard is it
303	5/29/2025 17:29:04	Carol Cicero	516 Tower Trace, Canton, GA	Ccriley59@gmail.com	Please vote no to annexation!
304	5/29/2025 17:30:24	Erin Staten	212 Maple Creek Chase Woodstock GA	Ladybugelr@yahoo.com	Stop the over growth!
305	5/29/2025 17:45:55	Renee Hvizdak	813 Clubhouse pointe Woodstock GA 30188	Bgirly55@yahoo.com	Please do not build more homes - we want Hickory Flat to stay Hickory Flat
306	5/29/2025 17:47:11	Sandra Cleghorn	585 Split Ridge Drive Canton ga 30115	Sasso26@aol.com	Enough already. My road is across the street from the proposed park and east Cherokee can't handle any more traffic! It's already hard to get out onto east Cherokee, it will be a nightmare with the park and this new development. Please give the construction a rest for at least awhile.
307	5/29/2025 17:49:03	Ashley Clack	139 Cherokee Reserve Cir Canton, GA 30115	ashleyclack@outlook.com	Please deny this annexation.
308	5/29/2025 18:03:35	Stacey McLain	1076 meadow brook dr Woodstock ga 30188	sj.mclain@att.net	No rezoning
309	5/29/2025 18:04:52	John Neuenschwander	2135 Harmony Dr, Canton, GA, 30115	johnneuen@gmail.com	I oppose the development.
310	5/29/2025 18:05:32	Amanda Lynn	163 Lake Reserve Way Holly Springs, GA 30115	Mandywlynn@gmail.com	Too much!!!!
311	5/29/2025 18:22:41	Ericah Stokes	62 Lake Reserve Way Canton, GA 30115	ericahparrish@yahoo.com	None
312	5/29/2025 18:29:05	Meghan Lessa	220 Windflower Ct. Canton, GA 30115	Meghanlessa@gmail.com	We oppose any and all high density in the area.

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313	5/29/2025 18:33:56	Brandon Lessa	220 Windflower Ct Canton 30115	Brandonlessa@gmail.com	I oppose all high density zoning in this area.
314	5/29/2025 18:39:25	Rhonda Moore	155 Barn Rd canton ga	RSMOORE32@GMAIL.COM	city of holly springs needs to stop with the annexation of property and stop approving dense developments
315	5/29/2025 18:47:48	James	206 Meadow Creek Way Woodstock Georgia 30188	jake45ja@gmail.com	No to both.
316	5/29/2025 18:57:21	Katherine Schulte	821 Levi Farms Lane Canton GA	Kjdurham94@gmail.com	No
317	5/29/2025 19:03:12	Carol Sturgill	108 Willow Overlook, Canton, GA 30115	sturgill7210@gmail.com	I am opposed to the annexation and rezoning of the property.
318	5/29/2025 19:15:21	LaDonna Hocker	1073 Meadow Brook Drive Woodstock, Ga 30188	ldhocker1@gmail.com	Please do not over build our neighborhoods. Our schools and highways can't take the growth. We want to remain a small bedroom community.
319	5/29/2025 19:26:40	Gretchen Lauson	325 Oak Hill Lane	Gmsjax1@aol.com	No high density residential
320	5/29/2025 20:09:53	Amy Joubert	4031 Hickory Fairway Drive	amyj400@yahoo.com	Please don't allow this change!
321	5/29/2025 20:12:21	Stacy Ragan	133 Turners Ct, Canton, GA 30115	stacyragan@gmail.com	Na
322	5/29/2025 20:16:01	Nicole Hood	2220 Lansdowne Dr Canton GA	Ntwfnp@hotmail.com	Please don't annex any more property!
323	5/29/2025 20:17:24	Paul joubert	4031 hickory fairway drive Woodstock ga 30188	CFA701@HOTMAIL.COM	Terrible idea. Already overgrown. Roads are so behind.
324	5/29/2025 20:19:58	Michelle Brown	205 Woodridge parkway canton ga	chellenicosia@hotmail.com	We The People have had enough.
325	5/29/2025 20:20:43	Renee McCarty	304 Haley Farm Ct, Canton GA 30115	peachyforever@yahoo.com	I oppose the annexation and rezoning of the property located in Hickory Flat at the corner of Lower Union Hill Road and East Cherokee Drive.
326	5/29/2025 20:26:33	Scott McCarty	304 Haley Farm Court, Canton, GA 30115	denver5357@yahoo.com	Growth is out of control here, and infrastructure improvements are needed desperately
327	5/29/2025 20:37:57	Robert McMillan	310 Meadow Overlook, Woodstock, GA	robert.mcmillan@scotcro.com	Do not allow annexation
328	5/29/2025 20:38:39	Christopher Craft	713 Marvin Land Lane	chriscraft@live.com	I oppose annexation!
329	5/29/2025 20:40:00	Lauren Fetzer	410 Telfair Way, Canton, GA	laurenleight25@gmail.com	Please stop the gross overdevelopment of Cherokee County, especially when our roads and school system can't support it.
330	5/29/2025 20:48:45	Abby Vineyard	3006 Bradshaw Club Drive, Woodstock, GA 30188	Abbyvineyard13@gmail.com	Quit making Hickory Flat what current non-residents want and instead listen to what the current residents want. It's very annoying that those in charge do not seem to care about what the current tax-paying Hickory Flat residents want. We don't want this. It's not why we moved here. Stop it.
331	5/29/2025 20:56:01	Kerry Ollman	111 Fairway Overlook. Woodstock, GA 30188	kollman66@gmail.com	stop encroaching into Hickory Flat!!
332	5/29/2025 21:09:11	Patsy Campbell	6750 Vaughn Rd	pd5091@hotmail.com	dont want it
333	5/29/2025 21:14:52	Barry Campbell	6750 Vaughn rd Canton Ga	Barrcam1@aol.com	Hickory Flat does not want to be Holly Springs and does not need that kind of development
334	5/29/2025 21:48:37	Melissa Sherman	754 Bridgeview Dr Holly Springs GA	Missssherman26@aol.com	N/A
335	5/29/2025 22:01:27	Amber Ferguson	254 Carrington Way, Canton, GA 30115	Amberfergy@gmail.com	I oppose
336	5/29/2025 22:39:50	Brooke Johnson	2511 Batesville Road Canton, GA	lbjohnson1400@gmail.com	As a life-long resident of Hickory Flat, I oppose this high density development and ask that you deny it.
337	5/29/2025 22:45:17	Daphne Hutson	1165 Avery Rd, Canton, GA 30115	Hutsond42@gmail.com	Please deny request for annexation.
338	5/30/2025 0:29:02	Trent white	422 middlebrooke st canton ga 30115	Twhite12@gmail.com	No more annexation
339	5/30/2025 2:00:47	Dodie McCoy	352 McQueen Way	dlmccoy@bellsouth.net	That sounds like waaaay too many people (traffic, cars) in this little bitty space/area.
340	5/30/2025 6:20:31	Emma Pognant	1235 Old Jones Rd Alpharetta,ga 30004	Estrick4@gmail.com	Please honor the boundary agreement. As a live long Hickory Flat/Avery Community resident, this would drastically change this area for the worse. I beg you. Don't allow this. Please

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and stat	3. Enter your email address	4. Enter any additional comments (optional)
341	5/30/2025 6:33:31	Josh Srok	2395 E Cherokee Dr. Woodstock GA 30188	Joshua.srok@gmail.com	Keep HF country
342	5/30/2025 7:01:30	Dawn jones	220 old Carney rd ball ground ga	dfjones5992@gmail.com	Stop all the building!!
343	5/30/2025 7:48:43	Catherine Hill	2035 old country place Woodstock GA 30188	drchill13@gmail.com	Holly Springs should stop annexing Hickory Flat. Enough building without infrastructure in place. Thank you.
344	5/30/2025 8:11:16	Tom Nanney	102 Stephens Farm Drive canton, Ga. 30115	tnanney25@gmail.com	To dense a development for this area.
345	5/30/2025 8:18:12	Angela Doughty	117 Silky Sullivan way, canton GA 30115	agourley@vt.edu	None
346	5/30/2025 8:26:14	Chuck Cooley	425 Wood Branch St Woodstock, GA 30188	chuckcooley@att.net	No!
347	5/30/2025 9:45:15	Josh Fetzer	410 Telfair Way, Canton, GA	jfetzer20@hotmail.com	We chose to live in Cherokee County, not Cobb or Fulton. Stop trying to make us like them. People move here to get AWAY from that. Deny, deny, deny!
348	5/30/2025 10:14:08	Scott Bonner	420 Middlebrooke St. Canton, GA	sbonner84@gmail.com	No annexation
349	5/30/2025 10:28:21	Christina Black	4101 Hickory Fairway Drive	Chris@hresq.com	No annexation!
350	5/30/2025 11:13:43	Scott Hocker	1073 Meadow Brook Dr, Woodstock GA 30188	slhocker@gmail.com	I'm opposed to this rezoning.
351	5/30/2025 11:35:13	Ralph Schipske	5026 Hickory Hills Dr., Woodstock GA 30188	dr.rschipske@gmail.com	a
352	5/30/2025 12:36:26	John DeRussy	1440 White Columns Blvd, Canton GA	laurieder@yahoo.com	Holly Springs has ruined my once beautiful Hickory Flat. Now it is nothing but high density housing subdivisions and worthless fast food. I might as well live next to an I 75 truck stop. Please keep Hickory Flat rural and stop allowing all these fast food junk eateries.
353	5/30/2025 14:33:39	Andrea Gonzalez	311 Oak Meadow Dr, Woodstocj, GA 30188	Gonzalez.deedee@gmail.com	Deny
354	5/30/2025 14:47:29	Benjamin Barger	228 Woodland Brook Dr. Canton, GA 30115	mikey64@gmail.com	We don't want Hickory Flat to turn into another "Holly Springs Pkwy".
355	5/30/2025 14:52:47	John Barger	565 Eagles Landing Drive Alpharetta Georgia	mrknightley05@gmail.com	The development of this property would cause unfounded ecological and logistical damage to the area which would take decades to repair. The additional traffic that development would generate would drown out small neighborhood and private roads in the area and greatly inhibit travel to and from workplaces.
356	5/30/2025 14:54:18	Tammy Russell	105 Shiloh Ridge Trail Canton Ga	tdrussellmdm@mac.com	Absolutely no to this development! We must protect the small town feel of Hickory Flat.
357	5/30/2025 14:56:30	Skylar McNaghten	565 eagles landing drive Alpharetta Ga 30004	skylar.barger93@gmail.com	STOP WITH THE DEVELOPMENT FOR CRYING OUT LOUD!
358	5/30/2025 14:59:45	Kelly Bauch	129 shiloh Ridge Trail, Canton GA	kelly.bauch7@gmail.com	Please don't let this happen
359	5/30/2025 15:01:15	Missy Shedd	112 Shiloh Ridge trail	mmshedd@gmail.com	Traffic is already bad. Too many homes being built and nothing but fast food in hickory flat. No more!
360	5/30/2025 15:01:42	Kelli Easterling	110 Ashton Farms Drive Canton Georgia 30115	Kelli@kellieasterling.com	Please do not approve this project we are at maximum capacity now
361	5/30/2025 15:05:15	Eli Barger	565 eagles landing drive Alpharetta GA	spootle04@gmail.com	I'm really tired of all these ugly butt houses popping up like a bad case of Acne on the landscape, if I see another neighborhood full of "farm houses" with stark white sides and black trim, I'm gonna lose it.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and stat	3. Enter your email address	4. Enter any additional comments (optional)
362	5/30/2025 15:08:32	Susanna Harper	12177 Bells Ferry Rd, Canton, GA 30114	Susannabharper@gmail.com	I grew up in Hickory Flat and it is nearly impossible to get thru any of the intersections as it is now. Building this would make it impossible. It should take me less than 20 minutes to get to my parents house. Due to the huge influx of people in the area already it takes me about 30-35 depending on the time of day. We need to take a page out of Alpharetta's book and start PRESERVING green space and the farming history in our community. Not taking it away to increase traffic, carbon footprint, and general congestion. We are chasing good people OUT of the community. Cherokee county will soon be made up of transplants who have no interest in preserving the core values and history of this county we locals hold so dear. Please consider preservation over money. Thank you
363	5/30/2025 15:13:54	Lori Daniel	276 Spearman Lane Canton, GA 30115	Loreo112@yahoo.com	Hickory Flat is already too crowded.
364	5/30/2025 15:25:44	Cheryl Stephens	1607 Lower Union Hill Rd Canton GA 30115	Cheryldstephens@gmail.com	This would have a negative impact on our roads in this area that are already overcrowded. There seem to be daily accidents in Hickory Flat already.
365	5/30/2025 15:31:18	Leigh Ann Bennett	673 Avery Rd Canton , Ga. 30115	Leigh_Bennett 21@hotmail.com	This is crazy to even consider this!!!!
366	5/30/2025 15:38:57	April Satterfield	671 Avery Rd Canton GA 30115	aksatt@yahoo.com	Please stop the growth in Cherokee County!!! Especially Hickory Flat! Our roads our schools our home cannot take any more of this. I have lived here my whole life and it is a shame what has been done to our community!!!
367	5/30/2025 15:46:42	Russell Daniel	276 Spearman Lane, canton, GA	Redaniel276@gmail.com	No more building!!
368	5/30/2025 15:56:49	Sarah Wetzel	151 Wills Ln Canton GA 30115	sarahjwle@gmail.com	I grew up in hickory flat and now live less than 15 minutes away, with family still there. I can't tell you how much we all detest all the new development in the area. There is simply NO MORE ROOM for compact, high density housing, not to mention NO ROOM ON THE ROADS for all the cars that come with high density housing. You are chasing away all the core people from the community who have known and loved this little city for decades. Farmers are getting pushed out with ridiculous, inflated taxes and this little area is becoming increasingly unbearable to simply even pass thru because of all the horrific traffic. Stop the development! Perverse what little beauty we have left in Hickory Flat!
369	5/30/2025 15:58:09	Sylvie Barger	110 White City Court Canton GA 30115	sylviedabee@gmail.com	WE DO NOT WANT ANY MORE HOUSES IN HICKORY FLAT!!!!
370	5/30/2025 15:58:56	Kurtis Wetzel	151 Wills Ln Canton GA 30115	adamwetzelec@gmail.com	We don't have the room for this. Quit it!
371	5/30/2025 16:05:04	Laura Dameron	127 Shiloh Ridge Trail, Canton, GA 30115	drlaura@comcast.net	The roads cannot support this!
372	5/30/2025 16:06:36	Lydia Barger	400 Oakwind Dr Canton GA 30114	lydia.smitherman@gmail.com	Traffic is already really terrible in this area. Adding more housing compounds this issue. Stop adding more housing and focus on providing better traffic patterns and parking
373	5/30/2025 16:11:58	Andrew Harper	12177 Bells Ferry rd Canton Ga	acharlesharper@gmail.com	Don't do it
374	5/30/2025 16:29:30	Stan coker	669 Avery rd canton ga 30115	tmimechanical@yahoo.com	None
375	5/30/2025 16:58:17	Marlene Hopkins	125 Ledford Ln. Woodstock, Ga 30188	Marlenehopkins3@gmail.com	No additional comments
376	5/30/2025 16:59:25	James Hopkins	125 Ledford Lane Woodstock, Ga.	Creativemetal@yahoo.com	Holly Springs has no business there. Too far from their actual city center. Services would be charged for and never rendered.
377	5/30/2025 17:00:01	Jodie Davis	977 Bailey Toad Woodstock GA	Jodie@iejodie.com	Please stop!
378	5/30/2025 17:07:47	Esme Barger	565 Eagles Landing Drive, Alpharetta, GA	ezmadoodle02@gmail.com	Please don't destroy this land. Hickory Flat is already too populated. The city would have to completely rebuild itself to accommodate for these people. I've lived in this area my whole life and this massive development has been so discouraging

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379	5/30/2025 17:16:19	Jessica Vitch	2042 Fairway Crossing Drive, Woodstock, GA 30188	Jessicaipp89@gmail.com	We do not want this
380	5/30/2025 18:13:12	Gia Barger	565 Eagles Landing Dr Alpharetta GA 30004	gigiaclea@gmail.com	Thank you
381	5/30/2025 18:23:25	Cael barger	565 eagles landing drive Alpharetta ga	bucketts1208@gmail.com	This will cause more traffic, which we really don't need. Also all these new neighborhoods and shit are ruining the local investment, and destroying in dangered species like the Eastern box turtle.
382	5/30/2025 19:53:40	Cindy Eberhart	184 Redford Lane, Canton GA 30115	cindyeberhart@gmail.com	Strongly oppose to this annexation!
383	5/30/2025 20:39:38	Gina Bouthilette	2055 Fairway Crossing Drive, Woodstock, GA	ginabouthilette@gmail.com	Please listen to your local taxpayers and deny the request for annexation.
384	5/30/2025 20:39:43	Gina Bouthilette	2055 Fairway Crossing Drive, Woodstock, GA	ginabouthilette@gmail.com	Please listen to your local taxpayers and deny the request for annexation.
385	5/30/2025 23:26:51	Joy Eubanks	375 Jep Wheeler Lane, Woodstock GA	joyeubanks@aol.com	NA
386	5/31/2025 6:32:39	Barbara Froilan	2018 Woodside Park Drive	barb6680@gmail.com	I oppose this re-zoning request
387	5/31/2025 6:37:07	Joshua	2018 Woodside Park Drive Woodstock, Ga	CPTNEESE@GMAIL.COM	We are good where we're out
388	5/31/2025 8:01:33	Erin Gelatt	831 Middlebrooke Bend Canton Ga	Megelatt@comcast.net	Stop annexing
389	5/31/2025 9:38:07	James Witkiewicz	603 Middlebrooke Trail, Canton, GA 30115	jpwit@hotmail.com	.
390	5/31/2025 10:53:45	Jared Rhodenizer	3010 Bradshaw Club Dr., Woodstock, GA 30188	jaredrhodenizer@gmail.com	N/A
391	5/31/2025 11:02:20	Joel Griffies	205 Palmer Ct, Woodstock, ga 30288	Jdgdvm@comcast.net	Inappropriate.
392	5/31/2025 13:06:04	Elizabeth Griesemer	288 Carrington Way Canton GA 30115	Elizabethgrizmer@yahoo.com	I don't want Holly Springs taking over. I love my Hickory Flat community. Holly Springs is corrupt
393	5/31/2025 13:20:24	James Rohan	401 Meadow Brook Circle, Woodstock, GA 30188	Jimroglobal@gmail.com	Against rezone
394	5/31/2025 13:21:27	James Rohan	401 Meadow Brook Circle, Woodstock, GA 30188	Jimroglobal@gmail.com	Against rezone
395	5/31/2025 13:35:27	Melody McCullough	202 Carrington Way Canton, GA	melody.ewing94@gmail.com	Deny this annexation!
396	5/31/2025 14:05:35	Frances Bragg	1150 Lacy Road Canton GA 30115	Fran.bragg@gmail.com	N/A
397	5/31/2025 14:40:26	Janet Piper	309 Meadow Overlook Woodstock Georgia 30188	Jpiper71@gmail.com	Against bat this development located here
398	5/31/2025 17:04:47	Mike Taylor	605 Creekbank Ct Woodstock GA	Mike.taylor22@hotmail.com	N/A
399	5/31/2025 20:55:55	Stanley Church	1020 A J Land Rd, Canton, GA 30115	Stan@s3k4.com	.
400	6/1/2025 0:55:35	Elizabeth Miller	6713 Reinhardt College Pkwy, Waleska, GA 30183	Bessthemess@gmail.cok	Hickory Flat has become a nightmare to navigate; it is hard to even imagine how much worse it will be with more high-density housing. Please do not allow this to happen.
401	6/1/2025 6:47:35	Dayna Chmielorz	4002 hickory fairway dr	Deermcee@gmail.com	Traffic is already terrible. This area cannot handle any more
402	6/1/2025 6:49:03	Paul LeCour	4002 hickory fairway dr Woodstock ga 30188	Countryscience@gmail.com	I wish to deny this request
403	6/1/2025 7:58:26	Robert Herz	325 gardens of harmony dr, Holly Springs, Ga 30115	Carfund2267@yahoo.com	Enough is enough. Learn to say no
404	6/1/2025 9:48:02	JH	Redford Ln, Canton, Ga	Jeh30144@gmail.com	Please DENY this request for annexation.
405	6/1/2025 13:09:22	Tiffany Klyber	605 Bridgewater place	Taklyber@hotmail.com	This would cause even more chaos and traffic to this area (and thus creating more accidents) and to our already too small enough schools. Maybe consider expanding the schools first before creating more homes.
406	6/1/2025 16:00:08	Sheila Edwards	2079 Woodside Park Drive Woodstock GA	Sheilawedwatds@yahoo.com	N/a
407	6/1/2025 18:03:48	Matt Zimmerman	102 Duxbury Court canton, GA 39115	Zimmerman.m@gmail.com	Stop this. We do not need this type of development in this area
408	6/1/2025 18:51:46	Shari Garnsey	408 Middlebrooke Street, Canton GA	srgarnsey@yahoo.com	NA

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
409	6/1/2025 20:15:25	Lisa Davis	116 Wayfair Overlook Drive	roncorw@comcast.net	We have been here 25 years and disagree what is being done to our community. Sad what our elected officials will do for pure greed.
410	6/2/2025 8:32:09	Ron Davis	116 wayfair overlook drive woodstock ga	roncorw@comcast.net	I completely disagree with the ridiculous growth (overgrowth) and expansion of our community.
411	6/2/2025 8:40:29	Janet Murray	341 McQueen Way, Canton, Georgia	dearstonej@comcast.net	We do not want this in our neighborhood!
412	6/2/2025 15:45:00	John Murray	341 McQueen Way Canton, GA 30115	Sjbentree@yahoo.com	Main concern is existing heavy rush hour traffic and addition of up to 180 vehicles
413	6/2/2025 17:13:51	Andrew Hohl	7935 Union Hill Rd. Canton, GA 30115	hohlal@aol.com	0
414	6/2/2025 22:12:15	C. Plemmons	427 Old Brown Rd, Alpharetta Ga	cpbabycake@bellsouth.net	We do not need any more housing out in this area, the politicians have not kept up with the growth by having better infrastructure, more retail, such as restaurants, Walmart or Target and grocery stores – Kroger/Publix cannot even keep up with the volume as it is now and all we have is fast food out here. The few restaurants that are here are not that large, mostly bar, food, and expensive. Also, Holly Springs does not need to get any larger by annexing more area to their city limits. All they want is more tax base and our money hungry.
415	6/3/2025 6:45:02	Meagan Avrit	503 Riverview Court Woodstock GA 30188	Meagan.maupin@gmail.com	Please stop building huge neighborhoods in Cherokee! We moved here for the rural area not the hustle and bustle, if we wanted that we could get it in Cobb County.
416	6/3/2025 11:45:12	Joan Hatcher	532 Edgewater Dr. canton ga 30115	avsmom1@gmail.com	I am not in favor of the proposed development of that land.
417	6/3/2025 11:46:47	Joan Hatcher	532 Edgewater Dr. Canton, Ga 30115	avsmom1@gmail.com	I am not in favor of developing this property.
418	6/3/2025 22:23:46	Karen White	149 Redford Lane Cantón. GA 30115	karen@jodywhite.net	I am opposed to annexing this property to city of Holly Springs. I am
419	6/4/2025 8:06:12	Ansley Hampton	101 Soapstone Way Canton, GA 30115	ansleyhampton20@gmail.com	Townhomes do not match the character of the area we live in.
420	6/4/2025 8:07:19	Morgan downs	2600 Avery rd canton, GA 30115	Morgandowns85@gmail.com	This type of dense development will ruin the quaint feeling of our sm
421	6/4/2025 8:08:02	Natasha Hunerlach	131 Soapstone Way, Canton GA 30115	natasha.hunerlach@ey.com	
422	6/4/2025 8:11:58	Ray Bachman	120 Soapstone Way, Canton GA	rayb1028@gmail.com	Enough
423	6/4/2025 8:14:25	Joe Bragg	160 Soapstone Way, Canton, GA	highhaven1@comcast.net	Traffic in the area is already to heavy.
424	6/4/2025 8:16:34	James Carmichael	121 Soapstone Way, Canton GA	jnealcar55@gmail.com	We bought our land and built our home here because the land use pl
425	6/4/2025 8:48:36	Abby Wooten	119 Middlebrooke Court, Canton, GA 30115	Abbywooten228@gmail.com	Stop annexation and rezoning in our city!
426	6/4/2025 8:50:48	Cheryl Brown	157 Redford Lane, Canton, GA 30115	brown13620@bellsouth.net	I'm completely against this idea and asking that you deny their requ
427	6/4/2025 9:28:39	Thomas Carey	161 Soapstone Way Canton GA	tmcarey@comcast.net	Firmly opposed
428	6/4/2025 10:06:07	Michael Carney	661 Epperson road	Carney-family@hotmail.com	I vote no
429	6/4/2025 10:07:07	Sharon Carney	661 Epperson Rd	Carney-family@hotmail.com	NO
430	6/4/2025 10:28:22	Lisa Cooper	365 Amy Lane Canton Ga 30115	Historyiselementary@gmail.com	I oppose the annexation and rezoning of the property located in Hick
431	6/4/2025 10:59:56	David Cooper	365 Amy Lane, Canton GA 30115	David.Cooper711@gmail.com	I wish to make it known that i oppose the annexation and rezoning of
432	6/4/2025 12:33:42	Michelle Hayes	108 Waters Edge Drive	mmperry623@yahoo.com	I oppose this annex
433	6/4/2025 19:43:03	Thomas Guzikowski	140 Soapstone Way, Canton, GA 30115	guzikowskit@bellsouth.net	Oppose the request to rezone or annex the property in question, as w
434	6/4/2025 20:21:45	Stephaney Thrall	1010 Avery Rd canton, Ga	Stephthrall@gmail.com	.
435	6/4/2025 21:02:08	Alan Thrall	1010 Avery Rd, Canton, Ga 30115	at752@hotmail.com	Deny annexation request and retain current zoning.
436	6/4/2025 21:36:58	Rocky Peterson	227 Tamarack Trail, canton GA	rockypeterson227@gmaol.com	Stop the madness!

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
437	6/4/2025 21:38:25	Kelly Peterson	303 Westfield Bend, Woodstock GA 30189	kelroc98@gmail.com	Stop the Madness!
438	6/4/2025 22:03:07	Russell Greene	150 Ledford Ln Woodstock, GA 30188	chinavillage@yahoo.com	We are opposed to the rezoning, annexation and proposed high density
439	6/4/2025 22:07:16	Amanda Moore	160 Avery Landing Way Canton Georgia 30115	Table.For3@Icloud.Com	I DENY this request for annexation.
440	6/4/2025 22:20:15	Jan Galyen	220 Nacoochee Drive, Woodstock, GA 30188	jcggrits@hotmail.com	I respectfully request that you DENY this annexation and honor the agreement
441	6/4/2025 22:24:49	Edward Kelly	204 hardman way Woodstock ga	Ekelly440@gmail.com	This is dirty business. We dont nee any more developments or annexation
442	6/4/2025 22:25:47	Alana Toy	403 Silver Brook Dr., Woodstock, GA 30188	Alidoshish@gmail.com	I also do oppose this annexation.
443	6/4/2025 22:26:14	Dennis Skidmore	342 Heritage Overlook Woodstock, GA 30188	dskidmore82@gmail.com	Deny this request for annexation!
444	6/4/2025 22:31:20	Kimberly Boshela	112 Middlebrooke Ct Canton, GA 30115	boshelak@gmail.com	As a resident of unincorporated Cherokee County who has been drawn into this
445	6/4/2025 22:40:29	Charles Dameron	127 Shiloh Ridge Trail, Canton, GA 30115	cecd@comcast.net	I own property across Lower Union Hill from this proposed development
446	6/4/2025 23:04:45	Carol Keefer	605 Redbud Terrace Holly Springs, GA 30115	carol.keefee@comcast.net	Please for once listen to what the community needs and wants!
447	6/4/2025 23:06:52	Kirby Lewis-Hobba	303 Park Creek Ridge Woodstock, GA 30188	hobbak@gmail.com	20 year resident: Everywhere Holly Springs has annexed in our small town
448	6/4/2025 23:39:04	Jennifer Henry	7749 Turner Rd Woodstock GA 30188	jenadley@gmail.com	I agree and oppose the annexation and rezoning of the property located
449	6/4/2025 23:52:21	Elizabeth Anke	137 Wood Hollow Dr, Woodstock, GA 30188	beth.anke@att.net	Please honor the current planning agreement which was agreed upon
450	6/5/2025 0:00:58	Larry Hayes	723 Sweet Gum Way Canton Ga	Achieveyourfinancialdream@gmail.com	This is not what our community wants or needs.
451	6/5/2025 0:22:21	James Freeman	104 Township Way, Canton, Georgia	jamesfreeman728@msn.com	The 92 townhomes would occupy 12 acres of the 20-acre site, or roughly
452	6/5/2025 0:34:17	Jenna Tibbetts	218 springs crossing canton. Ga 30114	jenna.kent86@ymail.com	We do not need nor want anymore townhouses, apartments or rental
453	6/5/2025 0:54:50	John David McLain	175 McLain Trail, Woodstock. GA 30188	jdm44@aol.com	Deny request
454	6/5/2025 1:02:27	Racheal Cook	124 Manor Lane Woodstock, GA 30188	rachealalice18@yahoo.com	No high density homes. these townhouses do not fit the character of
455	6/5/2025 3:08:21	Barbara Nolan	414 Riverlake Ct., Woodstock, GA. 40188	Bnolan51@me.com	Keep the existing agreement, our roads cannot support additional traffic
456	6/5/2025 5:51:27	Shea Matlock	137 Treeline Trail canton ga 30115	iloveears@hotmail.com	We are not in favor
457	6/5/2025 6:01:02	Heather Aldrich	138 Carmichael Dr Canton GA 30115	h76aldrich@gmail.com	Please stop over developing the area
458	6/5/2025 6:28:00	Andrew Hoffman	103 pine sandy bank dr canton, GA 30114	drewhoffman@bellsouth.net	Cherokee county is being unreasonable with the zoning changes and
459	6/5/2025 6:41:15	Jennifer Smathers	303 Northbrooke Ln, Woodstock, GA 30188	jen@thesmathersfamily.com	None
460	6/5/2025 7:02:43	Jennie Piurkoski	158 Moss Rose Tr. White Ga	japiurkoski@gmail.com	Keep Cherokee Co. rural!
461	6/5/2025 7:21:33	Michelle Albert	168 Wheaten Drive Woodstock GA	emwhite3621@gmail.com	Deny this, we do not need this at all. Schools are getting over n crowd
462	6/5/2025 7:26:03	Susan Webber	502 Stanford Falls Ct, Canton GA 30114	Essgee1952@gmail.com	Holly Springs has already overdeveloped the Hwy 5 area where traffic
463	6/5/2025 8:01:25	Robyn Price	2155 Lansdowne Dr Canton, Ga 30115	Movewithrobyn@gmail.com	*
464	6/5/2025 8:03:23	Albert Fenstemacher	310 Carmichael Circle	afenstemacher@gmail.com	This area does not high density housing!! Keep the county rural. I love
465	6/5/2025 8:15:54	Deloris Hartley	2275 Jep Wheeler Rd. Woodstock 30188	deloris.hartley@gmail.com	Strongly oppose this annexation. Request denial by Holly Springs.
466	6/5/2025 8:51:38	Garry Hardt	387 Gardens of Harmony D'r canton ga	garryhardt@mac.com	Holly Springs is trying to get as many tax dollars as possible. I have
467	6/5/2025 8:56:35	Michael Hampton	101 soapstone Way Canton, ga	michaelhampton550@gmail.com	This does not fit the character of the area. Our roads and small hicko
468	6/5/2025 8:57:08	Vickie Bowen	319 Mariner Circle, Woodstock GA (previously 102	bowen.vl@gmail.com	I moved away from this area because of the over growth. I lived at 10
469	6/5/2025 9:15:33	Kay Skidmore	342 Heritage Overlook, Woodstock, GA. 30188	kayskidmore@icloud.com	No more high density housing!

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
470	6/5/2025 11:00:14	Chris Gillett	216 Miller Hts, Canton, Georgia 30115	crgillett@gmail.com	I am writing to express significant concerns regarding the financial impact of new developments on the community. Quantifying the Strain on Public Services New developments, such as large-scale townhome projects, significantly increase the demand for public services, including law enforcement, fire, and waste management. Long-Term Fiscal Impact: A Hidden Tax While new developments generate some property tax revenue, the long-term fiscal burden on the community is substantial. The cost of maintaining and upgrading infrastructure to support increased traffic and population growth far outweighs the initial revenue gain. Potential Negative Impact on Property Values Beyond direct fiscal impacts, rapid and poorly planned development can lead to a decrease in property values for existing residents, particularly those in established neighborhoods. Call to Action To protect our residents from these financial burdens, I urge the Commission to reject the proposed development. Our community deserves development that enhances, rather than undermines, its long-term financial health. Sincerely, Chris Gillett
471	6/5/2025 11:24:20	Richard Anke	317 Wood Hollow Dr	devsol@reagan.com	We don't need this new traffic problem
472	6/5/2025 12:41:57	Donnie Honea	212 Teakwood Ln, Woodstock, GA 30188	drhonea1@comcast.net	Please honor the Boundary Agreement. We are losing our rural community.
473	6/5/2025 12:42:01	Donnie Honea	212 Teakwood Ln, Woodstock, GA 30188	drhonea1@comcast.net	Please honor the Boundary Agreement. We are losing our rural community.
474	6/5/2025 12:47:03	Jennifer Andone	1417 Silver Fox Run	jdandone@gmail.com	The city of Holly Springs has continued to encroach on the boundary.
475	6/5/2025 13:24:09	Ellen Honea	212 Teakwood Lanr	erhonea2@comcast.com	Please no more annexation. Holly Springs is ruining our beautiful community.
476	6/5/2025 13:52:08	Chris Grasso	337 Honeysuckle Ter., Woodstock, GA 30188	grach01@comcast.net	Cherokee County needs to slow down growth and absorb what has already happened.
477	6/5/2025 14:42:08	Joan Grasso	337 Honeysuckle Terrace Woodstock, Ga	Janeboy225@yahoo.com	Slow down growth in Cherokee County.
478	6/5/2025 18:49:20	Toni Pacifici	310 Harmony Lake Dr Holly Springs Ga 30115	Paci590@yahoo.com	Our roads cannot handle any more traffic. It's gridlock as it is.
479	6/5/2025 19:21:46	Amber Sharp	303 Long branch Ct Canton Ga 30115	Ambersharp300@gmail.com	We oppose this
480	6/5/2025 19:40:33	Adam Scott	802 Roxbury Reserve, canton, ga 30115	Adamscott7179@yahoo.com	Na
481	6/5/2025 19:51:07	Christine Finn	648 Stringer Rd. Canton, GA 30115	Ccusick_99@yahoo.com	Cherokee County does not have the road infrastructure for all that is being proposed.
482	6/5/2025 19:59:54	Schewe	970 Idlewood drive canton ga 30125	Ryonschewe@aol.com	These high density neighbors are not helping the already strained roads.
483	6/5/2025 20:10:23	John Walker	203 Meadow Ridge Ct Canton, GA	jgwddb@comcast.net	We moved out here to get away from high density buildings and traffic.
484	6/5/2025 20:12:08	David Brunette	203 Meadow Ridge Court Canton,GA 30115	DrBrunette4@gmail.com	I oppose the development. We bought here 21 years ago because it was a quiet neighborhood.
485	6/5/2025 20:17:38	James Anderson	279 Harmony Lake Dr Canton GA 30115	james.p.anderson16@gmail.com	The corner of E Cherokee and 140 is a disaster in the morning and evening.
486	6/5/2025 20:34:49	Jenn Sweazey	741 Crescent circle. Canton, GA 30115	jcsweazey@gmail.com	No more development. Our roads and schools can't handle any more.
487	6/5/2025 20:42:01	Erin Bernal	808 Whiteoak Terrace Canton, GA 30115	erinrodman23@yahoo.com	None
488	6/5/2025 20:47:18	Stein Agee	701 Crescent Circle, Canton, GA 30115	Stein.agee@gmail.com	Strongly oppose.
489	6/5/2025 20:52:05	Patrick Burt	966 Idlewood Drive Canton Ga 30115	Patrick.burt1@cheeoakeek12.net	Save the land! We have way too many people moving into this area.
490	6/5/2025 20:52:24	Jackie Watson	700 Sterling Reserve, Canton GA 30115	jackiebWatson@yahoo.com	Please do not approve
491	6/5/2025 21:02:24	Chandler Smith	211 S Village Sq. Canton GA	smith.chandlerlanier@gmail.com	NA

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
492	6/5/2025 21:12:16	Carrie Lord	145 Edgewater Trail Canton ga 30115	Clbrown0104@hotmail.com	N/a
493	6/5/2025 21:21:07	Dinah Hall	130 Edinburgh Dr	Dinahhall@me.com	
494	6/5/2025 21:27:15	David Cox	746 crescent cir, canton GA	David@coxcove.com	None
495	6/5/2025 21:29:53	Matthew Parker	323 Hamilton Way	Matthewparkerr97@gmail.com	The Holly Springs Council needs to honor the growth boundary agreed upon in the 2015 Comprehensive Plan.
496	6/5/2025 21:32:48	Victor Fusco	127 Brockdale Pass, Canton GA, 30115	jfusco311@gmail.com	This is a great area surrounded by beautiful homes/neighborhoods - please do not approve this request as it threatens the small town feel of the area.
497	6/5/2025 21:45:56	Ronald Oudenaarden	333 Reserve Overlook	Raoudenaarden@gmail.com	Please do not approve this request as it threatens the small town feel of the area.
498	6/5/2025 21:54:22	Brian Damerow	620 Syemore Pass Canton Ga 30115	briandamerow@gmail.com	I agree, growth can be managed in ways that are consistent with the Comprehensive Plan.
499	6/5/2025 22:04:53	Rafaela wesley	403 tea olive court	Rafatoniw@gmail.com	See above
500	6/5/2025 22:17:17	Jennifer White	104 Edgewater trail canton ga 30115	Jenniferbufton@gmail.com	N/A
501	6/5/2025 22:17:37	Neal White	104 edgewater trail canton, Ga 30115	Neal@ghtgroup.com	Please deny request
502	6/5/2025 22:21:59	Stephanie Rock	337 peninsula pt	rocksteph@hotmail.com	Holly Springs needs to stop grabbing land until they show they care about the residents of the area.
503	6/5/2025 22:23:54	Cintia De Santana Campos	674 Lorimore Pass, Canton, Georgia	cintia_campos@hotmail.com	the roads, schools, grocery stores everywhere is very crowded! enough is enough!
504	6/5/2025 22:30:00	Christine Everett	967 Duncan Terrace, Canton, Ga 30115	Mom2mini@icloud.com	Please deny!!!
505	6/5/2025 23:15:57	Natalie Botts	302 Harmony Lake Dr, Canton, GA 30115	Kelly.natalie702@gmail.com	N/A
506	6/5/2025 23:20:21	Arielle Brubaker	288 South Village Square, Holly Springs, GA	ariellebrubaker@gmail.com	This is truly a terrible idea
507	6/5/2025 23:42:42	Preston Burkhart	287 Harmony Lake Drive. Canton, GA 30115	Nolzman88@gmail.com	N/A
508	6/6/2025 1:20:32	Cynthia Dickens	202 Whistle Wood Ct, Woodstock GA 30188	cdickens123@bellsouth.net	Na
509	6/6/2025 6:17:13	Jessica Hutto	107 Brockdale Pass, Canton, GA 30115	jeholmes22@gmail.com	We DENY this request for annexation
510	6/6/2025 7:51:47	Ashley Collinsworth	115 Brockdale Pass Canton, GA	Amcollinsworth2@yahoo.com	None at this time
511	6/6/2025 7:57:35	Richard Blumberg	470 Palm street	Dickblumberg@gmail.com	No town homes please
512	6/6/2025 10:11:51	Annalee Thomas	230 Glenwood Dr, Canton, GA 30115	amcginty4@gmail.com	
513	6/6/2025 10:22:58	Rob Smith	908 Marabella Lane Canton, Ga. 30115	robsmith273@yahoo.com	No to annexation. We don't need more office complexes or condos in the area.
514	6/6/2025 12:07:37	Cassie L. Wood	220 Scott Mill Rd. Canton, GA 30114	cassiemusic3@gmail.com	The growth needs to slow down. The infrastructure needs to fixed to handle the growth.
515	6/6/2025 12:50:42	Pamela Parker	703 Lorimore Pass Holly Springs GA 30115	pamela.parker.ceo@gmail.com	N/A
516	6/6/2025 13:15:02	Mary Knoska	237 Harmony Lake Dr Canton GA	maryknoska@gmail.com	I oppose this development.
517	6/6/2025 18:21:23	Julia Frey	508 Cedarwood Drive	Julia.frey28@gmail.com	I oppose the annexation of we do not need any more growth in the area.
518	6/6/2025 23:53:15	Deborah Haezebrouck	904 Marabella Ln canton 40115	Debhaze16@gmail.com	I am in opposition to annexation and rezoning of this property
519	6/7/2025 7:36:33	George graham	3051 Quarles dr canton ga	Neonwiz1@yahoo.com	Do not want this type of development. Will add traffic
520	6/7/2025 8:18:56	Michele O'Brien	1055 Avery Creek Drive Woodstock GA	micheleelaineobrien@gmail.com	Enough!!! This area does not want nor need this development. Stop v
521	6/7/2025 8:27:04	Pamela Ferraro	509 Lake Front Dr Canton, GA	peferraro55@gmail.com	Too may development going on and the roads are too congested to h
522	6/7/2025 11:36:26	zoe linak	117 gold mill pl canton ga 30114	zoelinak@gmail.com	the overdevelopment and annexation needs to stop. residents are sic
523	6/8/2025 9:48:40	Lisa Fowler	539 East Cherokee Ct Woodstock GA 30188	lfhuskey1962@gmail.com	Our country does not have the infrastructure to handle this type of in
524	6/8/2025 9:58:02	Alysa Smimmo	801 Whiteoak Terrace Canton, GA	alysa_smimmo@yahoo.com	I am against this overgrowth. It has damaged our neighborhood trem

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
525	6/8/2025 10:06:56	Breanna Griffin	459 Timberleaf Rd, Canton, GA 30115	cassidybre@hotmail.com	I do not want town homes built
526	6/8/2025 10:37:28	Elizabeth Pitts	930 Mill Creek Ave Canton, Ga 30115	Elizabethhunterpitts@gmail.com	Our family opposes the annexation
527	6/8/2025 10:47:42	Brad Crawford	301 Hickory Ridge Court Canton, Ga 30115	Bscuaol@gmail.com	The people do not want this!! All "progress" is not actually progress.
528	6/8/2025 10:57:56	Summer Morrison	318 Carmichael Circle Canton, Ga 30115	Smorrisonslp@gmail.com	We implore you to vote no and follow the agreement signed in 2022.
529	6/8/2025 10:58:50	Todd Morrison	318 Carmichael Circle Canton, Ha 30115	Smorrisonslp@gmail.com	None
530	6/8/2025 11:50:06	Noreen Kendle	332 McQueen Way Canton, GA 30115	nmk2010@gmail.com	I am opposed to the Annexation Case# A-01-2025 and Rezoning Case#
531	6/8/2025 12:28:01	Robin Daugherty	414 Pune Log Court, Canton Ga 30115	Rdaugherty73@gmail.com	This is ridiculous and HS should stop this annexation nonsense.
532	6/8/2025 14:18:39	Joy Redwine	5715 East Cherokee Dr Canton Ga 30115	JKredwine1@gmail.com	Holly Springs needs to honor their agreement and also stay out of Hickory Flat.
533	6/8/2025 14:43:25	John Alvino	116 Redford lane canton 30115	Jonro39@aol.com	Put this project far away!!!
534	6/8/2025 16:22:16	Hannah Luckie	234 Margrave Dr, Holly Springs, Ga 30115	Hcluckie1978@gmail.com	Holly Springs already started this Holly Springs Towne Center project.
535	6/8/2025 17:16:27	Bella Frey	508 Cedarwood Drive	Belllafrey21@gmail.com	Stop the growth!!!
536	6/8/2025 17:17:53	Ava Frey	508 Cedarwood drive, canton, GA	Asfrey30@gmail.com	We don't need any more congestion and growth! Keep it the way it is.
537	6/8/2025 17:51:15	Cassa	302 Hickory Ridge Ct Canton, GA 30115	Wjcassa@gmail.com	No to 92 town homes. Hickory Flat is already too congested.
538	6/8/2025 20:11:41	Britny Cowart	153 Crest Brooke drive Holly Springs, ga 30115	Brit.cowart10682@gmail.com	No more home development. We're busting at the seams.
539	6/9/2025 6:25:19	Carolyn Kutulis	469 Carmichael Circle, Canton, GA	Lauterbach5@gmail.com	NO to annexation!
540	6/9/2025 8:11:47	Deborah Eikrem	213 Hickory Chase	Atldeb@aol.com	I oppose!!!!
541	6/9/2025 10:48:44	Kathleen Trella-Newland	209 Cherokee Reserve Circle	Ktrella@gmail.com	We don't need high density housing. Please oppose this.
542	6/9/2025 13:17:19	Patricia Obijeski	4086 E Cherokee Dr, Canton, GA	Tricia.rhame@outlook.com	No more!!!
543	6/9/2025 15:13:37	Brian Pontius	1866 Hardman Lane. Woodstock, GA. 30188	pontiusb@comcast.net	N/A
544	6/9/2025 18:06:29	Lisa Hopper	328 McQueen Way	Bunnyldh@gmail.com	We live in the neighborhood next to this property and do not want the annexation.
545	6/9/2025 18:28:27	Jennifer Long	209 Madison St	jkunath83@gmail.com	No to this.
546	6/9/2025 19:33:27	Libby Nanney	102 Stephens Farm Dr canton ga 30115	Libnanney@gmail.com	No no no to annexation by HS in any part of Hickory Flat.
547	6/9/2025 22:08:01	Karen Gard	211 Meadow Creek Way Woodstock, Ga 30188	Klgard@comcast.net	Please stop this!!!
548	6/10/2025 7:28:25	Bianca White	993 Bailey Rd Woodstock Ga 30188	Bianca.weckwhite@gmail.com	Holly Springs must be stopped! We have no way to vote any of those who live in the area.
549	6/10/2025 8:02:09	Amanda Vaughn	245 Johnson Brady Rd canton GA 30115	Katettr225@gmail.com	This is against what Cherokee county is supposed to be. Please don't do this.
550	6/10/2025 9:55:45	Mark Mraz	406 jessica lane Woodstock GA 30188	mmraz@duck.com	The congestion around hickory flat is ridiculous. You "Talk" about will not solve the problem.
551	6/10/2025 14:31:46	Phyllis Byers	1220 Tom Hulsey Drive, Canton, GA 30115	byerskappadelta81@gmail.com	No one wants this.
552	6/10/2025 21:50:07	Tammy Watkins	401 Bennington Ct. Canton, GA 30115	Tammyr.watkins@gmail.com	Vote no! Our roads can not keep up with all the building. What used to be a nice neighborhood is becoming a parking lot.
553	6/12/2025 20:08:48	Karen Freedman	344 McQueen Way. Canton Ga 30115	Mzpurrfection@aol.com	None
554	6/15/2025 16:27:37	Rashelle Cornelius	2000 Lower Union Hill Rd Canton, GA 30115	rashelle@trainemta.com	I have lived in Cherokee county for 25 years. I have no interest in living in the area.
555	6/16/2025 9:10:38	Kurt Dahlgren	1514 Gantt Road	dkurt70@yahoo.com	SLOW THE GROWTH!!
556	6/16/2025 11:44:18	William Davis	114 Township Way Canton GA 30115	voxclaris@gmail.com	I absolutely do not want this area annexed by Holly Springs.
557	6/17/2025 8:32:27	minozzi	1040 sugar pike way, Canton Ga. 30115	ozzis@bellsouth.net	We, residents of Cherokee County, wish to make it known that we oppose the annexation.

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
558	6/17/2025 10:07:15	Georgia Langley	400 Wesley Way Ball Ground, GA 30107	reconwitch@gmail.com	We do not want nor need Holly Springs to take more land. They are o
559	6/23/2025 21:42:37	Chelsea Rosner	164 bradshaw park drive woodstock, GA 30188	Chels@beyourownblacksheep.co	.
560	6/23/2025 21:43:56	Michelle Campbell	627 Lorimore Pass	Mmreid1996@gmail.com	Na
561	6/23/2025 21:48:16	Arthur Smith	306 Maddox Place 30115	Lee.smith2112@comcast.net	Holly Springs is ruining Cherokee County
562	6/23/2025 21:48:20	Marek suszek	602 little shoals court canton ga 30115	Marek.suszek@gmail.com	Expand school. No new homes/businesses in there
563	6/23/2025 21:49:39	Rich Sanders	604 Poplar ct, Canton ga 30115	Rcscisa@gmail.com	This needs to STOP!
564	6/23/2025 21:50:16	Caleb Cooley	571 lakeside trail canton ga 30115	cdogcools@gmail.com	This would cheapen our community and property values. Would put a
565	6/23/2025 21:50:19	Tonya Strickland	118 mcwhirter place canton ga 30115	Tonyastrickland1513@yahoo.com	Please stop building
566	6/23/2025 21:51:01	Terry Cartledge	410 Eastpoint Dr	Tcartledge43@gmail.com	We want NO part of this area being destroyed with Townhouses.
567	6/23/2025 21:54:34	Rick Nix	136 Royal Oaks dr. 30115	rnix33@gmail.com	Stop annexing Holly Springs!!!
568	6/23/2025 21:55:24	Candice Becj	302 Middlebrooke Way canton ga 30115	cbeck2@gmail.com	This is not Holly Springs
569	6/23/2025 21:57:16	Jennifer frazier	310 hannah place	Jhan825@hotmail.com	I oppose this build
570	6/23/2025 22:05:01	Tammy Watkins	401 Bennington Ct. Canton Ga 30115	Tammyr.watkins@gmail.com	Please don't approve. 140 is already a nightmare to drive from Holly S
571	6/23/2025 22:05:23	Paula Goddard	135 Lakefield Dr Canton Ga 30115	Goddard.paula@yahoo.com	Keep Holly Springs out!!!! Enough is enough and we don't want apart
572	6/23/2025 22:07:37	William Goddard	135 Lakefield Dr Canton Ga 30115	billgoddard2@bellsouth.net	Holly Springs has done enough damage in this area. Keep them out!!
573	6/23/2025 22:10:11	Tina Schultz	701 Gaddis Road. Canton, GA	Teachertina77@gmail.com	I do not agree with putting townhomes at this location.
574	6/23/2025 22:11:16	Matthew Ellerbee	417 Charles Cobb lane Canton Georgia	mellerbee@cherokeecountyga.go	.
575	6/23/2025 22:18:18	Jordan Kuhn	105 White Oaks Ln, Canton GA 30115	jordankuhn@hotmail.com	STOP THIS ANNEXATION! This is Hickory Flat, NOT Holly Springs.
576	6/23/2025 22:26:51	Erin Catala	169 crest brooke dr, holly springs, ga 30115	Ewedig79@gmail.com	Na
577	6/23/2025 22:29:10	Michele Holman	604 Lyndhurst Cir, Canton GA	Micheleholman@gmail.com	I live just down the road but work full-time in Hickory Flat. The added
578	6/23/2025 22:30:31	William Aberson	2104 Walden Crossing Dr, Canton GA 30115	Wjaberson@yahoo.com	It already can take 1/2-hour or more between Hickory Flat and 575. N
579	6/23/2025 22:34:00	Richard Aaron	2138 Thomas Rd., Canton, GA 30115	Pinnaclehomessouth@yahoo.com	Hickory Flat does not need Townhomes or to become Holly Springs
580	6/23/2025 22:37:14	Mike Graham	3051 Quarlea Dr canton ga	Neonwiz1@yahoo.com	No to holly springs and this in my back yard.
581	6/23/2025 22:43:17	Dee Bonelli	102 countryside ct Woodstock ga 30189	Bonellidee@gmail.com	We do not have the water, sewer, schools and roads for all of this hig
582	6/23/2025 22:43:44	Anthony VanZant	2889 Marble Quarry Rd, Canton Ga.30114	TonyVanzant@gmail.com	We have had enough. And you want to raise the Mil Rate
583	6/23/2025 22:46:30	Dora Brown	165 Idylwilde Way Canton 30115	Dora8892@yahoo.com	Vote No
584	6/23/2025 22:46:57	Stefan Lewitt	3003 Creekshire Court, Canton, Ga	Sgllawnservices@yahoo.com	I oppose this.
585	6/23/2025 22:55:38	Abby Reid	114 Cherokee reserve circle, Canton, Ga 30115	Abbyreid1206@gmail.com	Deny
586	6/23/2025 23:19:45	Kelsi Meldrum	161 Mill Creek Dr, Canton, GA 30115	KelsiJean75@hotmail.com	Don't let Holly Springs ruin Hickory Flat!
587	6/23/2025 23:25:37	Sean Pitts	930 Mill Creek Ave, Canton GA	Bethhunter33@gmail.com	We oppose the annexation
588	6/23/2025 23:26:07	Angela Barden	2083 Lower Union Hill Rd. Canton, Ga. 30115	angela.barden04@gmail.com	No more!! This is out of control....
589	6/23/2025 23:29:31	John Henley	409 Crestmont Ln, Canton Ga 30114	J.henley2@gmail.com	.
590	6/23/2025 23:41:32	Jamie Wireman	112 Lynn Lane. Canton, Ga 30115	Jamiewireman@hotmail.com	Absolutely not

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
591	6/23/2025 23:42:44	Michael Gilbert	440 Fairview Road, Ball Ground, GA 30107	mpgilbert1988@gmail.com	I've lived in Cherokee County the majority of my 54 years. I've lived in
592	6/23/2025 23:48:05	Campbell	205 Teakwood Ln	Rebellionjr215@icloud.com	Please STOP building. There are FAR to many new neighborhoods as
593	6/23/2025 23:56:01	Addie Goninan	402 Julie CT, Canton, GA 30115	Addiegoninan@gmail.com	None
594	6/23/2025 23:56:51	Steve Goninan	402 Julie CT, Canton, GA 30115	DrSteveGoninan@gmail.com	-
595	6/24/2025 0:36:00	Julie Allen	4261 Earney Rd Woodstock GA 30188	JulieErinGeddes@gmail.com	N/A
596	6/24/2025 0:39:36	Jamie Angela	313 gardens of harmony drive	Jamiepadden52@gmail.com	Want to deny this annexation
597	6/24/2025 1:37:36	Maria Spyker	695 Melanie Ct Canton GA 30115	rspyker@libero.it	No annexation
598	6/24/2025 4:01:06	Heather oldham	795 Sterling Reserve Holly springs ga 30115	Heatheroldham@gmail.com	Traffic on roads is horrendous and needs to be addressed before mo
599	6/24/2025 4:37:31	Misty west	443 arbor hill rd canton ga	Mistyrreece367@gmail.com	We do not need any more housing complexes right now the county a
600	6/24/2025 5:10:31	Hilde Weinstein	260 Millstone Pkwy Woodstock GA	Hilde@450b.com	No
601	6/24/2025 5:25:48	Bill and Sharon Farmer	209 Windfield dr., Woodstock, Ga. 39188	rainbofa@bellsouth.net	Our beautiful city is already over crowded and traffic is ridiculous! I'm
602	6/24/2025 5:28:13	Julie Orris	112 Glencedars Lane	gajules@me.com	Absolutely no annexation by Holly Springs way past Hickory Flat. End
603	6/24/2025 6:03:20	Tessa Craig	147 Magnolia Creek Dr., Canton, GA, 3015	Grlygirl28@msn.com	Holly Springs does not need to annex every inch of Cherokee County.
604	6/24/2025 6:12:06	Gayle Holton	115 Carmichael drive Canton, GA 30115	Gaholton94@gmail.com	Stop the building! Hickory Flat cannot accommodate everyone.
605	6/24/2025 6:19:33	Johnny Gomez	11830 E Cherokee Dr Ball Ground ga 30107	Bones@boneslife.comcastbiz.net	Save our county integrity
606	6/24/2025 6:55:34	Teresa Clar	308 Hickory Court	ftclark69@gmail.com	Hickory Flat is a nightmare!
607	6/24/2025 7:02:52	Sarah Houston	112 Ardsley Run, Canton, GA 30115	sehouston19@gmail.com	please stop the growth!
608	6/24/2025 7:11:29	Sarah Smith	306 Maddox Place, Canton GA	Sasmith611@gmail.com	Please protect the students at Avery Elementary. There does not nee
609	6/24/2025 7:15:00	Emma Pognant	1235 Old Jones Rd Alpharetta,ga 30004	Estrick4@gmail.com	Please stop giving land to HS. Once it's I. Their hands it can never go
610	6/24/2025 7:30:13	Sean Mohr	120 Newcastle walk	Mohrs@yahoo.com	No to uncontrolled growth
611	6/24/2025 7:33:43	April Ridings	113 Township Way Canton, Ga 30115	Aprilannr@gmail.com	We are completely against Holly Springs continuing to Annex parts o
612	6/24/2025 7:41:22	Barbara NeSmith	225 South Sequoya Drive Woodstock Georgia	Bcn333@aol.com	Stop annexing
613	6/24/2025 8:04:51	Dean	237 Cecil Holloway lane canton ga 30115	Vsigman1022@gmail.com	Please don't let this happen!
614	6/24/2025 8:15:38	Amanda Komninos	125 Farm Valley Drive, Canton, GA 30115	Mandastanek@gmail.com	Save rural Cherokee
615	6/24/2025 9:04:47	Victoria Harris	341 Heritage Overlook Woodstock ga 30188	Toricarpanzano@yahoo.com	None
616	6/24/2025 9:15:51	Keith shearer	4736 union hill rd canton ga 30115	Keithjordanshearer@hotmail.com	No. Absolutely do not approve this.
617	6/24/2025 9:19:20	Jonathan Browning	775 Wyatt Road Canton, Georgia	Jonathan.browning@yahoo.com	This does not reflect the Planning And Zoning map. Nor does the cor
618	6/24/2025 9:26:45	Mari Anne Manley	220 maple creek chase Woodstock, ga	redman2@bellsouth.net	Holly Springs needs to stop!
619	6/24/2025 9:33:07	Branden Pursley	317 Apache Dr. Canton, GA	branden95@gmail.com	N/A
620	6/24/2025 10:06:23	Kenneth Cook	7935 E Cherokee Dr	Kccook10@yahoo.com	Do not approve
621	6/24/2025 10:09:07	Brett Ashcraft	192 Burns Ln Canton ga 30115	t.bashcraft@gmail.com	Please block this zoning request
622	6/24/2025 10:15:59	June Burns	11162 E Cherokee Dr, Ball Ground, Ga	Junebud@windstream.net	I oppose this area being zoned as requested by the developer. Hicco
623	6/24/2025 10:28:01	James Burns	11162 E Cherokee Dr, Ball Ground, Ga	Junebud@windstream.net	Zoning this area into the city of Holly Springs is contrary to the Zonin

Signature Count	Timestamp	1. Enter your first and last name	2. Enter your home address (including city and state)	3. Enter your email address	4. Enter any additional comments (optional)
624	6/24/2025 10:37:56	Kayla coile	580 holly lane canton ga 30115	Kaylacoile@yahoo.com	Deny request for annexation
625	6/24/2025 10:39:46	Patricia De Vito	1033 Creek Side Drive Canton, GA 30115	Pd4relee@aol.com	So much traffic and congestion now. Definitely not what is needed.
626	6/24/2025 11:28:20	Lawson Bailey	605 Davenport Place Canton Ga 30115	Lcbailey@bellsouth.net	Enough with Holly Springs Annexing just whatever
627	6/24/2025 11:41:03	Joseph Hines	1087 West Haynes Rd. Canton,GA 30114	joejoe.hines@gmail.com	Keep small cities small. That's why we live here in the first place. So
628	6/24/2025 12:05:47	Heather Abrams	2103 Harmony Drive canton ga 30115	Hmcraim@yahoo.com	Quit with the over development.
629	6/24/2025 12:23:50	Derick Turner	515 Hickory Hills Place	D.turner63307@gmail.com	Holly Springs needs to be stopped
630	6/24/2025 12:45:01	Julie Schroeder	250 Grandmar Chase, Canton GA 30115	Julie.Schroeder250@gmail.com	Please no more homes! Keep the land as is, we don't want East Cher
631	6/24/2025 14:55:07	Jeff Mott	605 Trotter Way Canton, GA	Mongo.geek@gmail.com	Anything east of East Cherokee drive seems too far for any kind of p
632	6/24/2025 15:38:00	Michele Stumpf	216 Valley Brook Drive Woodstock 30188	Michelestumpf@yahoo.com	Tired of the growth to pad the commissioners pockets and NOTHING
633	6/24/2025 15:57:32	Paul Lattanzi	101 Silky Sullivan Way	Pilot022780@gmail.com	I oppose the annexation and rezoning of the property located in Hick
634	6/24/2025 16:29:46	Brooke Driggers	Mountain Trace in Canton, Ga 30114	grierb@bellsouth.net	I have lived in Cherokee county my entire life. Holly springs has ruine
635	6/24/2025 16:54:33	Kathleen Hill	339 Carmichael Circle canton ga 30115	Katiefergsea@yahoo.com	No townhomes! It is already overcrowded with all the new neighborh
636	6/24/2025 16:55:23	Gregory Hill	339 Carmichael Circle Canton GA 30115	Greghillups@icloud.com	No townhomes
637	6/24/2025 17:46:00	Brad Niksa	736 Paint Horse Dr, Canton, GA, 30115	bradniksa@gmail.com	Keep Canton rural! How the hell are our roads and schools going to s
638	6/24/2025 17:57:29	David Willenbrock	311 Sassafras Xing, Canton, GA 30115	Dsw7746@gmail.com	The county needs to stop this craziness.
639	6/24/2025 18:35:44	Cathy Woody	950 Hasty Trail, Canton, GA 30115	Cathyn79@hotmail.com	N/a
640	6/24/2025 19:06:13	Mike Heinz	411 Linda ct. canton ga. 30115	Mikerheinz@icloud.com	I live with in the city limits of Holly Springs but grew up in Hickory Fla
641	6/24/2025 19:23:01	Jill Dennis	2300 Epperson Rd, Canton, GA	jdennis225@comcast.net	Please stop Holly Springs from ruining the rest of Cherokee County
642	6/24/2025 19:34:45	Danny Whitfield	302 Pebblebrooke Trace Canton Ga 30115	ndwhitfield@yahoo.com	We can't continue to approve these types of changes. The traffic and
643	6/24/2025 20:15:50	Timothy kelley	1576 mineral springs rd ball ground ga	Timothy.Paul.kelley@gmail.com	None
644	6/24/2025 20:21:02	Mary Brennan	121 Saddlehorn ct Woodstock Ga	Marycf44@yahoo.com	Holly Springs is ruled by greed and money. NO ONE wants this growt
645	6/24/2025 20:31:08	Olivia Hopkins	478 Carmichael Cir Canton Ga 30115	turtlerocker@gmail.com	Na
646	6/24/2025 21:17:21	Rebecca Spears	2004 Estate Court, Woodstock, GA 30188	Andyfan@bellsouth.net	Enough is enough. The infrastructure we have now is not sufficient f
647	6/24/2025 21:20:24	Jocelyn Martinez	214 Huskins Road Canton GA 30115	jocelyn.martinez0825@gmail.com	no additional comments
648	6/24/2025 21:22:52	Lorel Sack	905 Cable Rd., Waleska, GA	LDSack2015@gmail.com	Road infrastructure is already overburdened
649	6/24/2025 21:34:54	Erin Halder	417 Carmichael circle Canton Ga 30115	Collins.erin.1988@gmail.com	More congestion would not be good for this area, it is bad enough as
650	6/24/2025 22:54:06	Kirsten Ford	701 Parkside Dr. Woodstock, GA 30188	Kfordhomes@gmail.com	There is too much growth too fast. This county is growing to fast for
651	6/25/2025 6:28:05	Peyton Jackson	134 Brigham circle, canton, ga 30115	Peytonmsketch@gmail.com	N/a
652	6/25/2025 6:55:47	Ray	248 Northridge Road Ball Ground Ga	jray1861@yahoo.com	Why is Hollysprings taking over?
653	6/25/2025 7:54:02	Ashley Maeger	1032 Forest Creek Dr Canton, GA 30115	Ashmaeger@gmail.com	Na
654	6/25/2025 8:39:39	Michael Mitchell	2521 E. Cherokee Dr. Woodstock, Ga. 30188	mmitchell61@comcast.net	Will it never end?
655	6/25/2025 11:18:55	River Peludat	1211 Olive Ct. Canton GA	rcp.68.2009@gmail.com	
656	6/25/2025 17:45:37	Lisa Davenport	479 Carmichael circle , canton ga	Lisa.davenport1@yahoo.com	Please do not consider or approve any re-zoning or annexation of th

REZONING ORDINANCE

An ordinance to approve an application for rezoning in the City of Holly Springs, Georgia, concerning 20.11 +/- acres, identified as tax parcel 158 of tax plat 15N26 of the 15th District of Cherokee County identified in Exhibit A, Location Map, from NC, Neighborhood Commercial (County) and AG, Agricultural (County), to TND, Traditional Neighborhood Development and MXD, Mixed Use; and

WHEREAS, an application was properly submitted to the City of Holly Springs Planning and Zoning Commission by Garrard Development, Inc., requesting rezoning in the City of Holly Springs, Georgia, concerning 20.11 +/- acres, identified as tax parcel 158 of tax plat 15N26 of the 15th District of Cherokee County identified in Exhibit A, Location Map, and Exhibit B, "Annexation/Site Plan," from NC, Neighborhood Commercial (County) and AG, Agricultural (County), to TND, Traditional Neighborhood Development and MXD, Mixed Use; and

WHEREAS, after balancing the interest of the community in promoting public health, safety, morality, or general welfare against the right of the property owner to unrestricted use of the property,

The Council of the City of Holly Springs hereby ordains that:

Section 1

The application for rezoning in the City of Holly Springs, concerning 20.11 +/- acres, identified as tax parcel 158 of tax plat 15N26 of the 15th District of Cherokee County identified in Exhibit A, Location Map, and Exhibit B, "Annexation/Site Plan," is hereby rezoned from NC, Neighborhood Commercial (County) and AG, Agricultural (County), to TND, Traditional Neighborhood Development and MXD, Mixed Use; and

Section 2

The approval of this application has the following stipulations attached:

1. A master association shall be formed which shall include all component parts of the project. The master association shall be responsible for the oversight, upkeep, and maintenance of the entrance areas, signage, private infrastructure, detention areas, mail kiosk, amenity areas, common areas, open space areas, other common recreational areas, and all landscaping and plantings contained within the community.
2. The master association to be formed hereunder shall have architectural design regulations which shall control and coordinate all principal and accessory buildings within the project, as well as items such as project entrance signage, signage for individual units, signage within amenity areas, common areas, open space areas, other common recreational areas and the like to protect and maintain the quality and integrity of the development. The yard areas around each unit shall be fully sodded/landscaped and maintained by the mandatory homeowners' association.
3. All restrictive covenants and association documents shall be submitted for review by the Community Development Director prior to final plat approval.
4. The property shall consist of fee-simple for-sale single-family attached and detached homes. The northern perimeter of the property adjacent to the R-40 subdivision, as well as the units located between the road and the creek, as shown in Exhibit B: Annexation/Site Plan, shall be developed with single-family detached homes. The Declaration of Restrictive Covenants shall restrict the number of units which can be leased at any one time to no more than ten percent.
5. Density shall be limited to a maximum gross density of 4.43 units per acre, or a maximum of 89 fee-simple single-family detached and attached residential dwelling units, the attached component shall be limited to a maximum of 70 units.

6. A 20 ft. landscaped buffer along the north and east property lines shall be required with vegetative material and screening subject to approval of the City Arborist and the Community Development Director. An opaque privacy fence, 8 feet in height, shall be required along the northern property line adjacent to the following tax parcels: 15N26 169, 15N26 170, 15N26 171, 15N26 172, and 15N26 173.
7. The architectural style shall be comparable to the elevations as submitted with the application and attached as Exhibit C with the exterior facade consisting of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
8. Gutters shall blend with the architectural style of the buildings, consistent with the master covenants as established by the master association.
9. Garage doors shall be setback a minimum of 20 feet from the back of sidewalks.
10. Signage at the entrance point shall be ground based, monument style, in compliance with Article 10, Signs and Outdoor Advertising, and shall complement the high quality, architectural vision and style of the proposed homes. The entrance areas shall be professionally designed, landscaped and maintained.
11. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
12. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space, recreation areas, and landscaping.
13. Entrance design and improvements to East Cherokee Drive and Lower Union Hill shall be provided as per the determination and recommendation of the City Engineer and County Engineer.
14. Sidewalks, decorative streetlamps, and curb and gutter shall be installed along the road frontage of East Cherokee Drive, Lower Union Hill Road, as well as the interior streets, as applicable, and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Holly Springs Parkway District, as stated in Article 19, Design Guidelines for Model Zoning District.
15. All construction and employee vehicles and equipment shall be parked, and otherwise located, on the property during the development of infrastructure and construction of structures and shall not be parked on or along East Cherokee Drive or Lower Union Hill Road. There will be no stacking of vehicles along any roadway waiting for entry onto the property.
16. The commercial component shall be compliant with Article 7: Planned Development Districts and Article 20: Mixed Use Districts of the Holly Springs Zoning Ordinance.
17. The commercial component shall not include the development of any restaurants with drive-thru windows.
18. As requested by the Cherokee County School District, the developer shall provide a School Mitigation Fee of \$988 per residential unit constructed, and such fee shall be paid prior to the issuance of each building permit.

Section 3

This ordinance shall become effective September 1, 2025, upon approval by Mayor and City Council.

Section 4

The Community Development Director of the City of Holly Springs, Georgia, is hereby instructed to make any and all appropriate changes to the Official Zoning Map of Holly Springs, necessitated by the action described in Section 1 above; however, said changes to the Official Zoning Map of Holly Springs are effective concurrent with the effective date identified in Section 3 above, whether or not they have

been physically made and represented. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

Adopted the 18th day of August, 2025, by the Mayor and City Council of the City of Holly Springs, Georgia.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

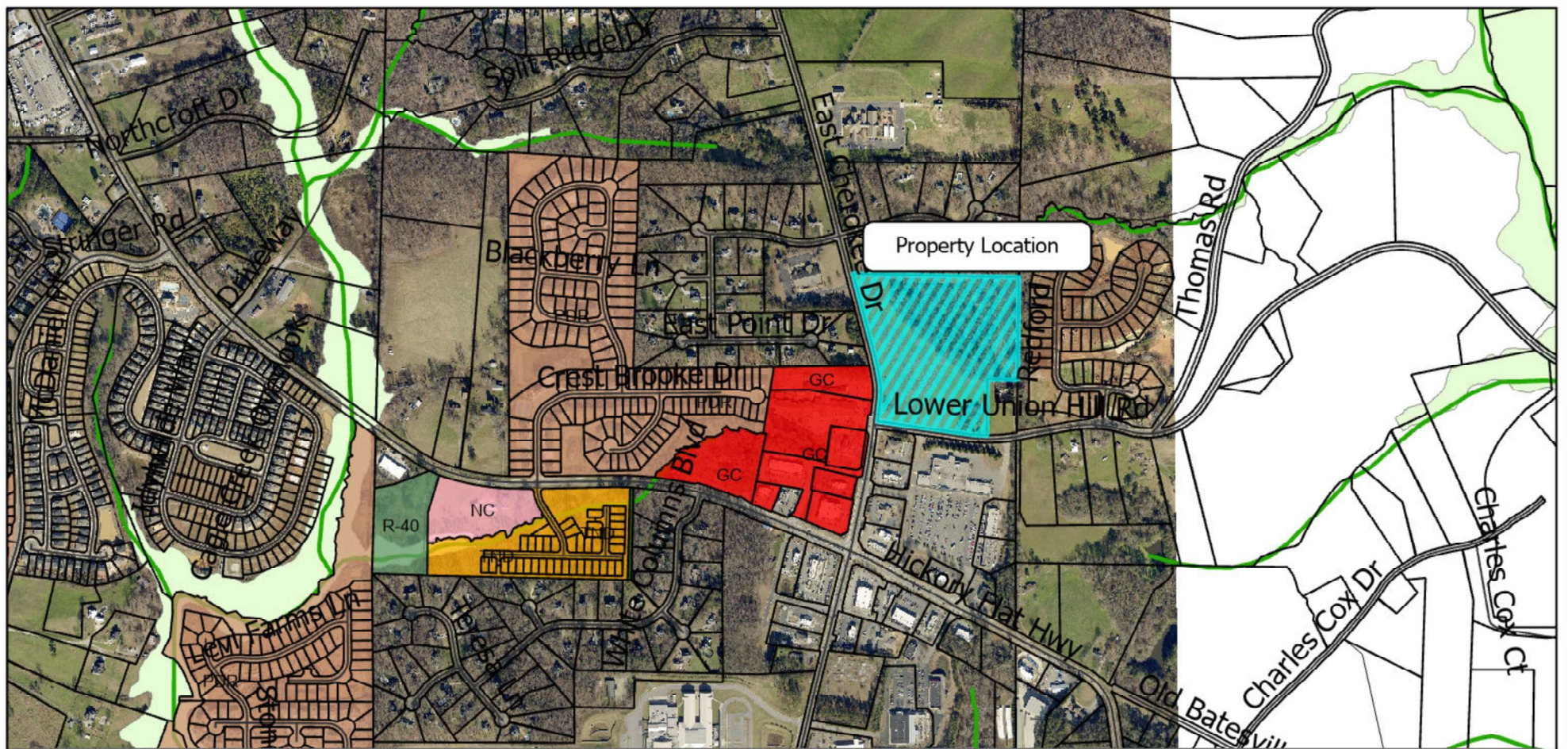


Exhibit A

A-01-2025 MA-03-2025 Location Map

— Railroad

□ Parcels_2025

— Streets_2025

Zoning 2025

ZONING

AG- Agricultural

R-80- Estate Residential

R-40- Single Family
Residential Estate

R-20- Single Family
Residential

RD-20- Single Family and
Duplex

RD-3- Single Family
Residential

PUD- Planned Unit
Development

TND- Traditional
Neighborhood
Development

PDR- Planned
Development Residential

HDMFR- High Density
Multi-Family Residential

GC- General Commercial

NC- Neighborhood
Commercial

OI- Office Institutional

GV-Governmental

LI- Light Industrial

MXD-Mixed Use Overlay



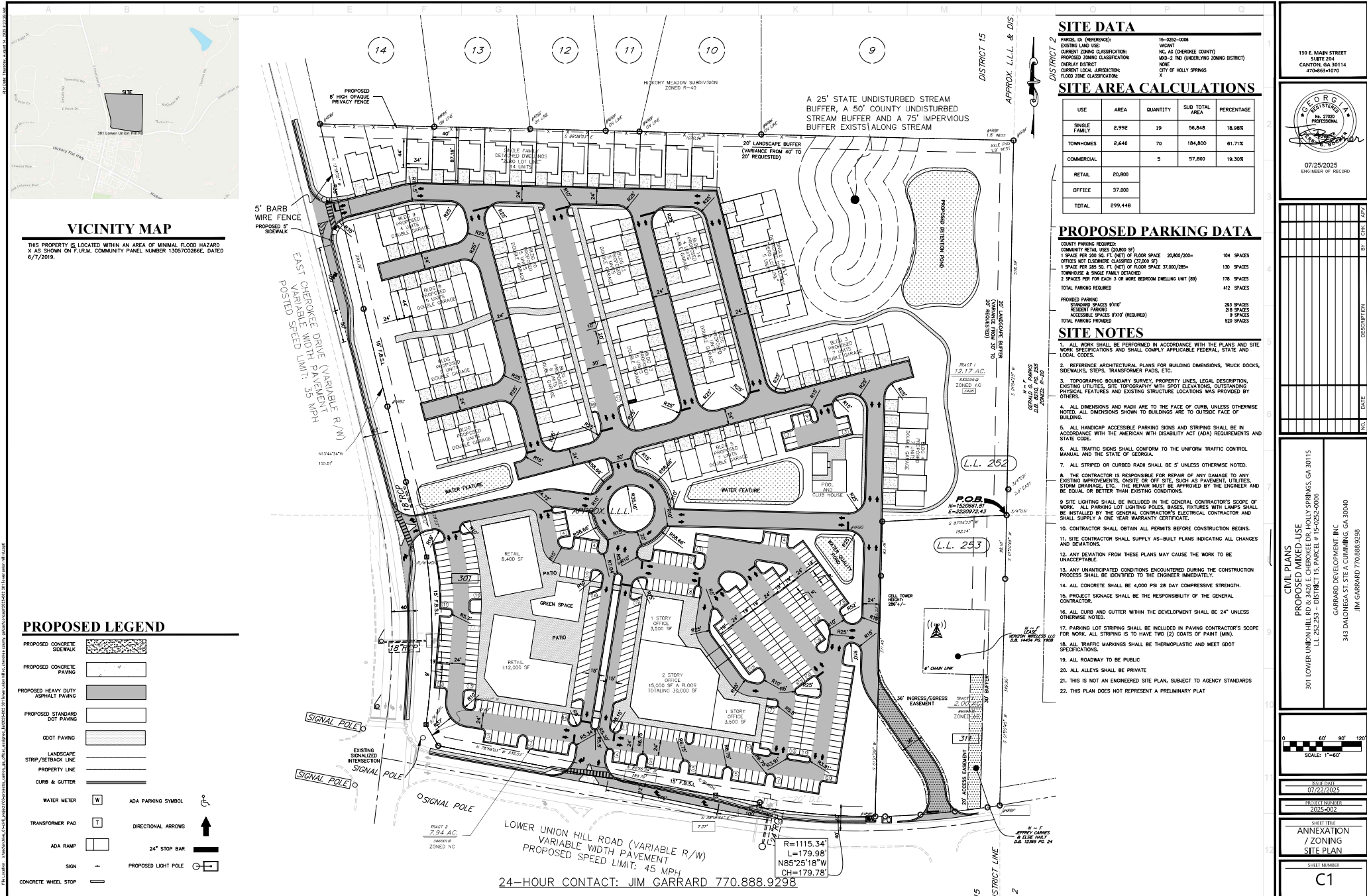


Exhibit C



Exhibit C



ITEM REPORT

AGENDA ITEM NUMBER: X.C.



FROM: Nancy Moon, Community Development Director

MEETING DATE: August 18, 2025

AGENDA ITEM: ORD-5-2025, amendment to the Holly Springs Zoning Ordinance, Article 2: Interpretations and Definitions to amend definitions and Article 5: District Uses and Regulations to amend permitted uses and conditional uses.

EXECUTIVE SUMMARY:

In 2023, the City added a definition for a CBD and/or Tobacco Specialty Store, as well as, regulations regarding this type of commercial use. This was updated for clarification purposes earlier this year to include Hemp and THC terminology. In addition, a restriction was placed upon the sale of these products as ancillary uses. After further review, it was determined that since the sale of THC and hemp-infused products were not permitted previously, no establishments selling similar products had added these to their existing business licenses and are now considered non-conforming if they are selling these products. The proposed amendment seeks to allow these uses only as a conditional use providing a grace period to sell all existing products and apply for a conditional use permit to continue to sell the product.

Staff proposes the following amendments to Article 2, Interpretations and Definition, Section 2.2: Definitions:

CBD, Hemp, THC and/or Tobacco Specialty Store: Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of cannabinoid (CBD), hemp, tetrahydrocannabinol (THC) or tobacco products, including but not limited to CBD, hemp, THC or tobacco paraphernalia, vape products, or any combination thereof. Products include the following: pipes, punctured metal bowls, bongs, water bongs, electric pipes, e-cigarettes, e-cigarette juice, buzz bombs, vaporizers, hookah, hemp-infused products, any devices for holding burning material, any electronic smoking device, and any substances that may be aerosolized or vaporized by such device. Lighters and matches shall be excluded from the definition of CBD and tobacco paraphernalia. Any grocery store, supermarket, convenience store or similar retail use that offers, as an ancillary use, conventional cigars, cigarettes, tobacco, or CBD, hemp, or THC retail products for sale shall not be defined as a "CBD, Hemp, THC and/or Tobacco Specialty Store" and shall not be subject to the Conditional Use Permit restrictions of Article 5, Section 5.4-11A CBD, Hemp, THC and/or Tobacco Specialty Store.

The ancillary use may occupy no more than 10% or 1,000 square feet, whichever is smaller, of the retail area of the establishment. Additional square footage beyond the authorized amount must be approved through the Conditional Use Permit process. Any grocery store, supermarket, convenience store or similar retail use that offers, as an ancillary use, hemp or THC retail products for sale shall be required to apply for a conditional use permit to allow the sale of these products.

Staff proposes the following changes with regards to the regulations for these types of establishments to Section 5.4-11A CBD, Hemp, THC and/or Tobacco Specialty Store:

5.4-11A CBD, Hemp, THC and/or Tobacco Specialty Store. Retail stores defined under Article 2: Interpretations and Definitions of the Holly Springs Zoning Ordinance as "CBD, Hemp, THC and/or Tobacco Specialty Store," as well as any ancillary use for the sale of hemp or THC products, must satisfy the following requirements prior to the acceptance of a conditional use permit. Distances required for the issuance of a conditional use permit shall be measured in lineal feet by the most direct route of travel on the ground as detailed below:

a.) Proposed premises of the retail CBD, Hemp, THC and/or Tobacco Specialty Store establishment is greater than one thousand (1,000) feet from a religious institution, greater than one thousand (1,000) feet from a day care center, greater than one thousand (1,000) feet from a school, and greater than five thousand (5,000) feet from another retail CBD, Hemp, THC and/or Tobacco Specialty Store with an approved business license by the City of Holly Springs.

Distance from existing land use in feet	Religious Institution	Day Care Center	School	CBD, Hemp, THC and/or Tobacco Specialty Store
CBD, Hemp, THC and/or Tobacco Specialty Store	greater than 1,000 ft.	greater than 1,000 ft.	greater than 1,000 ft.	greater than 5,000 ft.

b.) Means of measurement are further defined below:

1. *Church:* Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the front door of the church.
2. *School:* Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the nearest property line of the real property being used for school or educational purposes.
3. *Day Care:* Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the nearest property line of the real

property being used for day care services.

4. *Existing retail CBD, Hemp, THC and/or Tobacco Specialty Store:* Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the front door of the existing retail CBD and/or Tobacco Specialty Store.

c.) A scale drawing from a registered surveyor identifying the location of the proposed premises and the distance to the nearest religious institution, school, day care center, and other business uses defined as a Retail CBD, Hemp, THC and/or Tobacco Specialty Store. Distance shall be measured in lineal feet by the most direct route of travel on the ground from premise to premise.

d.) City Council, in its sole discretion, may consider a variance to reduce distance requirements using the standards set forth in Article 15: Variances, Appeals, and Special Exceptions of the Holly Springs Zoning Ordinance, in addition to the information provided in the application.

The proposed changes will be effective upon adoption of the ordinance. Businesses with existing inventory of hemp or THC products may sell any hemp or THC products through September 30, 2025. Any businesses without an approved conditional use permit for the sale of hemp or THC must cease the sale of these products on October 1, 2025.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. Ordinance

RECOMMENDATION:

The staff recommendation is approval of the amendment.

CONCURRENCES:

City Manager

AN ORDINANCE TO AMEND THE CODE OF THE CITY OF HOLLY SPRINGS, GEORGIA, AS AMENDED, INTERPRETATIONS AND DEFINITIONS, ARTICLE 2 AND DISTRICT USES AND REGULATIONS, ARTICLE 5 OF THE HOLLY SPRINGS ZONING ORDINANCE; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

The Council of the City of Holly Springs hereby ordains that:

Section 1. That the following definition in the Holly Springs Zoning Ordinance, Article 2, Interpretations and Definitions, Section 2.2: Definitions: CBD and/or Tobacco Specialty Store, be deleted in its entirety and replaced as follows:

CBD, Hemp, THC, and/or Tobacco Specialty Store: Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of cannabinoid (CBD), hemp, tetrahydrocannabinol (THC) or tobacco products, including but not limited to CBD, hemp, THC or tobacco paraphernalia, vape products, or any combination thereof. Products include the following: pipes, punctured metal bowls, bong, water bong, electric pipes, e-cigarettes, e-cigarette juice, buzz bombs, vaporizers, hookah, hemp-infused products, any devices for holding burning material, any electronic smoking device, and any substances that may be aerosolized or vaporized by such device. Lighters and matches shall be excluded from the definition of CBD and tobacco paraphernalia. Any grocery store, supermarket, convenience store or similar retail use that offers, as an ancillary use, conventional cigars, cigarettes, tobacco, or CBD retail products for sale shall not be defined as a "CBD, Hemp, THC and/or Tobacco Specialty Store" and shall not be subject to the Conditional Use Permit restrictions of Article 5, Section 5.4-11A CBD, Hemp, THC and/or Tobacco Specialty Store. The ancillary use may occupy no more than 10% or 1,000 square feet, whichever is smaller, of the retail area of the establishment. Additional square footage beyond the authorized amount must be approved through the Conditional Use Permit process. Any grocery store, supermarket, convenience store or similar retail use that offers, as an ancillary use, hemp or THC retail products for sale shall be required to apply for a conditional use permit to allow the sale of these products.

Section 2. That Article 5, District Uses and Regulations, Section 5.4, Additional Requirements by Use, be amended by deleting Section 5.4-11A CBD and/or Tobacco Specialty Store, and replacing it with the following:

5.4-11A CBD, Hemp, THC and/or Tobacco Specialty Store. Retail stores defined under Article 2: Interpretations and Definitions of the Holly Springs Zoning Ordinance as CBD, Hemp, THC and/or Tobacco Specialty Store, as well as any ancillary use for the sale of hemp or THC products, must satisfy the following requirements prior to the acceptance of a conditional use

permit. Distances required for the issuance of a conditional use permit shall be measured in lineal feet by the most direct route of travel on the ground as detailed below:

- a.) Proposed premises of the retail CBD, Hemp, THC and/or Tobacco Specialty Store establishment is greater than one thousand (1,000) feet from a religious institution, greater than one thousand (1,000) feet from a day care center, greater than one thousand (1,000) feet from a school, and greater than five thousand (5,000) feet from another retail CBD, Hemp, THC and/or Tobacco Specialty Store with an approved business license by the City of Holly Springs.

Distance from existing land use in feet	Religious Institution	Day Care Center	School	CBD, Hemp, THC and/or Tobacco Specialty Store
CBD, Hemp, THC and/or Tobacco Specialty Store	greater than 1,000 ft.	greater than 1,000 ft.	greater than 1,000 ft.	greater than 5,000 ft.

- b.) Means of measurement are further defined below:

1. *Church*: Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the front door of the church.
2. *School*: Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the nearest property line of the real property being used for school or educational purposes.
3. *Day Care*: Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the nearest property line of the real property being used for day care services.
4. *Existing retail CBD, Hemp, THC and/or Tobacco Specialty Store*: Measured from the front door of the proposed premises of a licensed retail CBD, Hemp, THC and/or Tobacco Specialty Store to the front door of the existing retail CBD and/or Tobacco Specialty Store.

- c.) A scale drawing from a registered surveyor identifying the location of the proposed premises and the distance to the nearest religious institution, school, day care center, and other business uses defined as a Retail CBD, Hemp, THC and/or Tobacco Specialty Store. Distance shall be measured in lineal feet by the most direct route of travel on the ground from premise to premise.

- d.) City Council, in its sole discretion, may consider a variance to reduce distance requirements using the standards set forth in Article 15: Variances, Appeals, and Special Exceptions of the Holly Springs Zoning Ordinance, in addition to the information provided in the application.

Section 3. That any existing businesses with existing inventory of hemp or THC products shall be permitted to sell their existing inventory of hemp or THC products through September 30, 2025. Any sale of hemp or THC products, on or after October 1, 2025, must have a conditional use permit approved by City Council, as well as an updated occupational tax certificate identifying the approved sale of these products.

Section 4. If any Section, sub-section, sentence, clause, phrase or any portion of this Ordinance be declared invalid or unconstitutional by any court or competent jurisdiction or if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid. It is hereby declared to be the intent of the City Council to provide for separable and divisible parts and he does hereby adopt any and all parts hereof as may not be held invalid for any reason.

Section 5. This Ordinance shall become effective immediately upon approval by the Mayor and Council.

SO ORDAINED, this 18th day of August 2025.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

ITEM REPORT

AGENDA ITEM NUMBER: X.D.



FROM: Robert H. Logan, City Manager

MEETING DATE: August 18, 2025

AGENDA ITEM: Intergovernmental Agreement (IGA) among Cherokee County, Georgia and the cities of Ball Ground, Canton, Holly Springs, Mountain Park, Nelson, Waleska, and Woodstock, Georgia for the use and distribution of proceeds generated from a Transportation Special Purpose Local Option Sales and Use Tax and authorize the Mayor to execute the agreement upon approval of the City Attorney.

EXECUTIVE SUMMARY:

We have received an Intergovernmental Agreement for the use and distribution of proceeds generated from a Transportation Special Purpose Local Option Sales and Use Tax (T-SPLOST). The Cherokee County Board of Commissioners plans to sign a resolution on September 2, 2025, to impose, levy, and collect the T-SPLOST within the County upon the approval of a majority of the qualified voters residing within the County voting in a referendum scheduled on November 4, 2025. If the referendum is approved, the one percent (1%) T-SPLOST shall commence on April 1, 2026, and continue through March 31, 2032, pursuant to the Official Code of Georgia Annotated (OCGA) 48-8-267.

FISCAL IMPACT:

Pursuant to the intergovernmental agreement, the City of Holly Springs will receive 7.76% of the net proceeds from the T-SPLOST over the six (6) year collection period. The estimated maximum net proceeds to be derived from the T-SPLOST over the six-year term is \$445,152,292. The estimated net proceeds to be allocated to the City of Holly Springs, based on the maximum net proceeds, would be \$34,543,818 over the six (6) year collection period.

ATTACHMENTS:

1. TSPLOST IGA 8.15.2025 version
2. Proposed T-SPLOST Project List - HS

RECOMMENDATION:

The staff recommendation is approval of the Intergovernmental Agreement.

CONCURRENCES:

Finance and Administration

**INTERGOVERNMENTAL AGREEMENT FOR THE USE AND DISTRIBUTION OF
PROCEEDS GENERATED FROM A TRANSPORTATION SPECIAL PURPOSE LOCAL
OPTION SALES AND USE TAX**

This INTERGOVERNMENTAL TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES AND USE TAX AGREEMENT (this “Contract”), made and entered into as of _____, 2025, by and among Cherokee County, Georgia (the “County”), a political subdivision of the State of Georgia, and the City of Ball Ground (“Ball Ground”), the City of Canton (“Canton”), the City of Holly Springs (“Holly Springs”), the City of Mountain Park (“Mountain Park”), the City of Nelson (“Nelson”), the City of Waleska (“Waleska”), and the City of Woodstock (“Woodstock”), each a municipal corporation duly created and existing under the laws of the State of Georgia (hereinafter collectively “Cities”);

W I T N E S S E T H:

WHEREAS, Section 48-8-260, *et seq.* of the Official Code of Georgia Annotated ("O.C.G.A.") (the "Act") authorizes the imposition of a single county one percent (1.0%) sales and use Transportation Special Purpose Local Option Sales Tax (the “Tax”) for capital outlay projects in the special districts created pursuant to O.C.G.A. § 48- 8-261(a) which correspond with the geographical boundaries of the counties of the State of Georgia; and

WHEREAS, O.C.G.A. § 48-8-261(b) authorizes the imposition of the Tax for the purpose of generating funds to be used and expended on a capital outlay project or projects, to be owned or operated or both either by the county, one or more cities, or any combination thereof;

WHEREAS, O.C.G.A. § 48-8-262 authorizes the distribution of proceeds from the Tax to the county governing authority and any qualified municipalities in accordance with an intergovernmental agreement entered into for such purpose; and

WHEREAS, the parties anticipate that Cherokee County will approve and sign a Resolution authorizing the Board of Elections and Voter Registration of Cherokee County to call a Referendum on the issue of the imposition of a single county one percent (1.0%) sales and use Transportation Special Purpose Local Option Sales Tax to begin on April 1, 2026 and to conclude on March 31, 2032; and

WHEREAS, the parties desire to execute an Intergovernmental Agreement ("Tax IGA") to control the distribution and use of the Tax proceeds received solely by Cherokee County and the municipalities located with Cherokee County; and

WHEREAS, Article IX, Section III, Paragraph I of the Constitution of the State provides that, in pertinent part, any county, municipality or other political subdivision of the State may contract for any period not exceeding fifty years with each other or with any public agency, public corporation, or public authority for joint services, for the provision of services, or for the joint or separate use of facilities or equipment, for such activities, services or facilities which the county, municipality or public authority is authorized by law to undertake or provide; and

WHEREAS, the County and the Cities met on the 30th day of June, 2025 at 1130 Bluffs Parkway, Canton, Georgia 30114 in order to discuss possible projects for inclusion on the referendum required to be held for the imposition of such tax in accordance with the provisions of O.C.G.A. § 48-8-262 (a) (2); and

WHEREAS, in accordance with the Act, the Board of Commissioners of Cherokee County, Georgia will approve and sign a Resolution on September, 2 , 2025 (the "Resolution"), to impose, levy and collect the Tax within the County conditioned upon the approval by a majority of the qualified voters residing within the County voting in a referendum thereon to be held on November 4, 2025 and said resolution shall be delivered to the Board of Elections and Voter Registration of Cherokee County, as election superintendent for the County, who shall issue a call for the referendum as described in said resolution; and

WHEREAS, the County has determined that at the present time it does not wish to issue any Bonds for the County Projects described in the Tax IGA; and

WHEREAS, the Cities have determined that at the present time they do not wish to issue any Bonds for the City Projects described in the Tax IGA; and

WHEREAS, for the purpose of the distribution of proceeds from April 1, 2026 through March 31, 2032 Tax, the Special District shall be known as the boundaries of Cherokee County, Georgia; and

WHEREAS, the Cities have certified they are qualified municipalities and are eligible to receive distributions of the one percent (1.0%) Tax Proceeds; and

WHEREAS, the parties hereto are interested in serving the needs of the residents of Cherokee County by planning and performing transportation projects within the County and the Cities; and

WHEREAS, the parties intend that the transportation projects which are the subject of this Agreement shall benefit residents of Cherokee County and the Cities; and

WHEREAS, the County and the Cities located within Cherokee County are committed to continue to work together to improve the County's and Cities' transportation infrastructure; and

WHEREAS, the County and the Cities have identified transportation needs that are important to the current and future well-being of their residents and have determined that proceeds from the Tax should be used to address a portion of these needs.

NOW, THEREFORE, for and in consideration of the foregoing and in consideration of the mutual promises and understandings herein made and for other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, the County and the Municipalities DO HEREBY AGREE, as follows:

**ARTICLE 1.
EFFECTIVE DATE AND TERM OF THE TAX**

This Agreement shall become effective upon its execution and shall continue in effect until the earlier of (a) the failure of the referendum referenced in Article 9 or (b) the termination of the Tax in accordance with the Tax Act and the distribution of all funds collected therefrom in accordance with this Agreement. Said Tax, if approved by referendum, shall commence April 1, 2026 and continue to, through and including March 31, 2032.

**ARTICLE 2.
ADMINISTRATIVE EXPENSES**

Pursuant to O.C.G.A. § 48-8-267, one percent (1.0%) of the amount of the Tax proceeds collected beginning April 1, 2026, shall be paid into the General Fund of the State of Georgia ("State") treasury in order to defray the costs of administration of the Georgia Department of Revenue.

**ARTICLE 3.
REPRESENTATIONS**

Each City makes the following representations as the basis for the undertakings on its part herein contained:

- (a) The City is a municipal corporation duly created and organized under the Constitution and laws of the State of Georgia (hereinafter the "State"). Under the Constitution and laws of the State, the City is authorized to execute, deliver and perform its obligations under this Agreement. The City has duly authorized the execution, delivery and performance of this Agreement. This Agreement is a valid, binding and enforceable obligation of the City.
- (b) No approval or other action by any governmental authority or agency or other person is required in connection with the execution, delivery and performance of this Agreement by the City, except as shall have been obtained as of the date hereof.
- (c) The authorization, execution, delivery and performance by the City of this Agreement do not violate any ordinances of the City or the laws or Constitution of the State and do not constitute a breach of or a default under any existing court order, administrative regulation or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.
- (d) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of the City, threatened against or affecting the City (or, to the knowledge of the City, any meritorious basis therefor) (i) contesting or questioning the existence of the City

or the titles of the present officers of the City to their offices or (ii) wherein an unfavorable decision, ruling or finding would (A) adversely affect the enforceability of this Agreement or (B) materially adversely affect the transactions contemplated by this Agreement.

- (e) The City is not in violation of the laws or Constitution of the State and is not in default under any existing court order, administrative regulation, or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.
- (f) The City is a "qualified municipality" within the meaning of the Sales and Use Tax Act. The Cities contain no less than 50% of the aggregate municipal population located within the County.

The County makes the following representations as the basis for the undertakings on its part herein contained:

- (a) The County is a political subdivision duly created and organized under the Constitution and laws of the State. Under the Constitution and laws of the State, the County is authorized to execute, deliver and perform its obligations under this Agreement. The County has duly authorized the execution, delivery and performance of this Agreement. This Agreement is a valid, binding and enforceable obligation of the County.
- (b) No approval or other action by any governmental authority or agency or other person is required in connection with the execution, delivery and performance of this Agreement by the County, except as shall have been obtained as of the date hereof.
- (c) The authorization, execution, delivery and performance by the County of this Agreement do not violate the laws or Constitution of the State and do not constitute a breach of or a default under any existing court order, administrative regulation, or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.
- (d) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of the County, threatened against or affecting the County (or, to the knowledge of the County, any meritorious basis therefor) (i) contesting or questioning the existence of the County or the titles of the present officers of the County to their offices or (ii) wherein an unfavorable decision, ruling or finding would (A) adversely affect the enforceability of this Agreement or (B) materially adversely affect the transactions contemplated by this Agreement.
- (e) The County is not in violation of the laws or the Constitution of the State and is not in default under any existing court order, administrative regulation or other

legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.

The County and the Cities jointly represent:

- (a) It is the intention of the County and Cities to comply in all respects with O.C.G.A. § 48-8-260 *et seq.* and all provisions of this Agreement shall be construed in light of O.C.G.A. § 48-8-260 *et seq.*
- (b) The County and Cities agree to promptly proceed with the acquisition, construction, equipping and installation of the projects specified in Exhibit A through H of this Agreement and in accordance with the priority order referenced in Section 8 of this Agreement.
- (c) The County and Cities agree that each approved TSPLOST project associated with this Agreement shall be maintained as a public facility and in public ownership. If ownership of a project financed pursuant to this Agreement is transferred to private ownership, the proceeds of the sale shall, for the purpose of this Agreement, be deemed excess funds and disposed of as provided under O.C.G.A. § 48-8-269.5(f)(2).
- (d) The County and Cities agree to maintain thorough and accurate records concerning receipt of TSPLOST proceeds and expenditures for each project undertaken by the respective county or municipality as required fulfilling the terms of this Agreement.
- (e) The County and Cities agree that all transportation purposes included in this Agreement shall be funded from proceeds from the TSPLOST, except as otherwise set forth herein.

ARTICLE 4. DISTRIBUTION OF NET PROCEEDS PERCENTAGES

The County and the Cities agree that the proceeds collected pursuant to this Agreement shall be apportioned between the Parties as follows:

Cherokee County	61.8753%	<i>See Exhibit A for project list</i>
City of Ball Ground	1.2355%	<i>See Exhibit B for project list</i>
City of Canton	13.6585%	<i>See Exhibit C for project list</i>
City of Holly Springs	7.7566%	<i>See Exhibit D for project list</i>
City of Nelson	0.3485%	<i>See Exhibit E for project list</i>
City of Waleska	0.3803%	<i>See Exhibit F for project list</i>
City of Woodstock	14.7452%	<i>See Exhibit G for project list</i>
City of Mountain Park	\$15,000.00	<i>See Exhibit H for project list</i>
TOTAL	100.00%	

Furthermore, the Parties agree as follows:

- (a) To facilitate the distribution of net proceeds, the parties agree that the sum of \$445,152,292.00 shall represent an estimate of the maximum net proceeds to be derived from the subject Tax during its six-year term.
- (b) The parties agree that the aggregate total distribution received by the Cities shall amount to 38.1246% of the net proceeds distributed by the State, with the remaining 61.8753% of the net proceeds distributed by the State to be received by the County.
- (c) The parties agree that no project will be given preference in the funding and distribution process in such a way that the monthly distribution formula is affected.
- (d) Any net proceeds over and above the amount estimated in subsection (a) of this Section during the quarter during which this amount is reached shall be allocated in accordance with the percentages set forth in this Agreement and shall be used solely for the transportation purposes listed herein. Each party shall expend its portion of the excess net proceeds from the Tax on the Transportation Projects and Purposes as outlined in the respective project lists attached as Exhibits to this Agreement.
- (e) Should any jurisdiction choose not to be a party to this Agreement, said jurisdiction's allocation of the net proceeds shall be 0%.
- (f) Any Tax proceeds held by a County or City at the end of the collection period for the Tax shall, for the purposes of this Agreement, be deemed excess funds and disposed of as provided under the Act.

ARTICLE 5.
PROCEDURE FOR DISTRIBUTION OF TAX PROCEEDS

- (a) Upon receipt by the County of Tax proceeds collected by the State Department of Revenue, the County shall immediately deposit said proceeds in the Tax Fund.
- (b) A one-time disbursement in the amount of \$15,000.00 will be made to the City of Mountain Park from the first collection Tax proceeds. Such flat rate disbursement to the City of Mountain Park shall be made from the allocation disbursement funds allocated to the County.
- (c) After such payment to the City of Mountain Park, all remaining disbursements of funds shall be made in accordance with percentages defined in Article 4 of this Agreement.
- (d) The County, following deposit of the Tax proceeds in the Tax Fund, shall within ten (10) business days disburse the Tax proceeds due to each City according to the schedule listed

herein. The proceeds shall be deposited in the separate funds established by each Municipality in accordance with the terms of this Agreement.

- (e) Should any City cease to exist as a legal entity before all funds are distributed under this Agreement, that City's share of the funds subsequent to dissolution shall be paid to the County as part of the County's share unless an act of the Georgia General Assembly makes the defunct City part of another successor municipality. If such an act is passed, the defunct City's share shall be paid to the successor municipality in addition to all other funds to which the successor municipality would otherwise be entitled.
- (f) All interest earned on the Tax Funds maintained by the County and the Cities shall remain in the applicable separate accounts and shall be used exclusively for the transportation purposes detailed in this Agreement.

ARTICLE 6. EXCESS PROCEEDS.

In the event that any Tax proceeds being held in either the County Tax Fund or any City's Tax Fund become "excess proceeds" as that term is defined in O.C.G.A. § 48-8-269.5(f)(1)(B), then the County or City in whose Tax Fund such excess proceeds are being held may use such excess proceeds for any purpose for which the County or City, respectively, could otherwise legally use ad valorem tax revenues.

ARTICLE 7. TRANSPORTATION PURPOSES

In recognition of the need for transportation improvements across the County and the Cities, the parties agree that the total net proceeds shall be utilized for transportation purposes as defined in O.C.G.A. § 48-8-260(4) and § 48-8-121.

ARTICLE 8. PROJECT PROVISIONS

- (a) The projects and purposes ("Transportation Projects and Purposes") to be funded from the net proceeds of the Tax pursuant to this Agreement, shall include roads, bridges, public transit, rails, airports, buses, and all accompanying infrastructure and services necessary to provide access to these; and roads, streets, sidewalks, bicycle paths, and bridge purposes, e.g., acquisition of rights of way, construction, renovation, and improvement of roads, including resurfacing, relocation of utilities, improvement of surface-water drainage, and patching leveling milling, widening, shoulder preparation, culvert repair, and other repairs necessary for their preservation, and all other purposes allowed by law. The estimated dollar amounts allocated for such transportation purposes shall be those amounts attributable to the County and Cities according to the designated percentage of the total amount of Tax proceeds received. The parties acknowledge and agree that 30% of the estimate revenues are being expended on projects that are consistent with the Statewide Strategic Transportation Plan as defined in O.C.G.A. § 32-2-22(a)(6).

(b) All Transportation Projects included in this Agreement shall be funded in whole or in part from net proceeds from the Tax authorized by law except as otherwise agreed in writing by the parties.

**ARTICLE 9.
CALLING REFERENDUM; COLLECTION TERM**

The County agrees that it will take all actions necessary to call a referendum, to be held in all the voting precincts in the County, on the 4th day of November, 2025, or on such other date as the County and the Cities shall mutually agree, for the purpose of submitting to the qualified voters of the County for their approval, the question of whether or not a 1% Transportation Sales and Use Tax shall be imposed for 24 calendar quarters (six years) for the purpose of funding the Projects. The County shall pay all costs relating to the referendum.

**ARTICLE 10.
SEPARATE ACCOUNTS / NO COMMINGLING OF FUNDS**

The net proceeds from the Tax shall be maintained in the parties' separate accounts and utilized exclusively for the purposes specified in this Agreement. The parties acknowledge that the Tax proceeds are not guaranteed. Proceeds received under the amount estimated in the Referendum question shall be allocated in accordance with the percentages set forth in the Agreement and shall be used on the Transportation Projects and Purposes as outlined as Exhibits A through H to this Agreement.

(a) A special fund or account shall be created by the County and designated as the 2025 Cherokee County Transportation Special Purpose Local Option Sales Tax Fund ("Tax Fund"). The County shall select a financial institution which shall act as a depository and custodian of the Tax Fund upon such terms and conditions as may be acceptable to the County.

(b) Each City shall create a special fund to be designated as the 2025 Transportation Special Purpose Local Option Sales Tax Fund ("Tax Fund"). Each City shall select a financial institution which shall act as a depository and custodian of the Tax proceeds received by each City upon such terms and conditions as may be acceptable to the City.

(c) All Tax proceeds shall be maintained by the County and each City in the separate accounts or funds established pursuant to this Article. Except as provided elsewhere in this Agreement, Tax proceeds shall not be commingled with other funds of the County or Cities and shall be used exclusively for the purposes detailed in this Agreement. No funds other than Tax proceeds shall be placed in such funds or accounts.

**ARTICLE 11.
RECORD KEEPING / AUDITS**

(a) The County shall keep detailed records of the Tax Fund, including all of its sub-accounts. The Cities shall have the right to review and be provided copies of all such records upon request to the County. Likewise, the Cities shall keep detailed records of its City Tax Fund. The County shall have the right to review and be provided with copies of all such records upon request.

(b) The County and the Cities shall keep a record of each and every one of its Projects for which the proceeds of the Tax are used. A schedule shall be included in each annual audit which shows for each such Project the original estimated cost, the current estimated cost if it is not the original estimated cost, amounts expended in prior years and amounts expended in the current year. The auditor shall verify and test expenditures sufficient to provide assurances that the schedule is fairly presented in relation to the financial statements. The auditor's report on the financial statements shall include an opinion, or the disclaimer of an opinion, as to whether the schedule is presented fairly in all material respects in relation to the financial statements taken as a whole. In the event that a City does not comply with the requirements of this paragraph, the County nor any other City shall be held liable in any manner for such noncompliance. In the event that the County does not comply with the requirements of this paragraph, no City shall be held liable in any manner for such noncompliance. In the event that any City does not comply with the requirements of this paragraph, the County shall not be held liable in any manner for such noncompliance.

(c) Pursuant to O.C.G.A. § 48-8-269.6, the County and each City shall publish annually, in a newspaper of general circulation in the boundaries of the County or City, a simple, nontechnical report which shows for each transportation purpose in the resolution calling for imposition of the Tax, the original estimated cost, the current estimated cost if it is not the original estimated cost, amounts expended in prior years, and amounts expended in the current year. Such annual reports shall be published no later than December 31st of each year.

**ARTICLE 12.
NOTICES**

All notices, consents, waivers, directions, requests or other instruments or communications provided for under this Agreement shall be deemed properly given when delivered personally or sent by registered or certified United States mail, postage prepaid, as follows:

Cherokee County, Georgia
ATTN: County Manager
1130 Bluffs Parkway
Canton, Georgia 30114

City of Woodstock, Georgia
ATTN: City Manager
12453 Highway 92
Woodstock, Georgia 30188

City of Canton, Georgia
ATTN: City Manager
151 Elizabeth Street
Canton, Georgia 30114

City of Holly Springs, Georgia
ATTN: City Manager
3237 Holly Springs Parkway
Holly Springs, Georgia 30115

City of Ball Ground, Georgia
ATTN: City Manager
215 Valley Street
Ball Ground, Georgia 30107

City of Waleska, Georgia
ATTN: City Clerk
8891 Fincher Road
Waleska, Georgia 30183

City of Mountain Park, Georgia
ATTN: City Clerk
118 Lakeshore Drive
Mountain Park, Georgia 30075

City of Nelson, Georgia
ATTN: City Clerk
P.O. Box 100
Nelson, Georgia 30151

ARTICLE 13. ENTIRE AGREEMENT.

This Agreement, including any attachments or exhibits, constitutes all of the understandings and agreements existing between the County and the Cities with respect to distribution and use of the proceeds from the Tax. Furthermore, this Agreement supersedes all prior agreements, negotiations and communications of whatever type, whether written or oral, between the parties hereto with respect to the subject matter hereof.

ARTICLE 14. AMENDMENTS

This Agreement shall not be amended or modified except by a written amendment executed in accordance with this Section. This Agreement may be amended by only a written amendment executed by each of the governing authorities of the County and all participating Cities.

ARTICLE 15. GOVERNING LAW

This Agreement shall be deemed to have been made and shall be construed and enforced in accordance with the laws of the State of Georgia.

ARTICLE 16. SEVERABILITY

Should any phrase, clause, sentence, or paragraph of this Agreement be held invalid or unconstitutional by a court of competent jurisdiction, the remainder of this Agreement shall remain in full force and effect as if such invalid or unconstitutional provision were not contained in the Agreement, unless the elimination of such provision detrimentally reduces the

consideration that any party is to receive under this Agreement or materially affects the operation of this Agreement.

**ARTICLE 17.
COMPLIANCE WITH LAW**

The County and the Cities shall comply with all applicable local, state, and federal statutes, ordinances, rules and regulations.

**ARTICLE 18.
COUNTERPARTS**

This Agreement may be executed in counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

**ARTICLE 19.
MEDIATION**

The County and the Cities agree to submit any controversy arising under this Agreement to non-binding mediation for a resolution. The parties to the mediation shall mutually select a neutral party to serve as mediator. Costs of mediation shall be shared equally among the parties to the mediation.

[this portion intentionally left blank]

8.15.2025

IN WITNESS WHEREOF, the County and the Cities, acting through their duly authorized agents, have caused this Agreement to be signed, sealed and delivered on the date indicated herein.

CHEROKEE COUNTY, GEORGIA

By: _____
Harry B. Johnston, Chairman

Attest: _____
Christy Black, County Clerk

CITY OF BALL GROUND, GEORGIA

By: _____
A.R. "Rick" Roberts, Mayor

Attest: _____
Kaylyn Bush, City Clerk

CITY OF CANTON, GEORGIA

By: _____
Bill Grant, Mayor

Attest: _____
Annie Fortner, City Clerk

CITY OF HOLLY SPRINGS, GEORGIA

By: _____
Ryan P. Shirley, Mayor

Attest: _____
Karen Norred, City Clerk

CITY OF WALESKA, GEORGIA

By: _____
Mary Helen Lamb, Mayor

Attest: _____
Kim Kirsch, City Clerk

CITY OF WOODSTOCK, GEORGIA

By: _____
Michael Caldwell, Mayor

Attest: _____
Robyn Adams, City Clerk

CITY OF MOUNTAIN PARK, GEORGIA

By: _____
Bill Kolbrener, Mayor

Attest: _____
Jennifer Zalokar, City Clerk

CITY OF NELSON, GEORGIA

By: _____
Sylvia Green, Mayor

Attest: _____
Kelsey Riehl, City Clerk

Exhibit D

**City of Holly Springs
Proposed T-SPLOST Project List
August 18, 2025**

Project #	Description	Project Type	From	To	PE	ROW	CST	Total
1	Hickory Road Widening PH I	Capacity	Roundabout	Red Bud Lane	\$ 910,000	\$ 937,500	\$ 7,000,000	\$ 8,847,500
2	Palm Street PH I	Bridge Culvert Replacement	Toonigh Creek	Palm Ridge Trace	\$ 390,000	\$ 262,500	\$ 3,000,000	\$ 3,652,500
3	Hickory Springs Industrial Realignment	Intersection Improvement	Hickory Road	Existing Hickory Springs Ind	\$ 390,000	\$ 187,500	\$ 3,000,000	\$ 3,577,500
4	Hickory Springs Pkwy Phase I	New Alignment	Hickory Road	P Rickman Industrial Drive	\$ 364,000	\$ 562,500	\$ 2,800,000	\$ 3,726,500
82124	Palm Street Realignment Project	Joint Realignment Project	Palm Street	Holly Springs Parkway	\$ -	\$ -	\$ 364,516	\$ 364,516
T-034A	HS Pkwy Widening Project	Joint Capacity Project	Sixes Road	East Cherokee Drive	\$ 1,872,540	\$ 3,507,654	\$ -	\$ 5,380,194
T-034B	HS Pkwy/Main St Widening Project	Joint Capacity Project	East Cherokee Drive	Ridgewalk Parkway	\$ 678,907	\$ 584,078	\$ -	\$ 1,262,985
T-041	Sixes Rd Realignment Project	Joint Realignment Project	Sixes Road	Holly Springs Parkway	\$ 884,463	\$ 2,140,000	\$ 4,877,948	\$ 7,902,411
Totals					\$ 5,489,910	\$ 8,181,732	\$ 21,042,464	\$ 34,714,106

ITEM REPORT

AGENDA ITEM NUMBER: X.E.



FROM: Robert H. Logan, City Manager

MEETING DATE: August 18, 2025

AGENDA ITEM: Resolution adopting the Project Wildcat Technical Report; and providing for the implementation of the Wildcat Area Plan.

EXECUTIVE SUMMARY:

Resolution adopting the Project Wildcat Technical Report; and providing for the implementation of the Wildcat Area Plan.

FISCAL IMPACT:

ATTACHMENTS:

1. 2025 - City of Holly Springs - Wildcat_Area_Plan_Resolution 8.18.2025
2. 2025_0627_Wildcat Technical Report

RECOMMENDATION:

The staff recommendation is approval of the resolution.

CONCURRENCES:

City Manager

A RESOLUTION OF THE CITY OF HOLLY SPRINGS, GEORGIA MAYOR AND CITY COUNCIL ADOPTING THE PROJECT WILDCAT TECHNICAL REPORT; PROVIDING FOR THE IMPLEMENTATION OF THE WILDCAT AREA PLAN; AND FOR OTHER PURPOSES

WHEREAS, the I-575 and Sixes Road Interchange Area, has always been well positioned for success due to its strategic location – a relatively quick drive from I-75 – while also serving as a critical connector, providing essential access for Bells Ferry Road, Holly Springs Parkway, and East Cherokee Drive. With expansive quadrants and large tracts of available acreage, anchored by a network of local roads, the interchange has always had a strong foundation for success; and

WHEREAS, over the past two decades, the I-575 and Sixes Road Interchange Area has prospered with the construction of Class A medical office facilities, joined by quality retailers and exceptional service providers. During this time, Sixes Road and the bridge over I-575 were expanded to four lanes, increasing capacity and enhancing traffic flow through the interchange area. Additionally, the managed lanes project delivered by the Georgia Department of Transportation, further cemented the interchange area as a critical destination; and

WHEREAS, despite the positive improvements witnessed in the I-575 and Sixes Road Interchange Area over the past two decades, the full potential remains unrealized, largely due to the difficult access and challenging logistics affecting the southeast quadrant along North Rope Mill Road; and

WHEREAS, Holly Springs, Cherokee County and the city of Woodstock share jurisdiction in the I-575 and Sixes Road Interchange Area, with each jurisdiction visioning this area as a regional activity, workplace, and employment center as reflected within their respective comprehensive plans; and

WHEREAS, Holly Springs, Cherokee County, and Woodstock expect the I-575 and Sixes Road Interchange Area to realize its full potential as a regional activity center and therefore entered into a partnership, joined by the Cherokee Office of Economic Development (COED), in October 2023 to pursue an area plan of the interchange area; and

WHEREAS, Holly Springs, Cherokee County, Woodstock, and COED together selected Kimley-Horn and Associates (KHA) through a competitive procurement process to complete the area plan, studying development scenarios as well as potential transportation improvements to reduce congestion and enhance mobility; and

WHEREAS, the area plan study, which commenced in February 2024 and concluded in May 2025, included robust public and stakeholder input, traffic modeling, and land use scenarios to establish recommendations for projects and transportation improvements to maximize the productivity and traffic mobility of the overall interchange area; and

WHEREAS, the recommendations from the area plan study are contained in the Project Wildcat Technical Report, attached hereto as Exhibit “A.” The plan is named for the area

historically known as the “Wild Cat” militia district, which is the current location of the I-575 and Sixes Road Interchange Area; and

WHEREAS, the Mayor and City Council seek to adopt the Wildcat Area Plan, which is supported by a technical report; and

WHEREAS, the Mayor and City Council seek to pursue an implementation plan for the recommendations of the Wildcat Area Plan in partnership with Cherokee County, Woodstock, and COED with the goal of achieving the vision set forth by the plan; and

NOW THEREFORE, IT IS HEREBY RESOLVED that the Mayor and City Council of the City of Holly Springs hereby adopts The Project Wildcat Technical Report, attached hereto as Exhibit “A.”

This Resolution is adopted the 18th day of August, 2025.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

Project Wildcat

TECHNICAL REPORT





Acknowledgements

Project Wildcat would like to acknowledge those who made valuable contributions to the recommendations:

Cherokee County Staff and Elected Officials

Including Project Management Team members:

*Brantley Day
Catherine Long
Margaret Stallings
Patrick Bradshaw*

Woodstock City Staff and Elected Officials

Including Project Management Team members:

*Janis Steinbrenner
Tracy Albers*

Holly Springs City Staff and Elected Officials

Including Project Management Team members:

*Nancy Moon
Rob Logan*

Cherokee Office of Economic Development

Including Project Management Team member:

Heath Tippens

Stakeholders who provided feedback, including:

*WellStar Cherokee Health Park
River Park Master HOA
Worthing Companies
Kaiser Permanente
Northside Hospital*

Property owners and the public who gave feedback throughout the study



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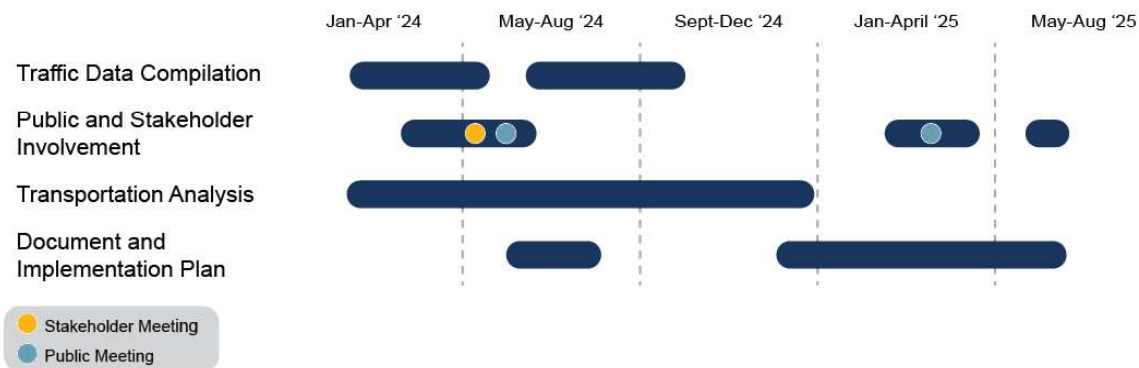
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Introduction

Over the last several decades, development in North Atlanta has been driven by investments in roadway infrastructure including the extension of I-575, I-75, express lanes, and widened bridges along Sixes Road, among others. Not all areas and parcels have seen equal development attention despite their proximity to major corridors. Due to geographical and transportation limitations, the southeast quadrant of the I-575 and Sixes Road interchange is substantially underdeveloped. Physical barriers have limited the ability to adequately connect this portion of the interchange to its surrounding system and have limited development activity while other areas have grown.

Cherokee County, in collaboration with the Cherokee Office of Economic Development, and the cities of Holly Springs and Woodstock, is creating a small area plan and transportation study for the area around the I-575 and Sixes Road interchange. The project began at the start of 2024 and extended through the summer of 2025 with multiple community engagement efforts, an essential piece in developing a thorough and inclusive plan.

Project Schedule



Study Area

Overview

The study area focuses on the southeast quadrant of the I-575 and Sixes Road interchange, though through the planning process, the study area enlarged to also include the southwest quadrant. This primary area is bounded by a cemetery to the north, U.S. Army Corps of Engineers (USACE) property to the south, I-575 to the west, and the Georgia Northeastern Railroad (GNRR) to the east. **Figure 2** displays the area. The land is situated within the Wildcat Character Area of the 2023 Comprehensive Land Use Plan, which represents major employment sectors, including professional, corporate and regional offices, and medical complexes. Existing conditions in the area feature a blend of developed properties and undeveloped green spaces, with current land



FIGURE 2: STUDY AREA

uses including commercial buildings, residential areas, and industrial uses. The land is divided among Woodstock, Holly Springs, and unincorporated Cherokee County.

Considerations Limiting Transportation and Future Development

Compared to growth seen in other regions, the study area has experienced limited development and integration into the surrounding infrastructure because of adjacent physical barriers (**Figure 3**) and the resulting transportation challenges. These barriers have significantly impeded the area's potential for growth and seamless connectivity with nearby developed regions.

The I-575 interchange at Sixes Road is a crucial connectivity point, providing access to major transportation routes in North Atlanta. However, regional growth has increased traffic, causing congestion, especially at this interchange and other key intersections along Sixes Road, such as Holly Springs Parkway. The complex layout of the transportation network and high traffic volumes create significant challenges for development. This congestion complicates access for residents and businesses, diminishing the area's attractiveness for new developments.

Running adjacent to the study area, the Georgia Northeastern Railroad (GNRR) presents another challenge. The railroad limits crossing points, restricting local connectivity and challenging vehicle and pedestrian access.

The Lebanon United Methodist Church Cemetery, established in the 19th century, is a significant historical and cultural landmark. Its presence creates a barrier to transportation and development, as preservation limits new road or infrastructure construction in the area.

To the south, the USACE Lake Allatoona property presents additional challenges. The land is subject to strict federal regulations protecting natural resources and environmental quality. Coordination with the Army Corps can be complex, involving regulatory compliance, which limits development opportunities and complicates integration with surrounding infrastructure.

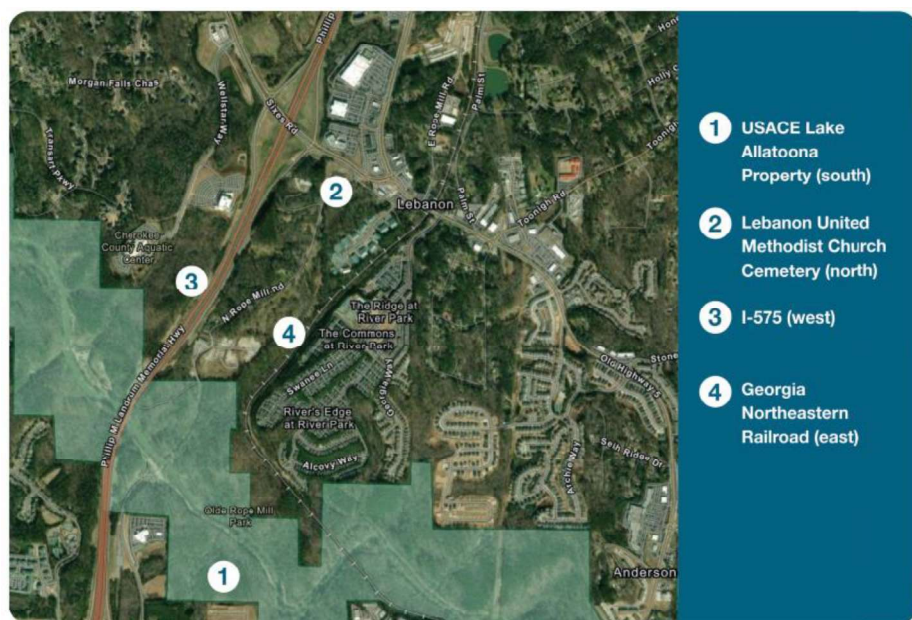


FIGURE 3: GEOGRAPHIC CONSTRAINTS SURROUNDING THE STUDY AREA



Previous Plan Review

Previous plans within and surrounding the study area were reviewed to identify expected changes and potential future opportunities that may inform or impact recommendations in the Wildcat Plan. Plans and projects documented below are from Cherokee County, City of Woodstock, City of Holly Springs, Atlanta Regional Commission, and Georgia Department of Transportation. Plan review included the following documents and resources:

- Metropolitan Transportation Plan – 2024 Atlanta Regional Commission Region Plan
- GDOT GeoPI – 2024 Georgia Department of Transportation Projects
- SPLOST – 2024 Cherokee County Special Purpose Local Option Sales Tax
- Our Cherokee – 2023 Cherokee County Comprehensive Land Use Plan
- Cherokee Moves – 2022 Cherokee County Comprehensive Transportation Plan (CTP)
- Old Highway 5 – 2022 Cherokee County Corridor Study

In addition to infrastructure improvements, permitted developments were reviewed to consider changes to traffic patterns and connectivity due to private development. Project factsheets and information are included in the Appendix.

Programmed Infrastructure Projects

Programmed infrastructure projects with identified funding sources and timelines for construction are documented below. Depending on the timeline, the programmed projects may have detailed approved designs or still be in design development with preliminary concept details that are being refined. Programmed projects are included in the analysis of future conditions as background conditions that are expected to be implemented and operational with or without the Wildcat Plan.

Programmed Projects Included at Study Intersections

- **I-575 at Ridgewalk Pkwy Interchange Improvement** (ARC CH-261, GDOT PI 0019632) – diverging diamond interchange improvement
- **Holly Springs Pkwy at Palm St and River Park Blvd Realignment** (Cherokee CTP-159) – Palm St realignment to River Park Blvd traffic signal; original Palm St converted to right-in-right-out

Other Nearby Programmed Projects

- **Holly Springs Pkwy Widening** (complete as of October 2024) – widening from two to four lanes for approximately 0.7 miles north of Rabbit Hill Rd
- **Hickory Springs Pkwy New Alignment** (ARC CH-215) – new four-lane roadway between Holly Springs Pkwy at Mountain Brook Drive to Hickory Road at Hickory Springs Industrial Dr
- **I-575 at Towne Lake Pkwy Interchange Improvement** (ARC CH-260, GDOT PI 0019631) – interchange improvement to widen exit ramps and Towne Lake Pkwy
- **Holly St Pedestrian Improvements** (ARC CH-351) – installation of 5-ft sidewalks, buffered bike lanes, and streetlights on both sides of Holly St between Old Holly Springs Rd and Holly Springs Pkwy (Main St); Will also include a pedestrian bridge crossing over I-575 to connect to existing sidewalks



Planned Infrastructure Projects

Planned projects are often preliminary concepts with varying levels of detail and funding that may require further study and design development. Planned projects in adopted studies are competitive for state and federal funding sources and may become programmed projects as priorities, funding, and feasibility align to move the project forward. The following planned projects were considered during the development of study scenarios and opportunities for the action plan.

- **Holly St at Main St** (Cherokee CTP-212, Old Hwy 5 Study) – intersection improvement proposed to address safety and operational improvements
- **Holly Springs Pkwy at Sixes Rd** (Cherokee CTP-409, Old Hwy 5 Study) – intersection modification proposed to address safety and operational improvements
- **Main St at Ridgewalk Pkwy** (Cherokee CTP-419) – intersection improvement, potential roundabout
- **Arnold Mill Rd Extension** (ARC CH-167) – proposed new roadway connection between Main Street/Hwy 5 at Ridgewalk Pkwy and Arnold Mill Rd at Neese Rd (Arnold Mill Bypass)

Permitted Development

The *Heights at Holly Springs* is a mixed-use development currently under construction between Holly Springs Parkway and E Rope Mill Road north of commercial properties fronting Sixes Road. The development will include approximately 294 new residential units and 25,000 SF of commercial space. Based on a traffic impact study submitted to the City of Holly Springs, the development is projected to generate 346 new trips during the weekday AM peak hour and 345 new trips during the PM peak hour. Projected traffic based on the traffic impact study was included in the future traffic analysis to account for the additional impact from permitted future development on study intersections included in this report.



Data Collection

Transportation Data

Data collection to inform existing conditions for the study included collecting current intersection and corridor traffic counts, historic crash data, and congestion-related bottleneck data. Current and historic data provide insight into existing roadway conditions and transportation operations as well as provide a foundation to consider future projections and identify improvements to serve the traveling public.

Intersection and Corridor Traffic Counts

Intersection turning movement counts (TMCs) at primary intersections and high-volume driveways as well as average daily traffic (ADT) corridor counts were collected throughout the study area to identify a baseline of existing traffic conditions. The TMCs included four-hour turning movements (two-hour AM peak and two-hour PM peak) while the ADTs included 24-hour bidirectional daily counts. A site visit was conducted to gather intersection and corridor details needed for modeling.

Crash Data

Using GDOT's AASHTOWare, available crash data for the most recent five years (2018-2022) was analyzed to identify critical trends and patterns. The process began with a high-level cleaning of the crash data to ensure the accuracy and reliability of the analysis. This cleaning process involved a thorough review of various key factors, including the specific locations where crashes occurred, the manner of collision (such as rear-end, angle, side-swipe, or head-on collisions), and the direction of travel of the vehicles involved. The cleaning process is beneficial as there are often numerous reporting agencies with different templates to document crash details. By carefully examining crash report elements, inconsistencies, errors, or anomalies in the data can be identified and addressed, thereby improving the quality and utility of the dataset for subsequent analysis.

RITIS Data (Bottlenecks)

Bottlenecks were identified using the Regional Integrated Transportation Information System (RITIS), a platform that aggregates and analyzes real-time traffic data to support transportation planning and operations. The process involved collecting and examining various types of traffic data, including speed, volume, and incident reports, to pinpoint locations where traffic flow was significantly slower than expected. This methodical approach not only helped in detecting current bottlenecks and congestion but also provided valuable insights into their underlying causes, such as high traffic volumes, accidents, or other incidents.

Replica Data (Travel Patterns)

Replica is a data platform that provides synthesized travel and commuting information based on public and confidential data sources including mobile location data, consumer/resident demographic information, built environment characteristics, economic activity, and traffic/transportation volumes. Replica was used to understand the origins and destinations of travelers within the study area. Road segments on corridors around the study area were selected for detailed analysis. The process involved reviewing travel trends for trips passing through these selected segments, as well as analyzing the patterns of these trips. Data available through Replica, and similar resources, are for transportation planners to use to make informed recommendations to improve mobility and efficiency in the studied corridors.



Engineering and Environmental Data

The complexity of the southeast quadrant area necessitates collaborative problem-solving from an interdisciplinary team, including engineering and environmental groups. The data collection process for engineering and environmental aspects considered data that could provide insight into the interaction between infrastructure and the surrounding environment. Data gathered included GIS contours, property lines, aerial imagery, locations of railroads and utilities, and environmental resources.

GIS Contours and Property Lines

Geographic Information System (GIS) contours are vital in transportation and land use studies as they provide detailed topographical data. These contours illustrate the elevation and slope of the land, which are crucial for planning road alignments, drainage systems, and other infrastructure. The GIS contours were obtained from Cherokee County.

Understanding property boundaries is essential to determine land ownership and potential impacts on private and public properties. Accurate property line data helps avoid legal disputes and ensures that proposed developments comply with existing land ownership and zoning regulations. Property lines were sourced from county assessor records and databases, which provide detailed maps of land parcels.

Aerial Imagery

Aerial imagery offers a bird's-eye view of the study area, capturing current land use, vegetation cover, and existing infrastructure. Imagery is instrumental in identifying land use patterns, planning for new developments, and assessing environmental impacts. High-resolution aerial images from 1999 to 2024 were acquired through Nearmap and Google Earth.

Railroad and Utility Locations

The locations of utilities and the GNRR railroad line are critical as they interact with road networks and development projects. Understanding the proximity and alignment of these infrastructure elements helps in designing safer and more efficient transportation corridors. Data on railroad and utility locations were gathered from Cherokee County. Identifying the location of key utilities and assessing the feasibility and costs of impacting each informs connectivity decisions.

Environmental Resources

An environmental review was conducted following the guidance specified in the National Environmental Policy Act (NEPA). This review provides an understanding from the outset of the most complex areas bordering the site, including USACE property and the cemetery. Identifying and preserving environmental resources is a key aspect of sustainable transportation and land use planning. This includes recognizing wetlands, water bodies, wildlife habitats, and other ecologically sensitive areas to mitigate adverse impacts.



Analysis Methodology and Tools

A variety of analysis tools were employed to evaluate existing traffic conditions, project future traffic conditions, design proposed transportation improvements, and estimate the impact of proposed improvements on future transportation network conditions.

Travel Demand Modeling

Atlanta Regional Commission Activity Based Model

A travel demand model (TDM) estimates how traffic will utilize the transportation network throughout the day. In the Atlanta metropolitan area, the Atlanta Regional Commission (ARC) develops and maintains their Activity Based Model (ABM), which acts as the standard TDM for the region. The ARC ABM was used throughout the traffic analysis to estimate projected traffic growth rates and to model the impacts of changes to network connectivity and capacity.

The ARC ABM update corresponding to the 2024 Metropolitan Regional Transportation Plan was used for all TDM modeling in this study. At the beginning of the study, the base model from ARC was calibrated using traffic count data collected and available in the vicinity of the study area.

Calibrating/validating the model is an important step to consider and make modifications to the Existing Conditions model to reflect travel patterns representative of current conditions in the study area. The calibrated model was carried forward to model as a base condition for all future traffic scenarios.

While the ABM is a powerful tool for understanding large-scale changes in travel patterns, it also has some limitations. To improve model efficiency, the model limits the granularity of the transportation network and of population and employment centers. In the study area, smaller roadways and driveways are typically not included in the model. Similarly, individual or separate developments may be combined into a singular node that represents a larger area that includes employment and residential land uses. The ABM also has limited ability to account for certain factors that impact route planning, such as intersection operations (ex. turn lanes, signal timing conditions) and traveler habits. Given some of these TDM considerations, it is important to employ engineering judgment regarding how much of a travel shift will take place with various network improvements. The traffic analysis in this study used ABM outputs as a guide for the nuanced development of traffic growth projections to inform individual intersection analyses with Synchro and SIDRA.

Traffic Operations Modeling and Capacity Analysis

Synchro

Synchro (Version 12) is a traffic simulation software that performs network and intersection modeling. The software provides tools to model intersection operations and transportation networks at a high level of detail via a series of connected intersections. A primary strength of Synchro is its ability to accurately model signal timing plans and performance measures for intersection operations.

Traffic volumes, roadway geometries, and signal timing plans were coded into Synchro for each study scenario. Synchro includes industry standard Highway Capacity Manual (HCM) methodologies to calculate performance metrics for intersection operations, including overall intersection conditions as well as individual intersection approach conditions. Level of Service (LOS) and delay are the two



primary performance metrics used to evaluate transportation improvements. See the Highway Capacity Manual 6th Edition section for further discussion of these performance metrics.

SIDRA

SIDRA (Version 9) provides lane-based micro-analysis of complex and/or alternative intersections similar to Synchro software. SIDRA is commonly used to analyze intersection operations at roundabouts and is one of several industry-standard tools to consider alternative intersection operations, specifically for roundabouts. In this study, SIDRA was used to consider operational conditions of a roundabout. SIDRA was used instead of Synchro due to its ability to provide more accurate performance analysis of the alternative intersection type. SIDRA also includes industry standard Highway Capacity Manual (HCM) methodologies to calculate performance metrics for intersection operations.

Highway Capacity Manual 6th Edition

The Highway Capacity Manual (HCM) is the industry standard methodology for calculating the capacity and Level of Service of roadways and intersections. The sixth edition of this manual, HCM 6th, is fully integrated with the Synchro software, and Synchro automatically calculates HCM 6th performance metrics for all intersections. HCM 6th methodology was used for all Level of Service and delay calculations through the traffic capacity analysis.

Level of Service (LOS) is a qualitative measure of traffic performance that reflects driver experience on a roadway. The primary factors influencing LOS at intersections are traffic volumes, speeds, number of lanes, conflicting movements, and signal timing. Values for LOS range from A to F, with LOS A representing the best traffic performance and LOS F representing the worst. For this study, the minimum acceptable LOS standard for intersections follows the industry standard LOS D.

Intersection delay measures the average amount of time vehicles spend waiting at an intersection. Delay is closely related to LOS, and higher delay corresponds with a worse LOS. Intersection geometries and signal timings were optimized to minimize delay at each intersection.

Engineering and Environmental Analysis

ArcGIS Pro

ArcGIS Pro is a desktop GIS program. GIS, or Geographic Information System, is a tool that enables analysis and mapping of multiple spatially referenced layers of data. ArcGIS Pro was used to support several analysis tasks, including crash analysis, bottleneck analysis, travel pattern analysis, ARC ABM analysis, and mapping.

Microstation

Microstation is a computer-aided-design (CAD) program used to make engineering drawings that provides assistance in the development of horizontal and vertical alignments, roadway cross-sections, and other constructability assessments conducted for the Wildcat Plan. All roadway and bridge drawings for engineering analysis were done in Microstation.

GDOT and AASHTO Design Standards

The Georgia Department of Transportation (GDOT) and the American Association of State Highway and Transportation Officials (AASHTO) establish standards for the design of roadways. AASHTO's



“Policy on Geometric Design of Highways and Streets,” also known as the Green Book, sets baseline standards and best practices for the design of roadways. It includes guidance on horizontal and vertical curves, intersection spacing, intersection skew, and other design elements. GDOT’s Design Policy Manual (DPM) sets standards for roadway design for the state of Georgia. The DPM is based on federal, state, and AASHTO design policies and principles. In this study, roadway design followed GDOT and AASHTO standards as much as possible.



Scenario Overview

The study team developed four scenarios to analyze intersection operations: Existing 2024, No-Build 2044, Build 2044 (Without Development), and Build 2044 (With Development). Together, these four scenarios measure the current traffic conditions, traffic conditions under expected traffic growth, changes to travel patterns caused by the proposed transportation improvements, and additional traffic growth caused by the proposed land use developments.

Existing 2024

The Existing scenario reflects current, on-the-ground traffic conditions. A total of 13 intersections are modeled in the Existing scenario – 10 intersections on Sixes Road between Wellstar Way and Toonigh Road and 3 intersections on Ridgewalk Parkway between I-575 Southbound Exit 9 and Olde Rope Mill Park Road.

The existing roadway network, signal timings, and peak hour volumes were modeled in Synchro. Existing roadway and intersection geometries were determined via satellite imagery and field visits. Signal timing plans for all signalized intersections in the study area were obtained from GDOT and/or local maintaining agencies. Peak hour volumes were determined from the traffic and turning movement counts collected for this study and discussed in the



Data Collection section of this report.

No-Build 2044

The No-Build scenario reflects projected traffic conditions in 2044 assuming the roadway network remains unchanged except for known funded or programmed projects. The No-Build scenario contains the same 13 intersections as the Existing scenario. The only geometric change between the Existing and No-Build scenarios is the inclusion of the Palm Street realignment in the No-Build scenario. In the Existing road network, Palm Street has a high angle, full-access approach to its intersection with Holly Springs Parkway between Toonigh Road and River Park Boulevard. The No-Build scenario accounts for the planned construction of a Palm Street Realignment that would branch off from the existing Palm Street to form a four-way signalized intersection with Holly Springs Parkway and River Park Boulevard. The existing Palm Street with Holly Springs Parkway will be converted from full-access to a right-in/right-out intersection.

No-Build traffic volumes were obtained by applying growth rates to Existing volumes. Growth rates for the study network were determined by comparing 2024 and 2050 outputs from the ARC ABM. While peak period segment volumes from the ABM are not directly translatable to the peak hour turning movement volumes used in Synchro, the results from the ABM informed the differences in growth rates between intersections as well as the overall magnitude of growth.

Build 2044 (Without Development)

The Build Without Development scenario reflects projected traffic conditions in 2044 assuming all proposed Project Wildcat transportation improvements are constructed but no additional development in the southeast quadrant occurs. See the Scenario: Transportation Network Recommendations section for a full description of the proposed transportation improvements. Signal timings and operations were optimized for the Build network to account for shifts in travel patterns.

The built-out Project Wildcat transportation network impacts travel patterns within the study area by providing increased capacity on some routes and by creating new connections within the study area. An ARC ABM scenario was developed using the build network to evaluate how traffic might shift onto higher capacity roads and newly created connections, as well as determining how the changes to the network might bring new traffic into the area. Build Without Development traffic volumes were obtained by applying growth rates or travel pattern shifts to No-Build volumes.

As was the case when growing Existing volumes to No-Build volumes, peak period segment volumes from the ABM are not directly transferable to peak hour turning movement volumes. Results from the ABM determined which roadway segments and corresponding intersection approaches would have increases or travel shifts away from the approach when compared with the No-Build scenario. The magnitudes of the growth rates were based on the peak period as well as considering daily growth rates projected by the ABM. Where there were major differences between peak period and daily growth rates, engineering judgement identified a chosen growth rate that tended towards the daily growth rate.

Build 2044 (With Development)

The Build With Development scenario reflects projected traffic conditions in 2044 assuming all proposed transportation improvements and the full extent of potential development in the southeast



quadrant are constructed. In addition to the southeast quadrant, the analysis accounted for traffic growth due to further development of the southwest quadrant that was explored with the project management team. Roadway and intersection geometries do not change between the Build Without Development and Build With Development scenarios.

Build With Development traffic volumes were obtained by adding trips that would be generated by the proposed development in the southeast and southwest quadrants to the Build Without Development traffic volumes. The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* was used to project the total number of trips produced for the land uses as well as the time-of-day and directional (entering/exiting) breakdown of those trips.

Development trips were then distributed to the Build network based on likely routes that travelers would take to developments. Several data sources informed the trip distribution process, including locations of population centers, Replica data, and existing and projected travel times. See the Build 2044 (With Development) section for further discussion of how trips were distributed.



Existing Conditions

Existing Roadway and Vehicle Traffic Conditions

The existing roadway network in the study area primarily consists of Sixes Road and Holly Springs Parkway. The existing study network consists of 13 intersections:

1. Sixes Road at Wellstar Way
2. Sixes Road at I-575 SB Ramps
3. Sixes Road at I-575 NB Ramps
4. Sixes Road at N Rope Mill Road
5. Sixes Road at Holly Springs Parkway
6. Holly Springs Parkway at E Rope Mill Lane
7. Holly Springs Parkway at E Rope Mill Road
8. Holly Springs Parkway at River Park Boulevard
9. Holly Springs Parkway at Palm Street
10. Holly Springs Parkway at Toonigh Road
11. Ridgewalk Parkway at I-575 SB Ramps
12. Ridgewalk Parkway at I-575 NB Ramps
13. Ridgewalk Parkway at Olde Rope Mill Park Road

Congestion and dangerous driving conditions are an issue on Sixes Road/Holly Springs Parkway between I-575 Southbound and Fox Creek Drive. The Sixes Road at Holly Springs Parkway intersection is especially challenged. High volumes from the interstate, nearby commercial developments, and residential developments along Holly Springs Parkway cause substantial congestion and bottlenecks at the intersection. The unusual geometry and skew of the intersection may also contribute to congestion and unsafe conditions by impacting capacity and sight distance.

Signal coordination has also been noted as an issue contributing to congestion further east on the Holly Springs Parkway corridor. A lack of coordination between signals in the multiple jurisdictions who own and operate signals on the corridor may contribute to congestion and bottlenecks near Toonigh Road and Fox Creek Drive.

The existing network lacks connectivity in some areas. Currently, the only north-south connections between Sixes Road and Ridgewalk Parkway are Holly Springs Parkway/Main Street and I-575. The existing connections are congested and do not provide a direct, non-interstate route between the employment and commercial centers on Sixes Road and Ridgewalk Parkway. The Cherokee County Aquatic Center and Wellstar Cherokee Health Park are somewhat disconnected from the rest of the study area, with Wellstar Way being the only access point to the key community destinations.



Existing Pedestrian and Bicycle Infrastructure

The existing pedestrian and bicycle network includes sidewalk coverage on stretches of major roads and trails within Olde Rope Mill Park.

Sidewalks are present on both sides of Sixes Road for the majority of the segments between Wellstar Way and Sixes Road, including along the interchange bridge. There are signalized crosswalks at the Sixes Road intersections with Wellstar Way, Holly Springs Parkway, and both interchange ramps. The intersection of Sixes Road and stop-controlled N Rope Mill Road lacks a safe crossing across Sixes Road, forcing pedestrians to walk further to use the Sixes Road at Holly Springs Parkway crosswalks.

East of the Sixes Road and Holly Springs Parkway intersection, sidewalk connectivity on Holly Springs Parkway is poor. While sidewalks exist adjacent to some developments, they are discontinuous and do not connect to the larger network. Crosswalk locations connecting across Holly Springs Parkway are also sparse.

There are multiple recreational trails located within Olde Rope Mill Park. Sidewalks and a short side path connect Ridgewalk Parkway to Olde Rope Mill Park via Olde Rope Mill Park Road. A pedestrian bridge connects Olde Rope Mill Park to trails north of Little River, though these trails do not have a direct connection for pedestrians and bicyclists to access Sixes Road. On Wellstar Way, a side path connects the Wellstar Cherokee Health Park to the Cherokee County Aquatic Center. The side path does not currently extend up to Sixes Road, nor do any sidewalks connect Sixes Road to the Health Park and Aquatic Center.

Existing Bottleneck Locations

Bottleneck data for the month of March 2024 was pulled from the RITIS database. The top bottlenecks in the study area were mapped in GIS and are shown in **Figure 4**. Existing bottleneck data indicates that the most challenged intersections in the study area are located on Sixes Road and Holly Springs Parkway and at I-575 interchanges.

The most congested intersection in the study area is Sixes Road at Holly Springs Parkway. Bottlenecks occur at all four approaches to this intersection, including one of the top three highest delay bottlenecks in the study area. A high delay bottleneck also occurs at the intersection of Holly Springs Parkway and Toonigh Road.

Large bottlenecks also occur on I-575. Most bottlenecks occur on the interstate in the southbound direction, with the highest delay observed at Entrance 10 (Sixes Road southbound). High delay bottlenecks were also observed at the southbound interchange intersection with Ridgewalk Parkway and at Entrance 9 (Ridgewalk Parkway southbound), with lower delay bottlenecks occurring at other interchange intersections.

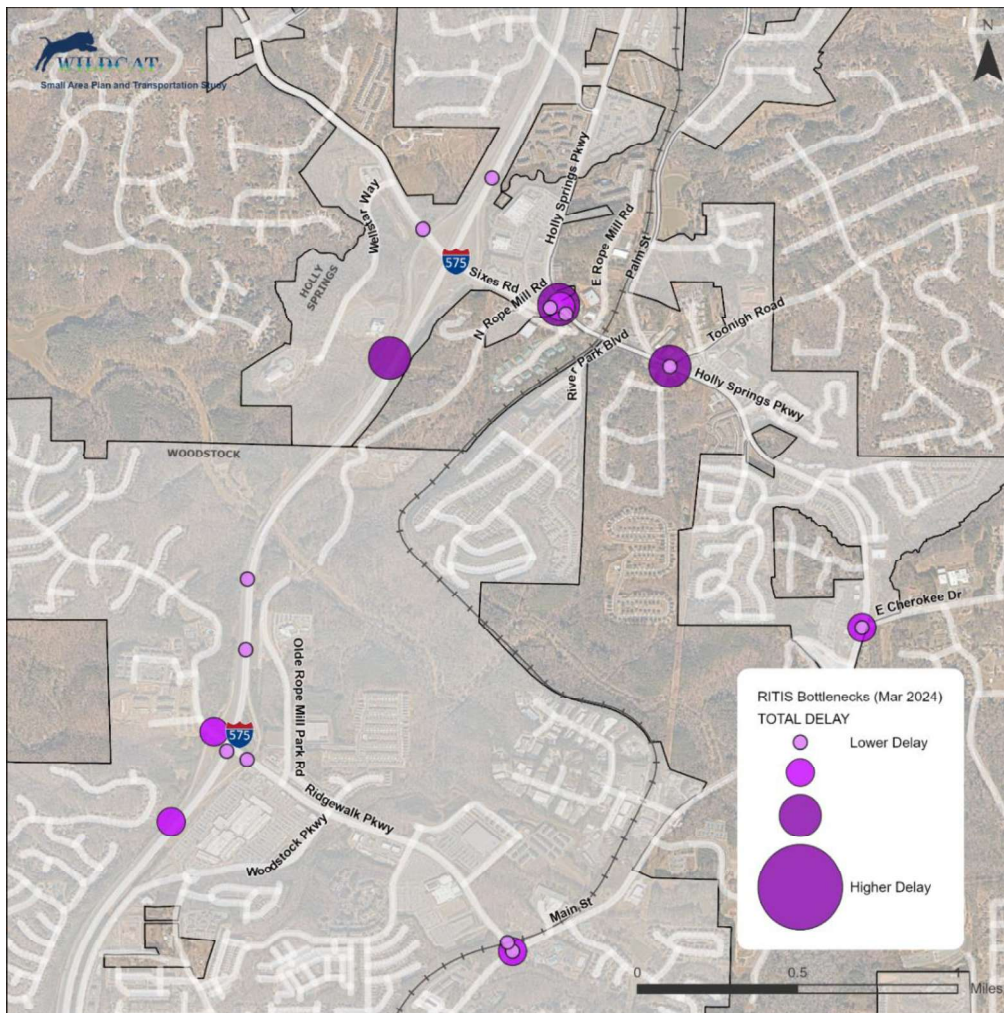


FIGURE 4: TOP BOTTLENECKS IN STUDY AREA, MARCH 2024

Existing Crash Evaluation

Historic crash data for the five most recent available years (2018 to 2022) were pulled from GDOT's AASHTOWare Safety tool. Crash data were cleaned to very crash types and remove any crashes that did not take place on the study network. Cleaned crash data at key study area intersections are summarized in **Table 1**.

A total of 469 crashes were observed in the study area between 2018 and 2022. No fatal crashes were identified. Rear end crashes comprised the majority of crashes in the study network. A high proportion of rear end crashes may be caused by the congestion at intersections observed in **Figure 4** (Bottlenecks). Side-swipe same direction crashes were the second most common crash type. The curvature of the Sixes Road and Holly Springs Parkway intersection and the lack of signage at the turn lanes are likely contributing factors to these crashes.

The intersection of Sixes Road at Holly Springs Parkway had the highest number of intersection crashes compared with the other study intersections. A substantial number of crashes here were rear ends in the eastbound right-turn lane, which is often indicative of congestion as a factor negatively impacting safety. The single pedestrian crash in the study network occurred at this intersection. It is notable that despite the high frequency of crashes, no fatal or serious injury crashes were recorded at the intersection.

Other intersections with high crashes frequencies were the intersections at the I-575 and Sixes Road interchange. Sixes Road at the I-575 Northbound Ramps had 84 crashes, and Sixes Road at the I-575 Southbound Ramps had 72 crashes. Two serious injury crashes occurred at the NB ramps. Rear end and left turn crashes are common at these intersections, which may indicate the need for adjusted signal phasing and turn lane geometry.

Holly Springs Parkway at Toonigh Road had the 3rd highest quantity of intersection crashes in the study area. Over half of the observed crashes at this intersection were rear end crashes, and two serious injury crashes were observed. Similar to other conditions in the area, congestion at this intersection, particularly on the minor legs, could be a major contributor impacting the frequency of collisions.

TABLE 1: HISTORIC CRASH DATA FOR STUDY INTERSECTIONS

Intersection	Total Crashes	Fatal Crashes	Serious Injury Crashes	Pedestrian Crashes
Sixes Road at Holly Springs Parkway	131	0	0	1
Sixes Road at I-575 NB Ramps	84	0	2	0
Holly Springs Parkway at Toonigh Road	76	0	2	0
Sixes Road at I-575 SB Ramps	72	0	0	0
Sixes Road at N Rope Mill Road	30	0	0	0
Holly Springs Parkway at Palm Street	25	0	1	0
Sixes Road at Wellstar Way	22	0	1	0

Existing Capacity Analysis

Traffic Distribution



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CHEROKEE 575 SIXES STUDY AREA
EXISTING (2024) PEAK HOUR TRAFFIC VOLUMES

Figure 5 summarizes existing peak hour traffic volumes. Traffic volumes on Sixes Road are generally directional by time of day. In the morning, higher volumes of traffic are directed towards the interchange, with most interstate traffic headed south. In contrast, higher volumes of traffic are directed away from the interchange in the evening. These trends may indicate that travel patterns on Sixes Road are currently shaped by a high proportion of residents commuting to and from employment centers south of the area, for example in Cobb County and Fulton County.

Traffic volumes on intersections along Holly Springs Parkway between Sixes Road and Toonigh Road are more consistent between the AM and PM peak hours with the exception of the intersection with Sixes Road. Northbound and southbound through volumes on Holly Springs Parkway at Sixes Road are much lower in the morning peak period than in the evening peak period.

At the Holly Springs Parkway and Sixes Road intersection, higher volumes of southbound right turns onto Sixes Road occur in the morning peak hour. Fewer eastbound left turns occur in the morning peak hour than in the evening peak hour. Northbound left-turn volumes are high throughout the day.

Between Sixes Road and Toonigh Road, there are low volumes turning onto side streets from Holly Springs Parkway. Most side streets here are side-street stop controlled and have low volumes throughout the day. The only signalized side street on this segment, River Park Boulevard, has approximately 100 left and right turns during both peak periods and serves one of the larger communities as a sole entry/exit point.



At Holly Springs Parkway and Toonigh Road, southbound volumes are high in both peak hours, though there are slightly more trips in the AM peak hour. The right-turn movement is the largest southbound movement, totaling about 300 trips in the morning peak hour and 200 trips in the evening peak hour. Left-turn movements from Holly Springs Parkway onto Toonigh Road are also substantial, especially in the PM peak hour.

Capacity Analysis Results

Figure 6 provides a visual depiction of the results of the Existing capacity analysis. Level of Service is presented from LOS A (green) to LOS F (red) for intersections as a whole, and for individual intersection approaches that perform worse than LOS D in at least one peak hour. While most overall intersections currently operate acceptably, several approaches and two intersections overall operate below the standard LOS D.

The intersection of Sixes Road and Holly Springs Parkway operates at LOS E during both the AM and PM peak hours, and the eastbound and westbound approaches operate at LOS F during one or both peak hours. On Sixes Road, high volume turning movements struggle to clear queues during the currently allotted green time, contributing significantly to intersection delays. The northbound left-turn movement on Holly Springs Parkway is also challenged by high volumes, leading to delays despite the dual left turn lane.

The intersection of Ridgewalk Parkway and the I-575 Northbound Ramps is failing during both peak periods. The poor operations at this intersection are driven by delays on the northbound approach. Given the current signal timing for the intersection, the northbound right-turn movement has insufficient green time during the peak hours studied. Signal fine tuning and modifications to current timing plans could lessen delays and improve overall performance at this intersection throughout the day.

In addition to the two intersections operating below the LOS standard overall, multiple individual intersection approaches do not meet LOS standards during peak hours. All side streets at two-way stop-controlled intersections along Sixes Road and Holly Springs Parkway are failing during one or both peak hours. At these intersections, full movements are allowed from the side streets. Delays are driven by side street left turning movements, which struggle to find gaps in traffic without a signal. It is not uncommon for unsignalized approaches on major thoroughfares to experience delays turning onto the major street. It is notable that existing traffic volumes at stop-controlled approaches are small and unlikely to meet signal warrants in order to consider a new traffic signal.

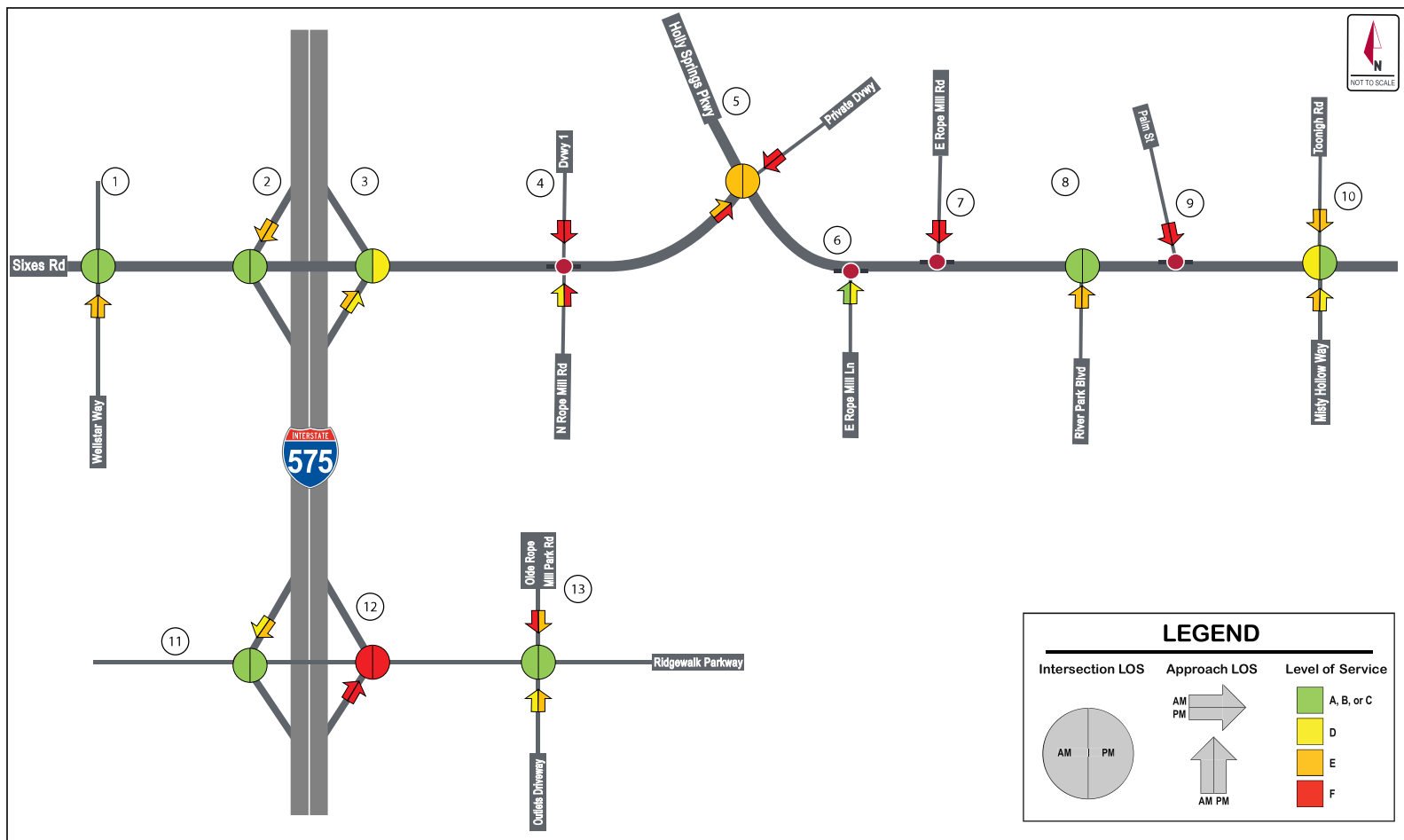
Side street approaches also struggle at signalized intersections along the corridor. The exit ramp approaches at the Sixes Road and I-575 interchange struggle during peak hours due to high turning volumes. At both ramps, high volume left-turn movements with insufficient green times are the primary contributors to approach delay. At the northbound ramp, right-turn volumes are very high, especially in the PM peak hour. This movement contributes some delay to the approach, though it performs acceptably due to the presence of the dual right turn lanes.

Other intersections with challenged side street approaches include Sixes Road at Wellstar Way, Holly Springs Parkway at River Park Boulevard, Holly Springs Parkway at Toonigh Road, and Ridgewalk Parkway at Olde Rope Mill Park Road. Delays and poor performance at these approaches are driven by high turning volumes paired with signal timing that could be fine-tuned to better respond to heavy



movements at intersections. Signal fine tuning and modifications to current timing plans could lessen delays and improve overall performance along the corridor as a whole.





No-Build 2044

Traffic Distribution

Figure 7 summarizes peak hour traffic volumes on the No-Build network. The No-Build roadway geometry is identical to the Existing network apart from the Palm Street realignment and coinciding signalization of the intersection of Holly Springs Parkway and Palm Street/River Park Boulevard. The realignment also modifies the existing Palm Street at Holly Springs Parkway approach to a right-in right-out condition.

Traffic volume projections for this scenario were developed by comparing ARC ABM model travel patterns and future trips for permitted development in the area. The No-Build model, composed of the Existing network plus any funded or programmed infrastructure projects, was compared against the Existing model to determine appropriate growth rates for roadway links and corresponding intersection approaches. The highest growth rates, or shifts in travel patterns, were found along Holly Springs Parkway north of Sixes Road, Ridgewalk Parkway, and the Ridgewalk Parkway interchange. Growth rates along Sixes Road and Holly Springs Parkway east of Sixes Road were relatively low compared to the rest of the network. As discussed in the methodology section of this report, the ABM is focused on the regional roadway network and does not include all local roads in the study area. Roads not included in the ABM were assigned a similar growth rate to Sixes Road.

The Palm Street realignment alters traffic patterns and trip growth on the existing Palm Street and nearby side streets. Because left-turn and through movements are prohibited when the existing Palm Street approach converts to right-in-right-out, all existing traffic on these movements diverts to the new Palm Street for a signalized left turn onto Holly Springs Parkway. The majority of existing right-turn volumes on Palm Street also divert to the new Palm Street due to the realigned segment providing a shorter route for right-turning traffic. All other traffic volumes that would make left-turn or through movements onto the existing Palm Street also divert to instead use the new Palm Street.

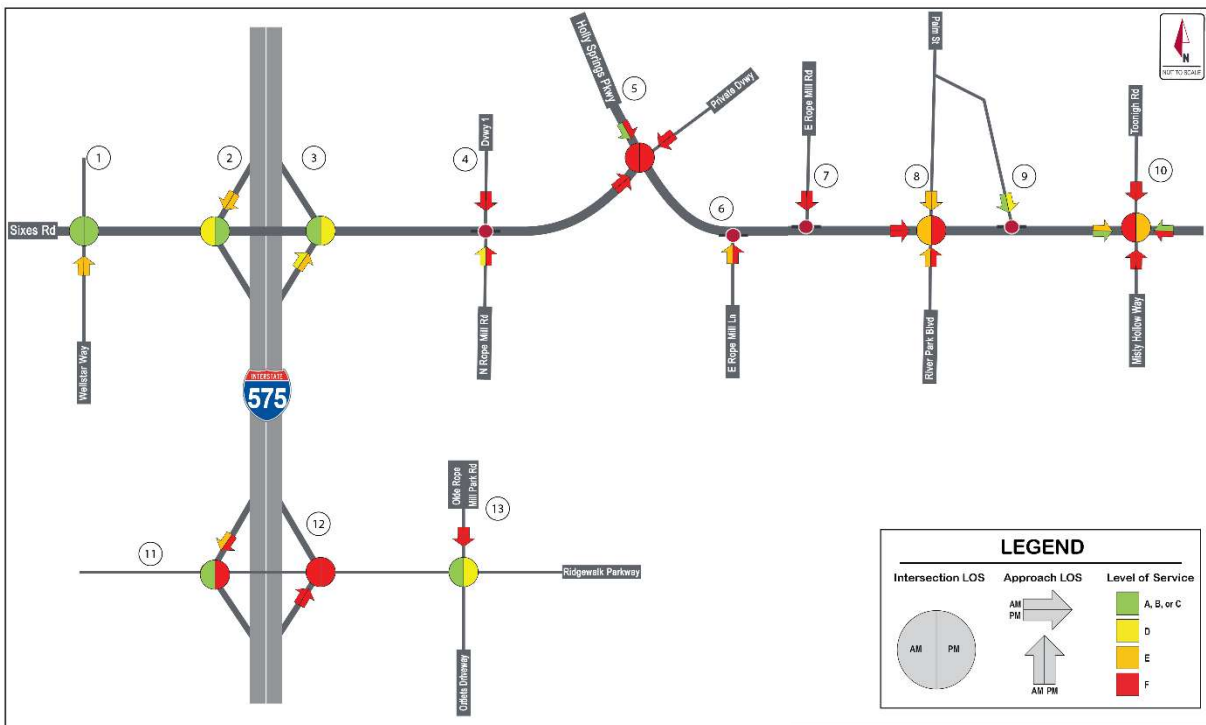
As seen in **Figure 7**, volumes remain high at intersections that were identified with substandard LOS in the Existing scenario. The northbound left-turn movement at the Sixes Road and Holly Springs Parkway intersection grows by almost 200 trips in each peak hour, totaling approximately 850 trips in both the AM and PM peaks. These turn volumes are opposed by southbound right-turn and through movements that also grow significantly from Existing to No-Build conditions.

Traffic also grows substantially on the Sixes Road interchange. Right-turn volumes on the northbound ramp grow by nearly 200 trips in the AM peak hour and by nearly 300 trips in the PM peak hour. The left-turn movement here does not add a substantial number of trips in AM peak hour but grows by nearly 200 trips in the PM peak hour. In the AM peak period, turning volumes onto the southbound entrance ramp grow by 200 to 300 trips while opposed through movements also grow substantially. Traffic volumes to and from I-575 north of Sixes Road do not add many trips.

On Holly Springs Parkway, the largest traffic growth is projected for the east-west through movements. These movements grow by approximately 300 trips in both the AM and PM peak hours. The side street with the most traffic growth on Holly Springs Parkway is Toonigh Road. The right- and left-turn movements on Toonigh Road each grow by about 100 trips in both peak hours.



Capacity Analysis Results



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CHEROKEE 575 SIXES STUDY AREA
NO-BUILD (2044) PEAK HOUR LEVEL OF SERVICE

Figure 9 (found after **Figure 7** below) provides a visual depiction of the results of the No-Build Level of Service analysis. Level of Service is presented from LOS A (green) to LOS F (red) for intersections as a whole, and for individual intersection approaches that perform worse than LOS D in at least one peak hour. Signal timings were adjusted for the No-Build 2044 conditions to consider updates likely to be implemented to respond to shifts in travel patterns. Compared to the Existing capacity analysis results, the No-Build capacity analysis shows increased congestion at most intersections. Along Holly Springs Parkway, all study intersections are projected to perform at LOS E or worse in both peak hours.

Holly Springs Parkway at Sixes Road is projected to operate at LOS F with significant delays in both peak hours under the No-Build 2044 conditions. The approaches with the most delay are the eastbound approach on Sixes Road and the westbound approach on the QuikTrip driveway. These approaches operate at LOS F in both peak hours, with significant projected delay in the AM peak hour (average 500 seconds of delay per vehicle per HCM 6th methodology).

Nearly all side street approaches, stop-controlled or signalized, along Holly Springs Parkway operate at LOS E or LOS F during at least one peak hour under the No-Build scenario. At the two signalized side street intersections, Toonigh Road and Palm Street/River Park Boulevard, delay increases compared to the Existing scenario. While the Toonigh Road intersection performed acceptably under the Existing scenario, higher delays on the southbound approach and on east-west through movements result in an LOS F in the AM peak hour and LOS E in the PM peak hour. The Palm Street/River Park Boulevard intersection adds a signalized southbound leg to the former three-legged intersection. Poor performance at this intersection is mostly driven by limited capacity on the east-west through movements as well as high delays on the northbound approach.

This section of Holly Springs Parkway is likely over capacity for east-west movements based on existing geometry with a single through-lane in each direction. A high-level Link Level of Service evaluation was performed for Holly Springs Parkway based on Florida DOT Quality Level of Service standards. On Holly Springs Parkway between Sixes Road and Toonigh Drive, the projected peak hour two-way volume is about 2,600 vehicles during both peak hours. As shown in **Figure 8**, this volume exceeds the maximum volume thresholds to maintain Level of Service D or better for a two-lane road. Based on this evaluation, it was determined that Holly Springs Parkway should be widened from two lanes to four lanes.

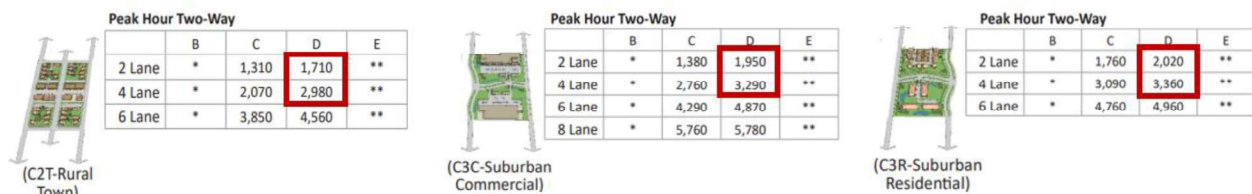
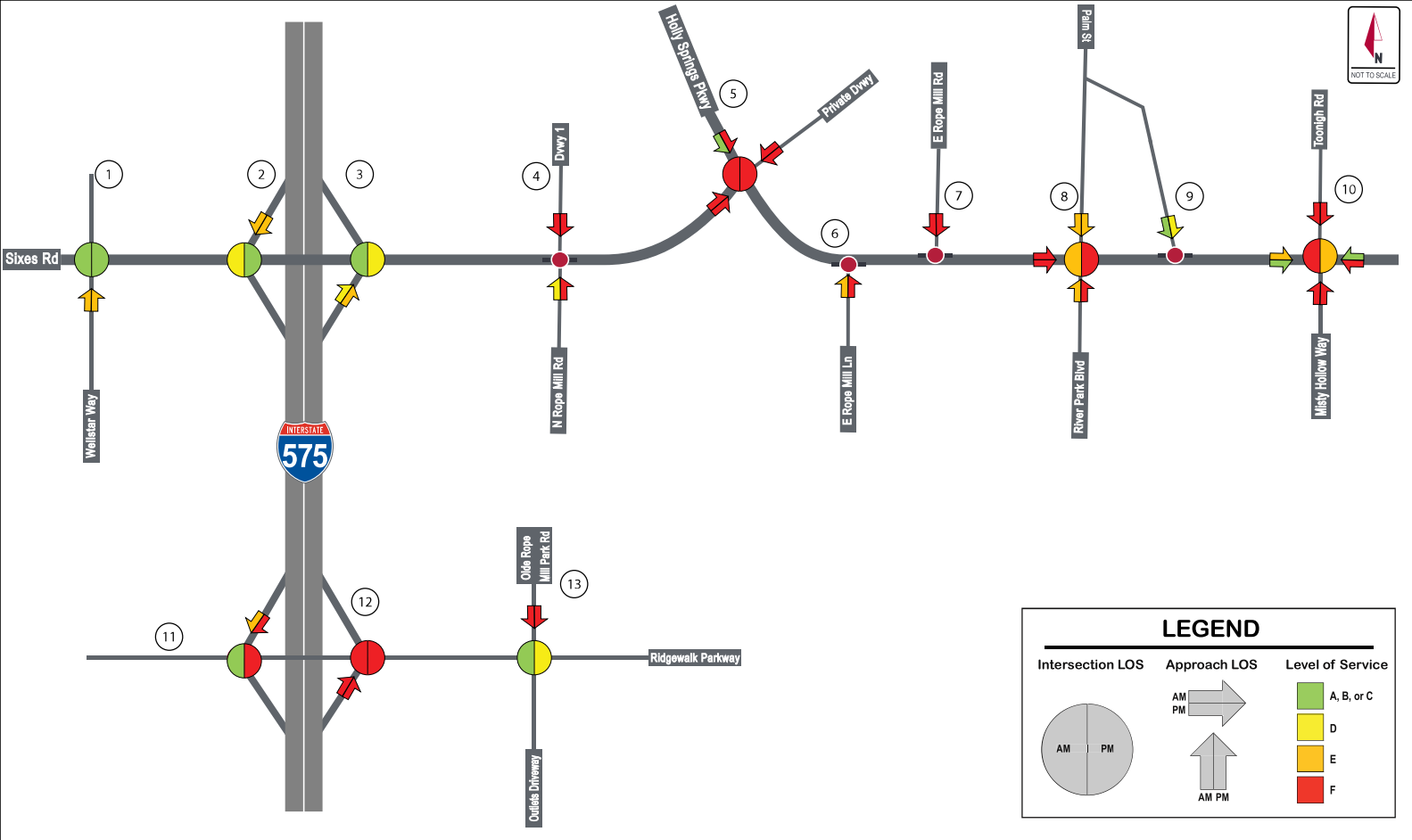


FIGURE 8: FLORIDA DOT QLOS STANDARDS FOR RURAL AND SUBURBAN ROADWAYS

The intersections at the Sixes Road interchange still perform acceptably under the No-Build scenario, but delays do increase compared to the Existing scenario. The northbound exit ramp experiences the highest delays of any approach on the Sixes Road interchange. In the PM peak hour, both the right- and left-turn movements carry about 1,000 trips, slightly challenging the existing capacity. The southbound exit ramp also experiences increased delays under the No-Build scenario. However, the Sixes Road interchange intersections still perform acceptably.

The Sixes Road intersections with Wellstar Way and N Rope Mill Road do not significantly worsen from the Existing to No-Build scenario. The Wellstar Way intersection still performs acceptably despite a challenged northbound approach. The N Rope Mill Road intersection continues to operate with two-way stop controlled in the No-Build scenario, meaning that the side street approaches from the commercial driveway and from N Rope Mill Road continue to be challenged by high through and turning volumes on Sixes Road.





The second half of the meeting incorporated some more substantial idea generation. Kimley-Horn provided informational updates about some of the transportation connectivity challenges (I-575, the railroad, the cemetery, and the USACE property). Some initial ideas for transformative transportation concepts were presented to help attendees think about the possibilities. Following that, the group separated into three breakouts to do some brainstorming about big connectivity ideas. The teams then regrouped for a discussion around land use and development. This included a review of case studies of similar sized properties and another round of breakouts to discuss development opportunities. Once completed, the group gathered for a report out of the individual team ideas before discussing next steps and concluding. Images in **Figure 10** show some of the day's events.

Meeting Outcomes

Breakout teams produced individual concepts for both transportation connectivity and land use/development. Images capturing the ideas for both breakout discussions across the three groups are shown in **Figure 11** and **Figure 12**.

Some similar transportation ideas were discussed across the three groups including a new connection from Ridgewalk Parkway to Sixes Road (using the easement along the I-575 corridor) and a new connection across I-575 between Wellstar Way and a realigned/reimagined North Rope Mill Road. A realignment of Holly Springs Parkway and Sixes Road was also a common theme. Other ideas considered by one or more of the groups included leveraging and upgrading the current dirt road used for dredging operations along Little River, making use of the commercial drive to the west of Holly Springs Parkway, widening Holly Springs Parkway to Ridgewalk Parkway, and connecting to the River Park neighborhood to the east.



FIGURE 11: TRANSPORTATION NETWORK IDEAS FROM CHARRETTE BREAKOUT GROUPS

In a similar way, the breakout groups met to discuss land use and development opportunities. They explored ideas around the possibility of a corporate campus on the east side of the interstate with more medical office on the west side. There was some consideration for industrial space also and conversation about intentional incorporation of greenspace into the development. The teams used building footprint and general height assumptions to help with the overall massing of the development.

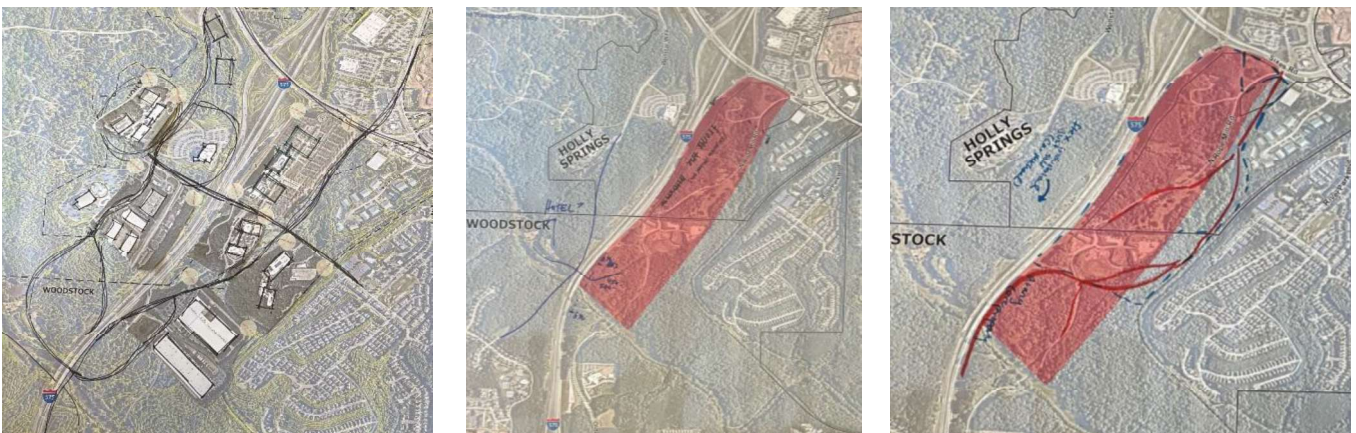


FIGURE 12: LAND USE/DEVELOPMENT IDEAS FROM CHARRETTE BREAKOUT GROUPS



Scenario: Transportation Network Recommendations

Figure 13 shows the transportation network recommendations produced by this study. These recommendations resulted from needs identified from the Existing and No-Build traffic analyses and from extensive future year traffic analyses. The transportation recommendations can be divided into three groups:

- 1) Sixes Road and Holly Springs Parkway Improvements
- 2) Wellstar Way and N Rope Mill Road Improvements
- 3) Slip Lanes and Access Lanes to Proposed Developments

Sixes Road and Holly Springs Parkway Improvements

The Existing and No-Build traffic analyses indicated that Sixes Road and Holly Springs Parkway are congested and will continue to experience more delays and bottlenecks in the future. The recommended improvements on Sixes Road and Holly Springs Parkway were designed to alleviate congestion and improve safety throughout the Holly Springs Parkway/Main Street corridor and especially at the intersection of Sixes Road and Holly Springs Parkway.

The first recommended improvement in this group is a realignment of the Sixes Road and Holly Springs Parkway intersection (I-1). Whereas skewed geometry challenges the existing intersection, the proposed realignment would reconfigure Sixes Road at Holly Springs Parkway as a 90-degree intersection. The east-west through movement would become Sixes Road to Holly Springs Parkway, and Holly Springs Parkway would become the southbound approach. E Rope Mill Road would connect as the northbound approach to serve existing developments.

The second of the recommended improvements on Holly Springs Parkway/Main Street is a roadway widening from Sixes Road to Ridgewalk Parkway (W-3 and W-4). This set of improvements would add an additional through/travel lane in each direction with a median and turn lanes, giving the road four travel lanes in total. This would also include a recommended side path on one side of the road and a sidewalk on the other side of the road.

The final recommended improvement in this group is the reinforcement and striping of the commercial driveway and signalization of the Sixes Road at N Rope Mill Road/commercial driveway intersection (W-2). The commercial driveway would be converted from a private road into a striped parallel route to Holly Springs Parkway. The signalized intersection would improve operations on side streets and would support new development and the changes to N Rope Mill Road detailed below.

Wellstar Way and N Rope Mill Road Improvements

To support the anticipated development of land adjacent to the interstate, this study recommends three improvements to Wellstar Way and N Rope Mill. These improvements are intended to improve network connectivity near new developments and support the additional traffic that these developments will generate.

The first recommendation in this group is widening and reinforcing Wellstar Way (W-1). The current Wellstar Way has insufficient capacity to serve traffic from anticipated medical and industrial development west of I-575. This study recommends widening the road from one lane in each direction to two lanes in each direction and reinforcing the pavement to support increased traffic.



The second recommendation in this group is widening, reinforcing, and realigning N Rope Mill Road (NC-2). N Rope Mill Road currently serves as a small, unstriped two-lane connection to a few scattered developments east of the interstate. As the land around it continues to develop, this road will be unable to serve newly generated traffic demand. This study recommends widening N Rope Mill Road to two-lanes in each direction, reinforcing the pavement, and adding striping in some places while completely creating a new alignment in other places. Further, N Rope Mill Road should be realigned near its intersection with Sixes Road to form a 90-degree intersection, which would improve safety and operations for traffic at the newly signalized intersection.

The final recommended improvement in this group is a new connection over I-575 between Wellstar Way and N Rope Mill Road, referred to in this study as Wellstar Bridge (NC-1). This new road would connect to the existing roundabout at Wellstar Way and the Cherokee County Aquatic Center and bridge over the interstate to form a new intersection on N Rope Mill Road. Wellstar Bridge would serve two purposes: first, it would provide improved connectivity between developments on either side of interstate; and second, it would support the operations of the access lanes detailed below.

Slip Lanes and Access Lanes to Proposed Developments

The final group of recommendations is designed to both alleviate congestion on challenged interchanges and provide improved accessibility to new developments. These recommendations work in tandem with the Wellstar Way and N Rope Mill Road improvements to increase connectivity in the study area.

At a high level, this group of improvements would create a network of one-way roads connecting the interstate and Ridgewalk Parkway to new developments along Wellstar Way and N Rope Mill Road. The first set of one-way roads is a pair of slip lanes between I-575 and Wellstar Bridge (NC-4A and NC-4B). The slip lanes would allow traffic to and from the interstate to access Wellstar Bridge without interacting with congested interchanges on Sixes Road and Ridgewalk Parkway. Because the slip lanes and N Rope Mill Road form a new route between the interstate and Sixes Road, they would also divert a substantial amount of traffic from the Sixes Road interchange.

The second set of one-way roads is a pair of access lanes between Ridgewalk Parkway and Wellstar Bridge (NC-3A and NC-4A). The northbound access lane would split off of Olde Rope Mill Park Road north of the car dealership, merging with the northbound slip lane and connecting to Wellstar Bridge at N Rope Mill Road. The southbound access lane would split off of the southbound slip lane, connecting to Ridgewalk Parkway at an existing intersection west of the interchange. Similar to the slip lanes, these access lanes would allow traffic from Ridgewalk Parkway direct access to new developments without using congested routes on Holly Springs Parkway or the interstate.

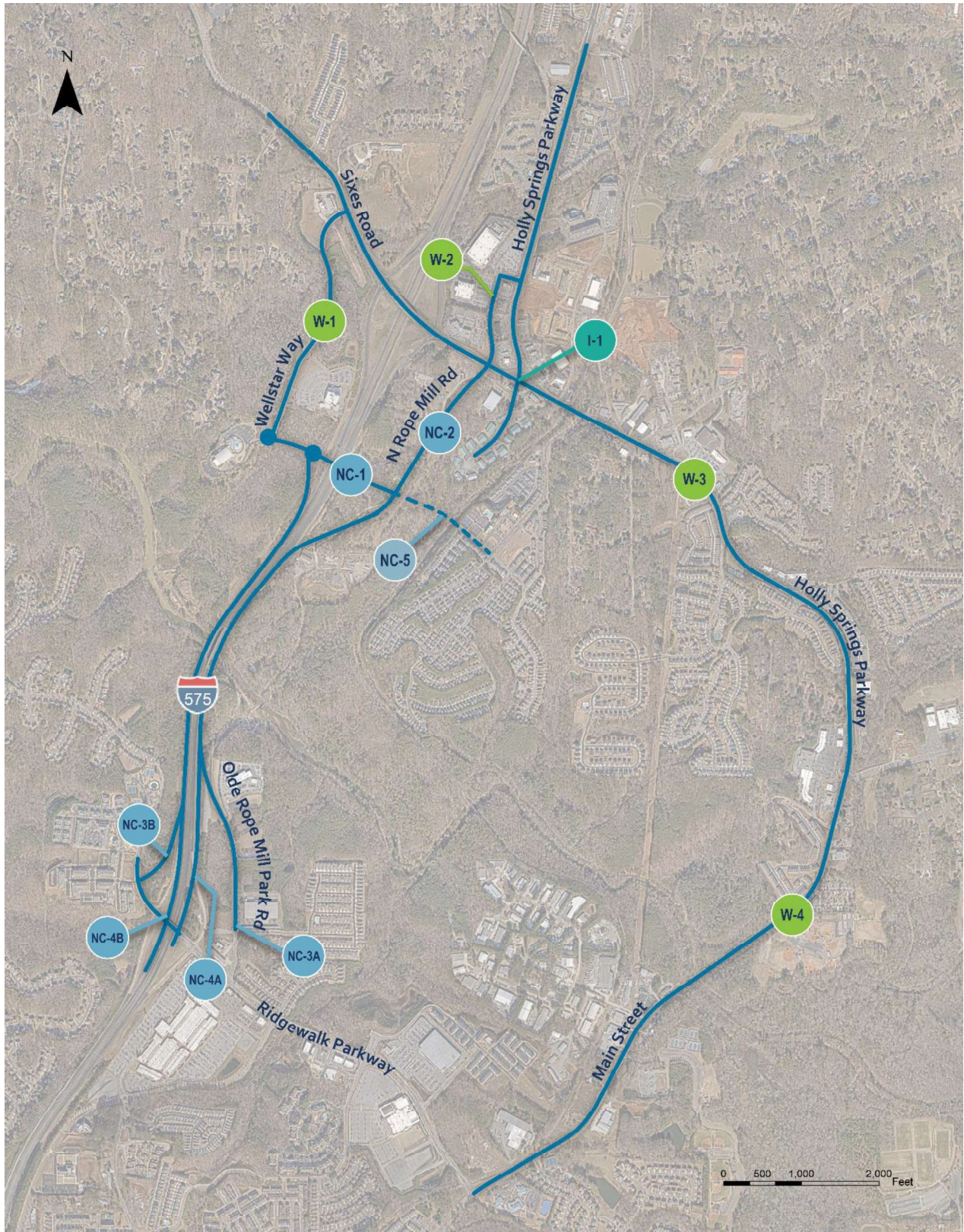


FIGURE 13: TRANSPORTATION NETWORK RECOMMENDATIONS

Alternate Alignment (N Rope Mill Road/Holly Springs Parkway)

The team explored on other geometric alternative that allowed for the northbound movement from the I-575 slip lanes and access road to N Rope Mill Road to instead continue through to Holly Springs Parkway to the north (**Figure 14**). Under this scenario, a new connection would be created for the existing N Rope Mill Road to serve local development traffic, as both interesections are needed to properly serve all of the traffic accessing/crossing Sixes Road. Traffic analysis was not completed for this alignment and would be necessary to understand if the configuration would support the projected traffic movements, but it is documented here for further consideration.

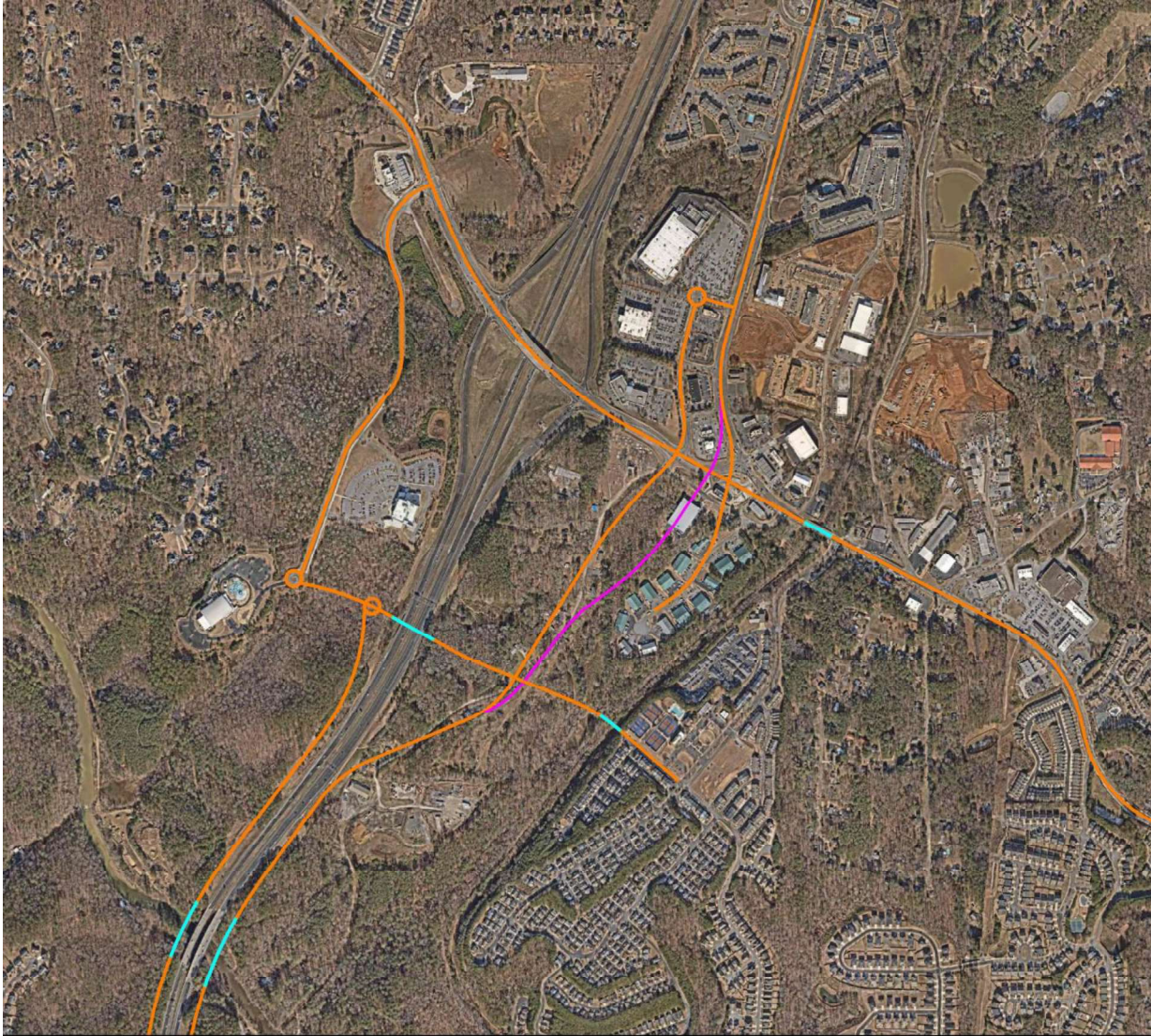


FIGURE 14: ALTERNATE ALIGNMENT OF N ROPE MILL ROAD

Build 2044 (Without Development)

Scenario Overview

Figure 15 summarizes the peak hour traffic volumes under the Build Without Development scenario. The Build scenarios have a number of changes to the study network, increasing the total of study intersections from 13 to 19. Multiple new segments include the Wellstar Way Bridge, some development driveways, and the access and slip lanes. Driveway locations were assumed at intersections 15, 16, and 17; the actual locations of future driveways are yet to be determined.

ARC ABM model runs were used to determine changes in travel patterns between the No-Build and Build Without Development scenarios. The two transportation improvements that are most impactful to travel patterns in the study area are the Holly Springs Parkway/Main Street widening and the addition of the access and slip lane system. Together, these two improvements improve north-south mobility in the study area and help to alleviate traffic on I-575 and its interchanges.

The combination of the widened Holly Springs Parkway and the access and slip lane system serves to reduce trips on I-575 between Sixes Road and Ridgewalk Parkway, as well as reduce on the northbound exit ramp and southbound entrance ramp on Sixes Road. The additional capacity provided by Holly Springs Parkway/Main Street widenings and the slip lane system incentivizes travelers to divert their trips off the interstate and instead take routes that are more direct and/or less congested. Traffic volumes on the Sixes Road northbound exit and southbound entrance ramps are estimated to decrease by 20% to 30% due to the Build transportation improvements.

Due to the widening, traffic volumes on Holly Springs Parkway/Main Street increase substantially. Across the corridor, through volumes increase by approximately 20%; side volumes remain mostly steady. Changes to travel patterns caused by the recommended transportation improvements also increase volumes on Sixes Road. Though fewer trips from the interstate use Sixes Road under the Build scenario, additional trips from the Holly Springs Parkway/Main Street widening and slip lane system increase total volumes on Sixes Road.

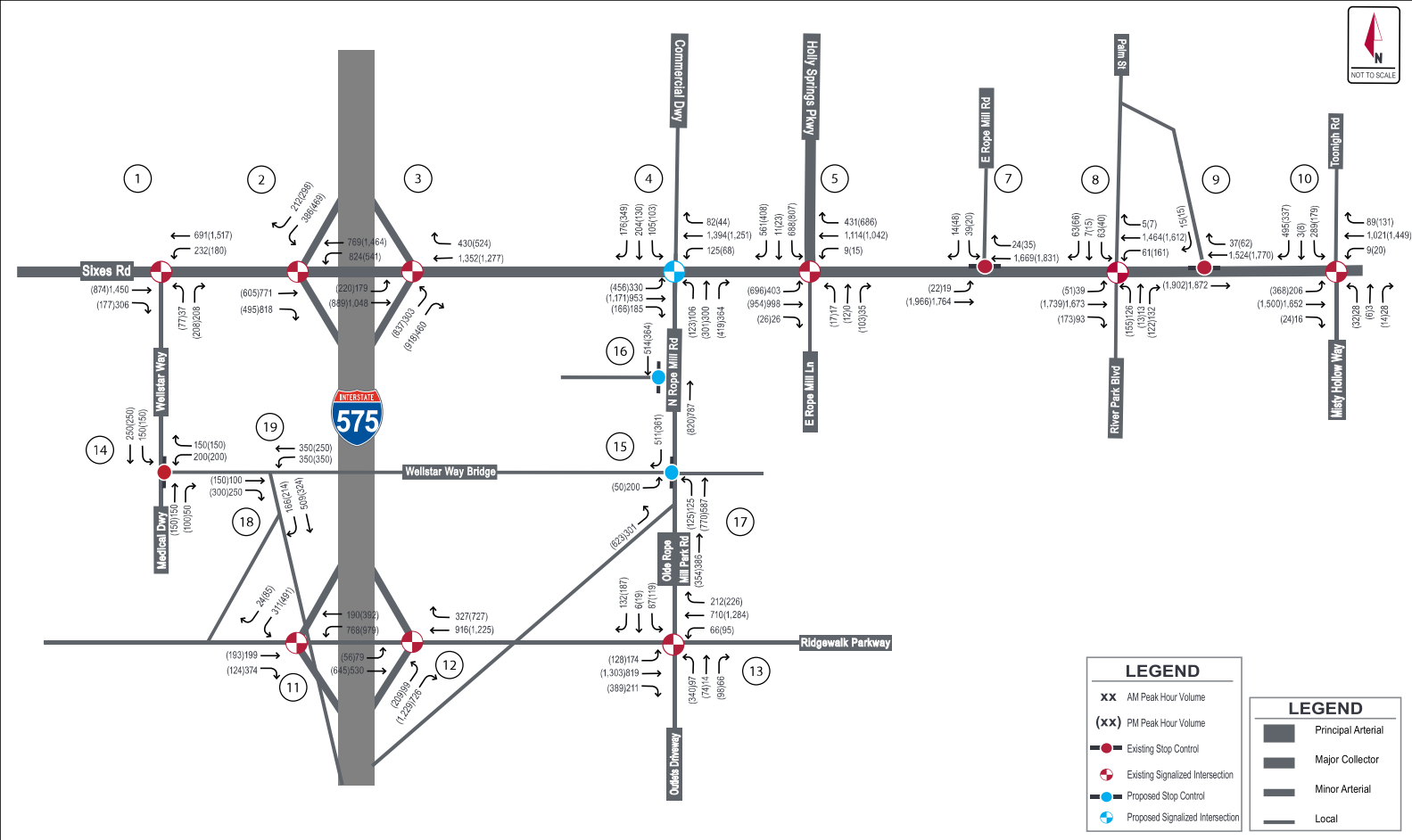
The realignment of the Sixes Road and Holly Springs Parkway intersection alters turning movement volumes. Due to the realignment, right turns on Sixes Road and left turns on Holly Springs Parkway become through movements in the Build network. Through volumes on the north leg of Holly Springs Parkway are converted to left turns. Due to new trips from the access lane system and the Holly Springs Parkway widening, volumes on the eastbound approach increase. The access lane system specifically increases eastbound left turns at this intersection.

At the intersection of Sixes Road and N Rope Mill Road, northbound volumes increase due to the access lane system. Volumes on this approach primarily come from trips using the access lanes as shorter alternative to the interstate; as a result, the majority of northbound trips turn right or go straight rather than turning left towards the interchange. Due to improvements to the commercial driveway, there are also higher volumes on the southbound approach of this intersection. However, most southbound trips from Holly Springs Parkway still choose to use the Sixes Road and Holly Springs Parkway intersection.

The Ridgewalk Parkway interchange with Sixes Road sees slightly increased traffic volumes primarily due to the widening of Holly Springs Parkway. However, these increases are not expected to have a



significant impact on traffic conditions at the interchange, and operations at the programmed diverging-diamond interchange were not modeled as part of this study.

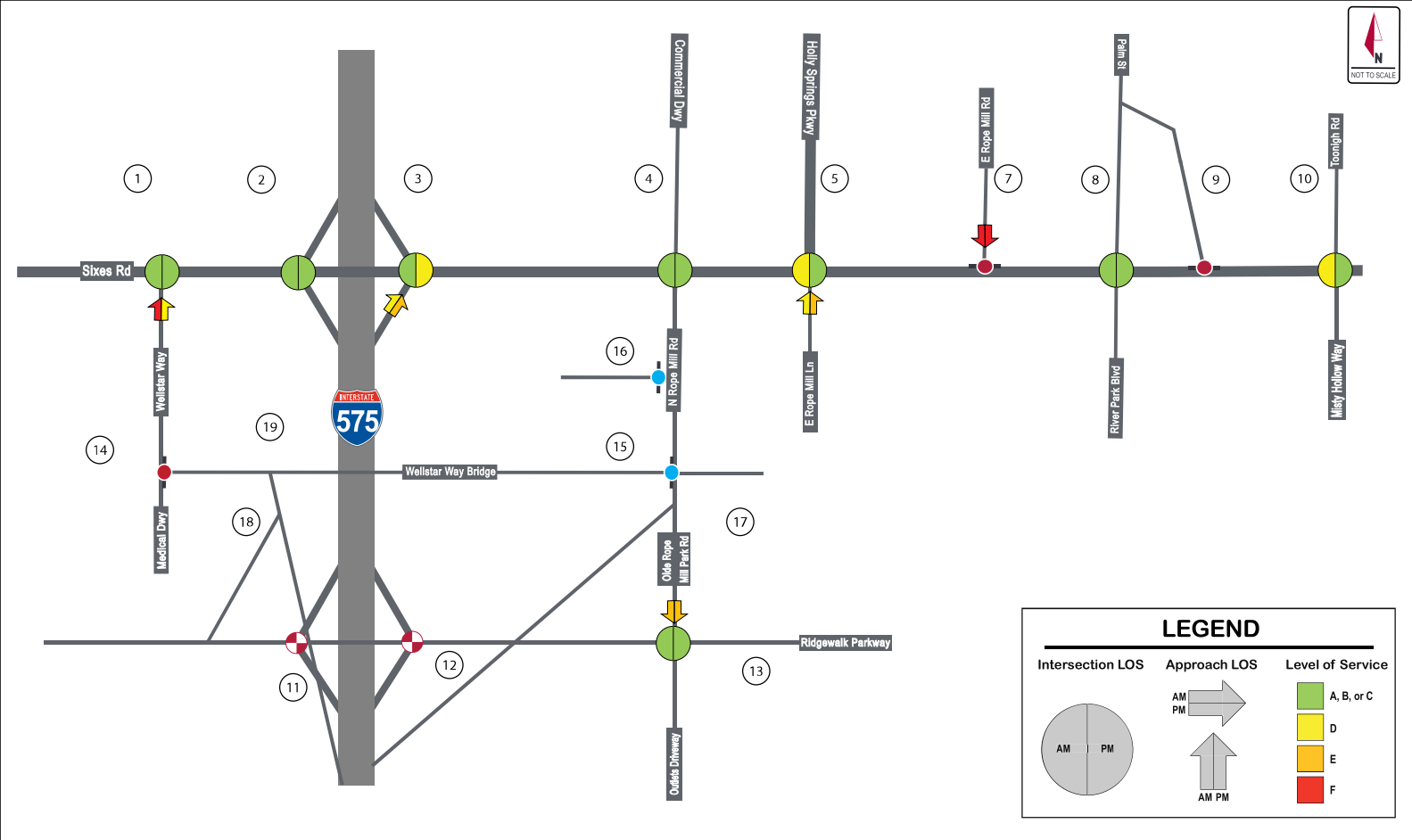




Build 2044 (Without Development) Capacity Analysis

Figure 16 summarizes the results of the Build Without Development LOS analysis for all study intersections and all approaches performing at LOS D or worse during at least one peak hour. Overall, the transportation network performs very well under Build conditions. The very good performance of the Build network is partially due to the fact that the Build network was designed with development traffic in mind. Intersection geometries and signal timing plans were optimized for development traffic, so they are generally more than sufficient for traffic volumes without development.

Some approaches have poor projected performances under Build Without Development conditions. At the Sixes Road and Wellstar Way intersection, the northbound approach is projected to fail in the AM peak period. However, this poor performance is primarily due to signal timing and coordination plans that are optimized for development traffic and not reflective of a need for additional capacity at this intersection. Other challenged approaches exist on E Rope Mill Lane and E Rope Mill Road. Volumes are low on both approaches, and further changes will likely be necessary at E Rope Mill Road due to planned new developments that are outside the scope of this study. Otherwise, the Build Without Development capacity analysis shows all study intersections performing well.



Scenario: Potential Development Opportunities

Zoning and Development

To gain a thorough understanding of the existing area, a zoning map was developed, as shown in **Figure 17**. This map reveals that Holly Springs and unincorporated Cherokee County share the same zoning categories and color schemes, while Woodstock displays some slight differences. The zoning around the I-575 and Sixes Road Interchange is predominantly general commercial and light industrial. Similarly, the interchange at Ridgewalk Parkway to the south exhibits a comparable composition of commercial and light industrial zoning. Residential zones are primarily located further east along Holly Springs Parkway. These zoning patterns suggest potential for continued commercial and industrial development along the major interchanges, leveraging accessibility to I-575. The presence of residential areas further east indicates a buffer between commercial activities and residential neighborhoods, likely aiming to create a balanced land use strategy that supports both economic growth and community living. This zoning configuration also suggests that future development opportunities may focus on enhancing commercial and industrial facilities near the interchanges while preserving residential quality of life in the surrounding neighborhoods.

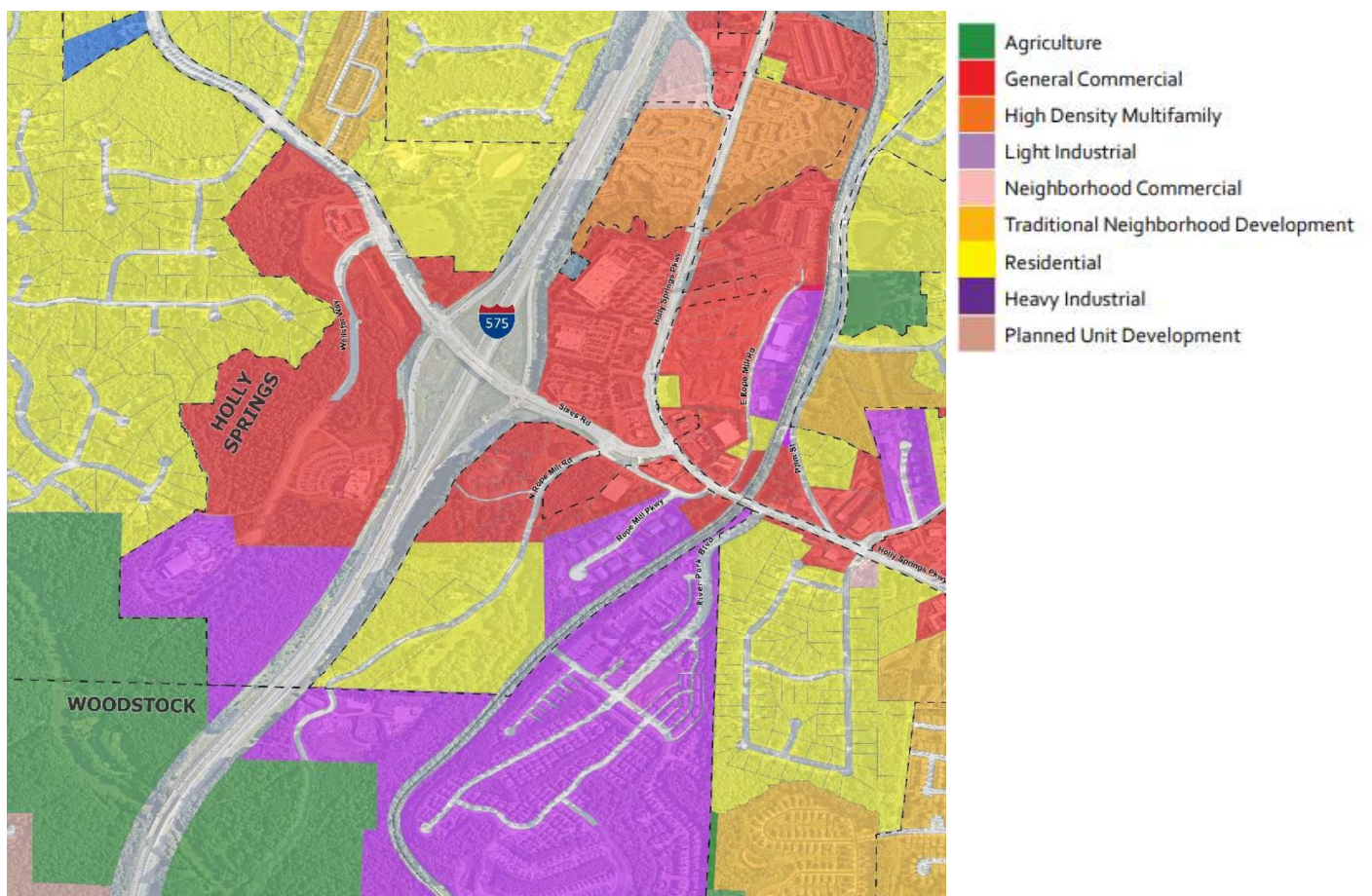


FIGURE 17: ZONING MAP

In conjunction with zoning, a future development map has been created and is displayed in **Figure 18**. Future development was outlined in the 2023 Cherokee Comprehensive Plan and included an analysis of current and future conditions, land use patterns, zoning maps, approved developments, economic market studies, topographic characteristics, natural resource sensitivity, and infrastructure availability, considering residential and employment forecasts. The development regions are categorized into distinct character areas. Each character area is assigned a primary and secondary land use type, along with the necessary infrastructure to support these developments. The study area intersects with both the Wildcat and Neighborhood Living character areas. The Wildcat character area is designated for major employment hubs, including corporate and medical offices, complemented by mixed-use and multifamily areas, and connected green and civic spaces. This area focuses on large corporate centers while ensuring that residential uses do not dominate the non-residential character. On the other hand, the Neighborhood Living character area consists predominantly of residential zones with townhouses, duplexes, single-family homes, and small commercial areas. This area aims to create moderate-density neighborhoods with diverse housing options and convenient services, fostering walkability and integrating community facilities and green spaces close to homes. **Table 2** provides details on each of the character areas and anticipated development.

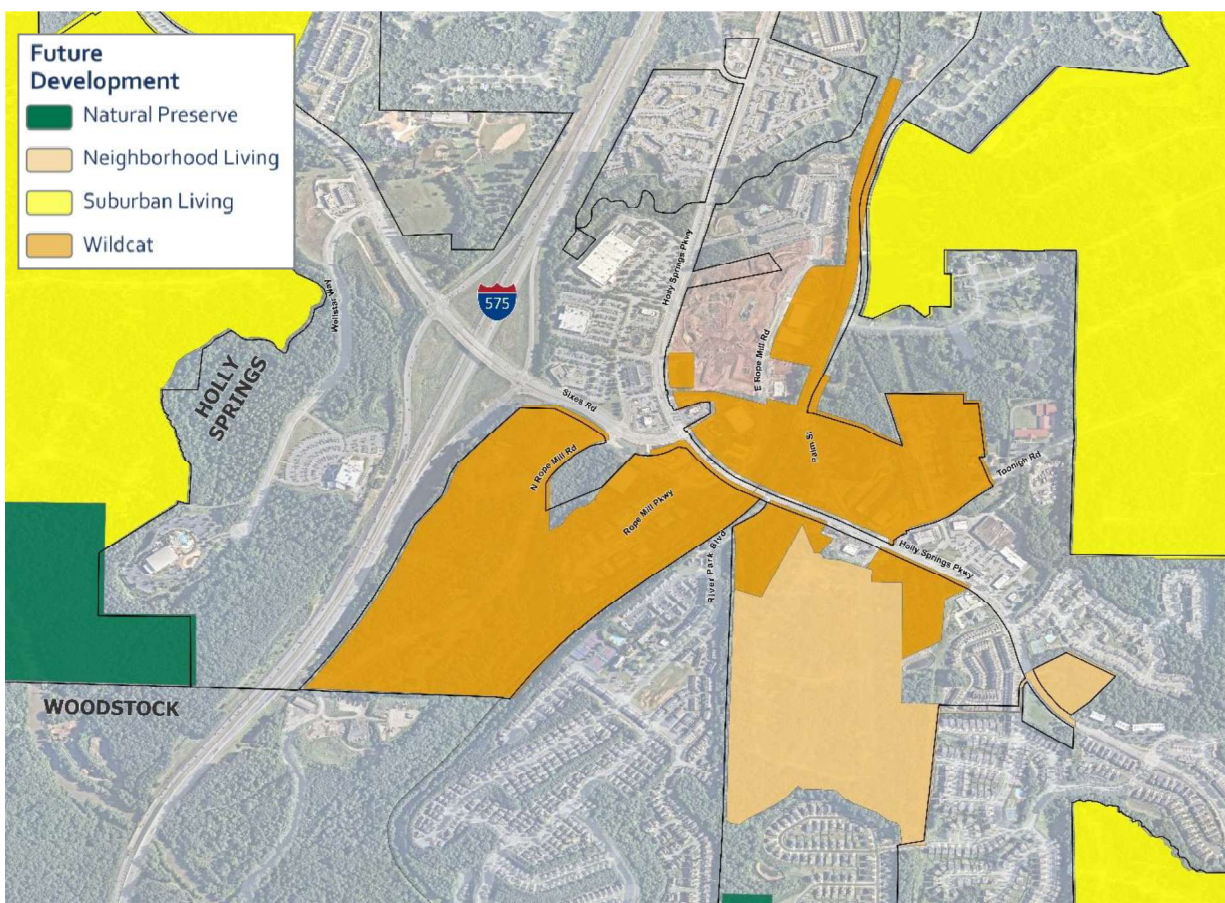


FIGURE 18: FUTURE DEVELOPMENT

TABLE 2: CHARACTER AREAS AND DEVELOPMENT DETAILS

Residential Intensity	Primary Land Use	Secondary Land Use	Infrastructure	Greenspace
Wildcat				
1.6 units per acre	Office buildings and complexes	Mixed-use buildings	Urban streets with sidewalks on both sides Full urban services (water and sewer)	Smaller civic spaces within the commercial, mixed-use, and residential spaces, potential park space
Neighborhood Living				
3-8 units per acre	Small lot single-family homes Attached single-family duplexes and townhouse	Public and institutional uses Mixed-use buildings	Urban streets with sidewalks on both sides Full urban services (water and sewer)	Smaller civic spaces (pocket parks, playgrounds, etc.) within the residential areas

Knowing the zoning and character areas provides a basis for thoughtful growth and development, aligned with community goals and infrastructure planning. For the study area, this could mean the inclusion of corporate and medical office complexes as major employment hubs, potentially complemented by mixed-use spaces with retail, dining, and multifamily housing to support vibrant, balanced neighborhoods. Integrated green and civic spaces would enhance the area by balancing built environments with natural spaces. The overall strategy aims to maintain a non-residential focus, ensuring that commercial and industrial activities are not overshadowed by residential uses, thereby supporting the area's role as a significant employment center.

Case Studies

Reviewing case studies and their development makeup offers real-world insights and benchmarks, enabling planners to improve on less than desirable outcomes and replicate successful strategies. Five case studies were assessed for the future of the study area, specifically Ellenwood, College Park, Kennesaw, Raleigh, and Greenville. **Figure 19** to **Figure 23** contain maps of these case study areas and their respective land uses. The chosen case studies encompass a variety of uses and were selected due to their proximity to an interstate or highway and acreage, similar to the study area off I-575. This comparative analysis helps ensure that proposed developments are both practical and beneficial, drawing from successful examples in analogous locations.



FIGURE 19: CASE STUDY 1 OF AN INDUSTRIAL PARK

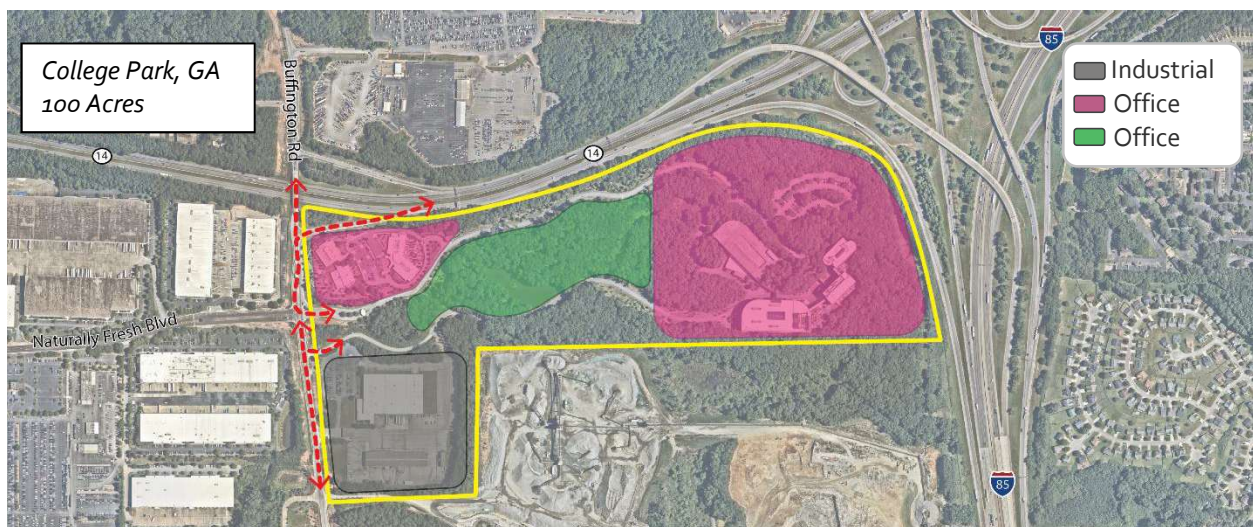


FIGURE 20: CASE STUDY 2 OF A CORPORATE CAMPUS SINGLE USER



FIGURE 21: CASE STUDY 3 OF AN INDUSTRIAL AND CORPORATE CAMPUS

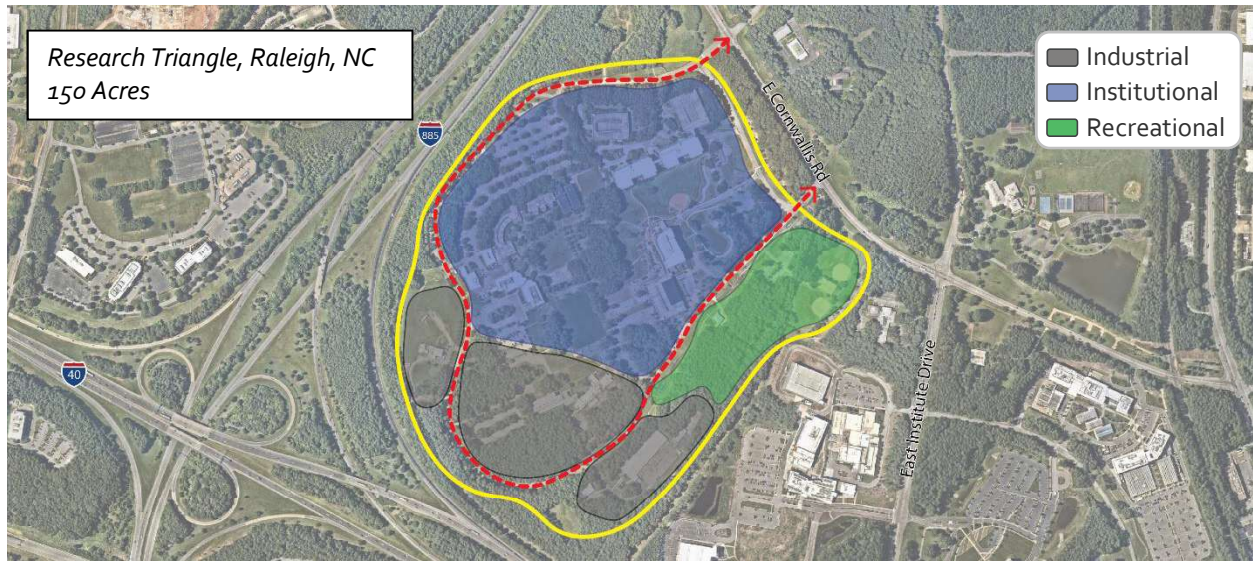


FIGURE 22: CASE STUDY 4 OF A RESEARCH/CORPORATE CENTER

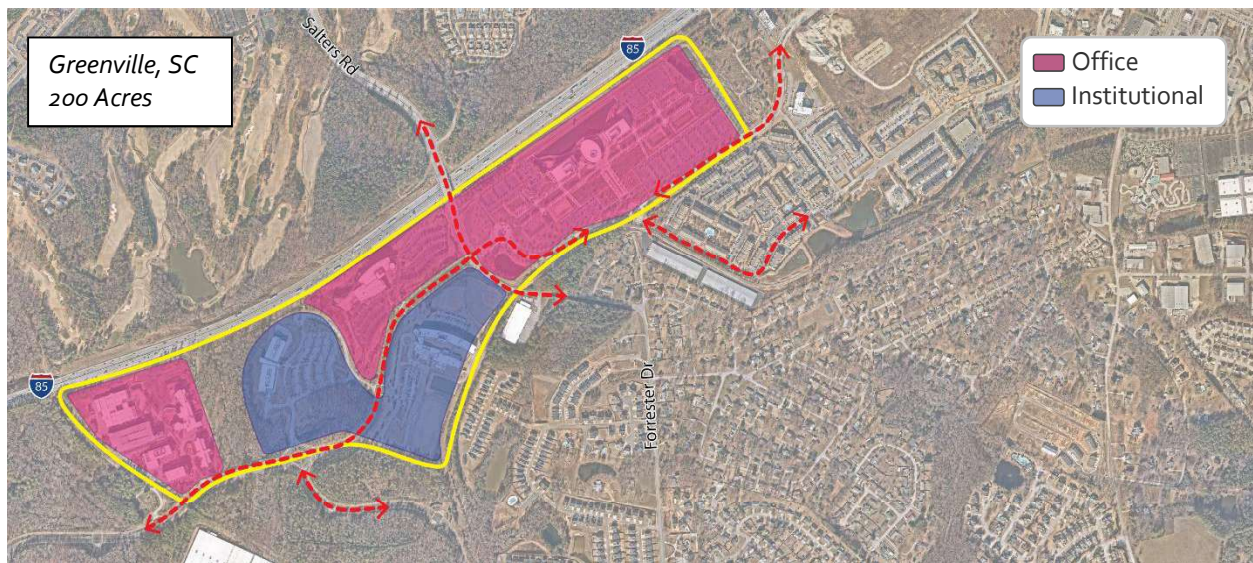


FIGURE 23: CASE STUDY 5 OF A CORPORATE CENTER

Potential Development Opportunity

During a workshop with the project team, five case studies were examined to identify the most suitable development scenario for the study area. Case 5, focusing on Greenville, SC, emerged as the preferred option. The team expressed a common desire for development along the frontage of the east side of I-575, envisioning potential corporate campuses. To explore the possibilities, both low-density and high-density scenarios were developed, detailing square footage distributions for areas on both the east and west sides of I-575. After thorough evaluation, the high-density scenario was selected as the preferred development plan. Square footage adjustments were made based on feedback and the capacity of the transportation system. **Figure 24** displays the development and land uses around the study area, and **Table 3** provides details on the square footages for each land use.

TABLE 3: DEVELOPMENT SQUARE FOOTAGES

East of I-575	
Office Park	1,000,000 SF
Retail	250,000 SF
Total	1,250,000 SF
West of I-575	
Medical Office Building	300,000 SF
Light Industrial	250,000 SF
Total	600,000 SF
Grand Total	1,850,000 SF



FIGURE 24: HIGH DENSITY SCENARIO



Build 2044 (With Development)

Traffic Distribution

The ITE *Trip Generation Manual*, 11th Edition was used to generate new traffic from the anticipated land uses that will be developed in the study area. Based on likely development and driveway locations, the development traffic was then distributed throughout the study area to reflect the likely routes of trips entering and exiting each development. **Figure 25** through **Figure 29** show the assumed distribution of development traffic on the Build network.

The land uses that will be developed on the east side of I-575 are assumed to be office, retail, and hotel uses. **Figure 25** shows the distribution of office trips on the Build network. Driveway locations for office land uses were placed on N Rope Mill Road at its intersection with Wellstar Way Bridge and on N Rope Mill Road between Wellstar Way Bridge and Sixes Road. Half of all office trips come from the interstate, with 30% of trips coming from south of the study area and 20% of trips coming from north of the study area. The other half of office trips come from local roads around the study area. Most traffic reaches the developments via the intersection of Sixes Road and N Rope Mill Road.

Retail and hotel trips are assumed to have the same distribution on the Build network, which is shown in **Figure 26**. The driveway location for retail and hotel land uses was placed on N Rope Mill Road between Wellstar Way Bridge and Sixes Road. Most retail and hotel trips come from local roads rather than the interstate. The majority of trips come from Holly Springs Parkway and its side streets, Sixes Road, or the medical and industrial developments to the west of the interstate.

The land uses that will be developed on the west side of I-575 are assumed to be medical and light industrial. **Figure 27** shows the distribution of medical trips on the Build network. The driveway location for medical land uses is assumed to be placed at the existing driveways serving the Cherokee County Aquatic Center. While much of the medical traffic comes from the interstate, the majority of trips come from the local road network. Holly Springs Parkway and its side streets, Sixes Road, and Ridgewalk Parkway bring in 60% of all medical traffic.

Figure 28 and **Figure 29** show the distributions of industrial car and truck trips, respectively, on the Build network. The driveway location for light industrial land uses is assumed to be the same as the medical development driveway. Most commuters to the light industrial development either come from the local road network or from the interstate north of the study area. Nearly all of the truck traffic to the light industrial development comes from the interstate. Slightly more trucks enter from the interstate north of the study area, while slightly more trucks exit to the interstate south of the study area.

Figure 30 shows the peak hour traffic volumes for the Build With Development scenario. Development traffic adds about 2,700 trips in the AM peak hour and 3,550 trips in the PM peak hour. Much of this traffic enters and exits developments via Holly Springs Parkway, resulting in substantial increases to through volumes at Holly Springs Parkway intersections. The intersection of Sixes Road and N Rope Mill Road has large increases to eastbound and westbound through volumes as well as eastbound right and westbound left volumes. Northbound turning volumes on N Rope Mill Road also see large increases in the PM peak hour.

On the Sixes Road interchange, volumes increase somewhat due to development traffic. The biggest increases in traffic volume occur on east-west through movements and at the southbound approach on



the I-575 southbound exit. Volumes only increase slightly at the northbound approach on the I-575 northbound exit; this is because the access lane system serves most northbound traffic from the interstate.

Due to the expected medical and light industrial developments along Wellstar Way, volumes increase at the intersection of Sixes Road and Wellstar Way. In the AM peak hour, most traffic growth occurs on the eastbound right and westbound left turning movements as commuters are coming into work. In the PM peak hour, these main leg turning movements still increase somewhat, but the majority of new traffic growth occurs on the northbound turning movements.

On Ridgewalk Parkway, development traffic increases through volumes at the interchange somewhat. These volume changes are minimal, however, and unlikely to significantly impact operations at the programmed diverging diamond interchange.

Build Network Development

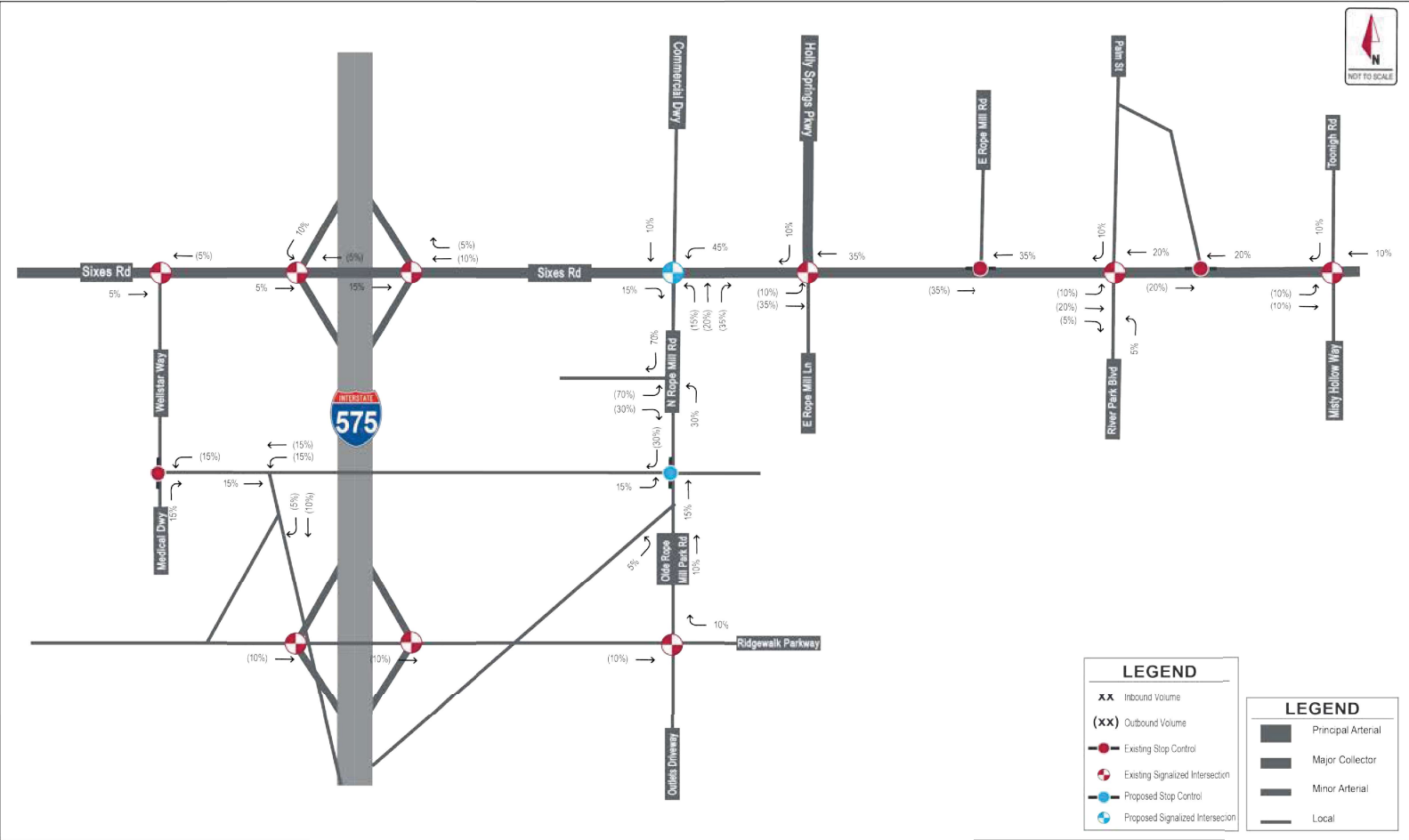
The development of the Build network was an iterative process that tested multiple combinations of transportation improvements to best serve existing congested roadways, background traffic growth, and new development traffic.

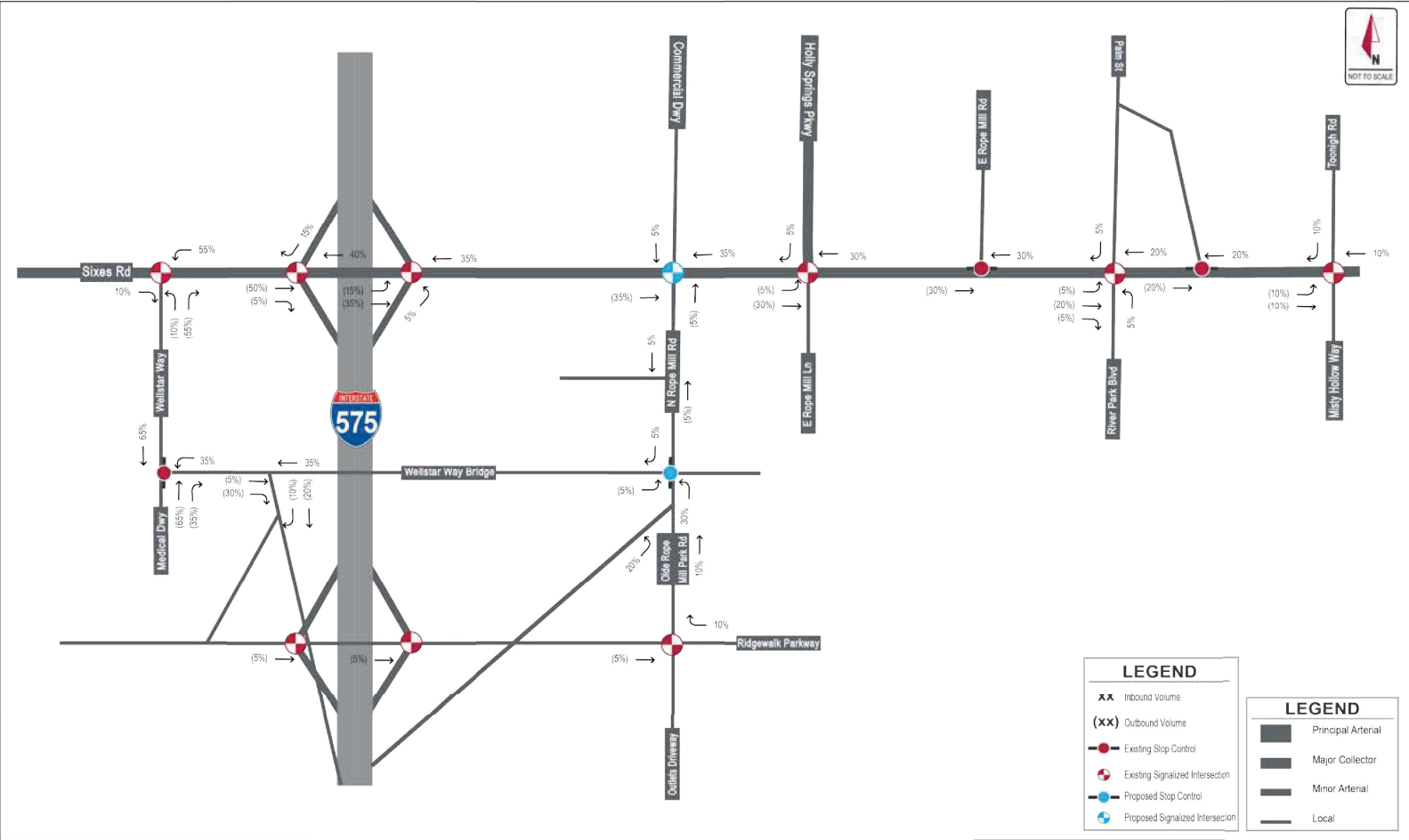
The first test group centered around realigning the Sixes Road and Holly Springs Parkway intersection to remove skew and connect Sixes Road, Holly Springs Parkway, Holly Springs Parkway, and N Rope Mill Road at a single point. This group of improvements also included connecting, widening, and reinforcing Olde Rope Mill Park Road and N Rope Mill Road, as well as constructing Wellstar Way Bridge and widening Holly Springs Parkway. The major flaw in this build network was the Sixes Road and Holly Springs Parkway intersection. While connecting these intersections at a single point reduced the total number of intersections, the intersection was overwhelmed by background traffic growth and new development traffic. All reasonable configurations of extra turn lanes and through lanes failed due to the extreme number of left-turn movements and opposing through movements. Another major flaw of this build network was the Ridgewalk Parkway and Olde Rope Mill Road intersection. New development traffic also overwhelmed this intersection; the combination of new development trips and existing trips from the Outlets at Ridgewalk Parkway caused extreme delays.

A roundabout was also tested as another potential solution to the Holly Springs Parkway and Sixes Road intersection. Using the traffic volumes from the final Build With Development scenario, a roundabout was built in SIDRA to test the effectiveness of a roundabout. However, high circulating volumes on the south half of the roundabout caused this solution to fail, even after increasing the number of circulating lanes and slip right-turn lanes.

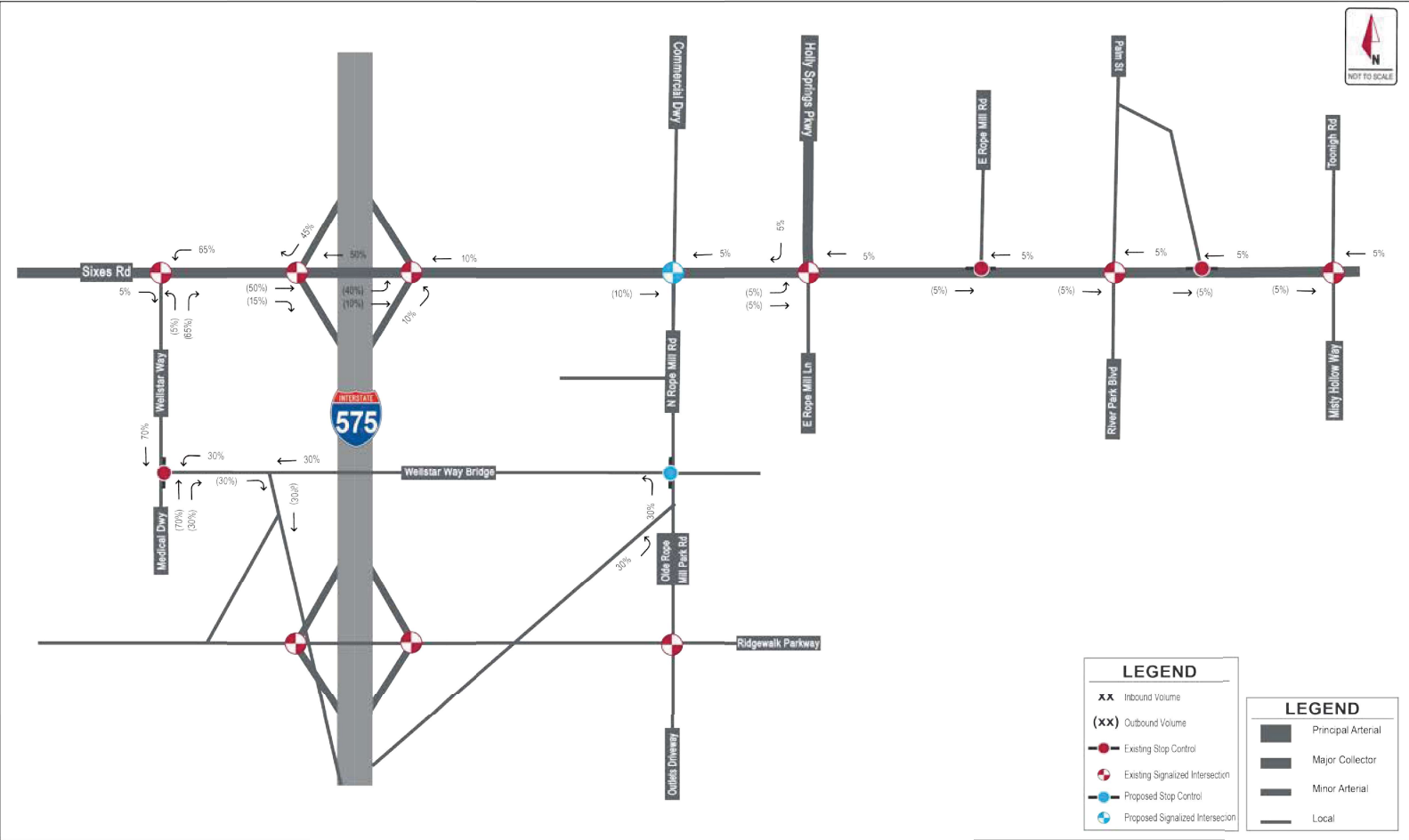
The final Build network maintains the two existing intersections on Sixes Road and adds the access lane system to correct the major issues that arose in previous alternatives.

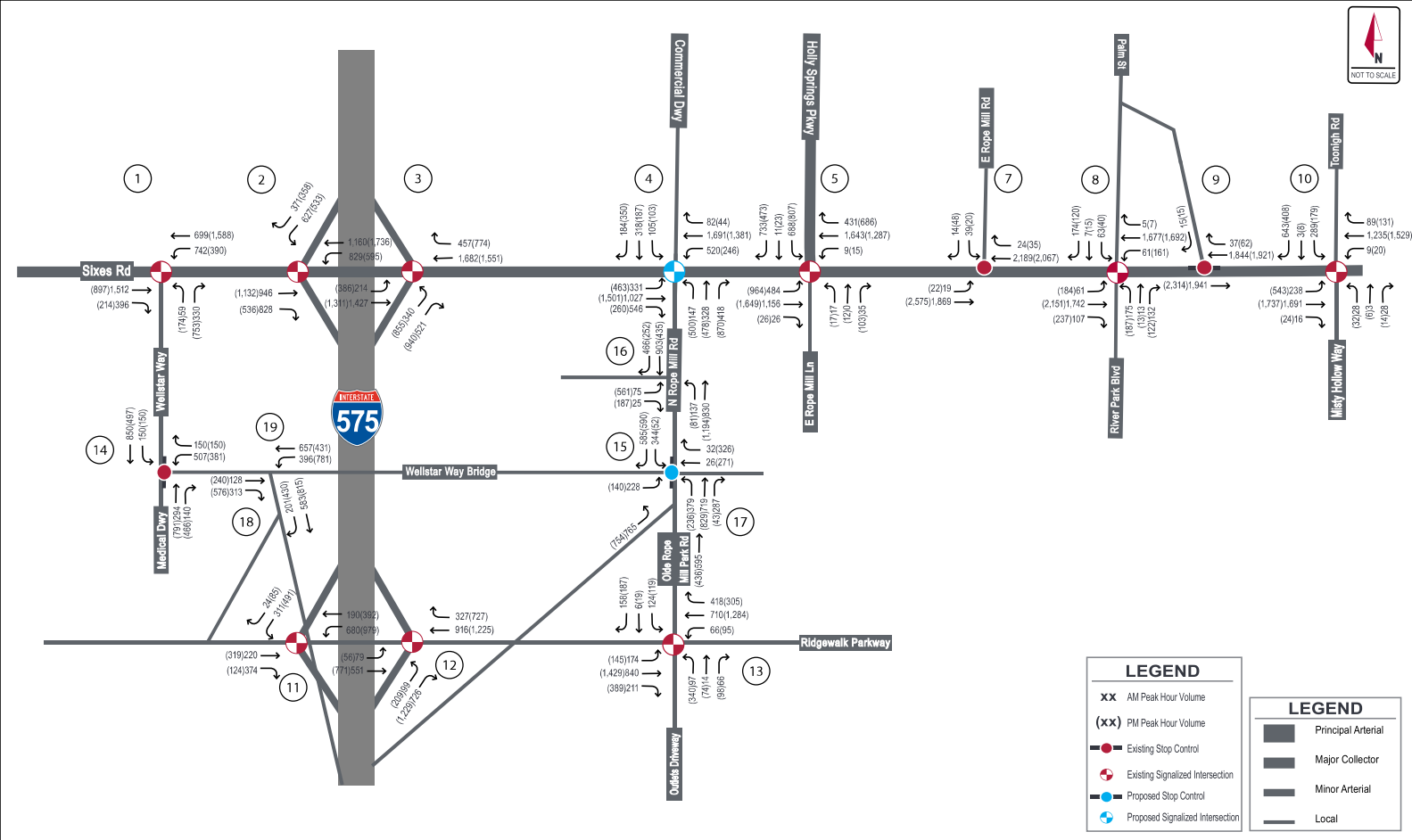














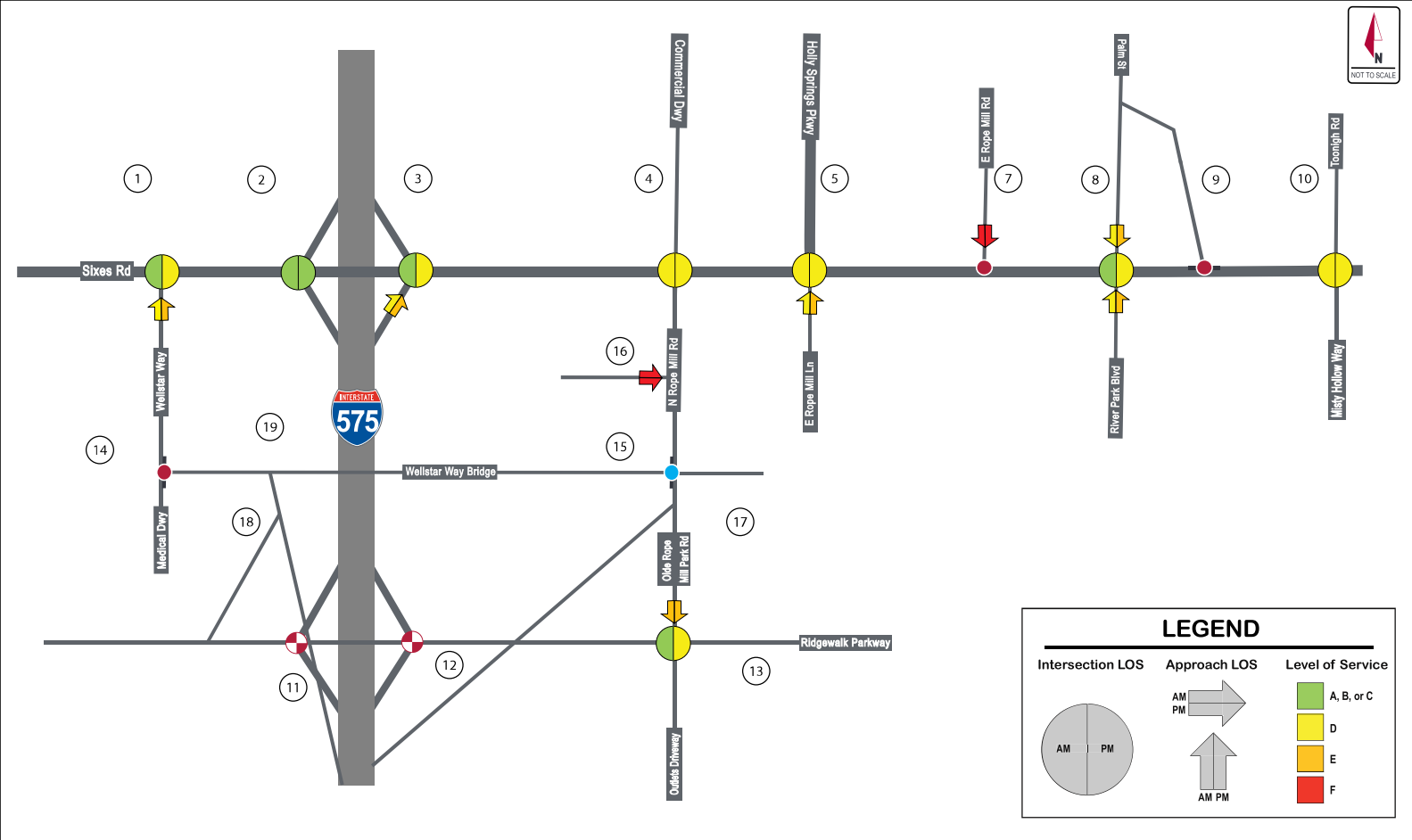
Capacity Analysis Results

Figure 31 summarizes the results of the Build Without Development LOS analysis for all study intersections and all approaches performing at LOS D or worse during at least one peak hour.

With development traffic added to the Build network, intersection performance worsens slightly across the study area. The largest increases in delay occur in the PM peak hour due to higher trip generation volumes in the evening than in the morning. However, even with development traffic, all intersections in the Build network perform acceptably in both peak hours.

Some challenged approaches do exist in the Build network with development traffic. The E Rope Mill Road southbound approach continues to fail in both peak hours due to the very high volumes of through movements on Holly Springs Parkway. In the future, access management techniques such as restricting left-turn movements may be necessary at this intersection in order to reduce delays.

The assumed driveway on N Rope Mill Road between Wellstar Way Bridge and Sixes Road also fails during both peak hours. The eastbound approach struggles to make turning movements due to the high through volumes on N Rope Mill Road. While the capacity analysis does show this approach as failing, it is unknown if there will actually be a development driveway in this location. When future developments are confirmed, further traffic impact analysis should be performed to determine a driveway location and evaluate delays at that driveway.





Environmental Considerations

The Kimley-Horn environmental team completed a preliminary desktop environmental screening to identify potential effects of alternate I-575 and Sixes Road interchange alignments in Cherokee County, Georgia. Potential (re)alignments were buffered 200 feet to establish an Environmental Survey Boundary (ESB). Early environmental resource screening is needed for effective regulatory compliance, limiting project costs, and developing optimal design specifications. Several available online databases and mapping resources were reviewed for historic properties, archeological sites, cemeteries, streams, wetlands, ponds, potential protected species habitats, public parks, and recreational facilities. Findings are described below and maps depicting the locations of resources are provided.

Protected Species

The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website was used to identify federally protected species predicted to occur in the project area. In addition, Georgia's Natural, Archaeological, and Historical Resources Geographic Information System (GNAHRGIS) Ecology Module was used to identify state protected species in the vicinity of the project area. Protected species habitat suitability was evaluated using aerial imagery, Google Street View, and desktop-based environmental databases. Suitable habitat descriptions were prepared using the Georgia Department of Natural Resources (GADNR) Wildlife Resources Division website and NatureServe Explorer.

Federally protected species include the monarch butterfly (*Danaus plexippus*), Cherokee darter (*Etheostoma scotti*), gray bat (*Myotis grisescens*), and tricolored bat (*Perimyotis subflavus*). Potentially suitable habitat for the monarch butterfly occurs statewide in open habitats that contain milkweed and other nectar-producing plants and may be present within rights-of-way within the ESB. Suitable habitat for the Cherokee darter occurs in small- to medium-sized streams that include gravel and cobble substrates in moderate to swift currents. Such habitat likely exists in Toonigh Creek, the Little River, and other perennial streams intersecting the ESB. Suitable foraging habitat for the gray bat occurs above waters with forested shorelines. Such habitat is present along stretches of Toonigh Creek, the Little River, and other streams intersecting the ESB. Suitable habitat for the tricolored bat occurs in all trees and forested areas statewide and in cracks and crevices of bridges and culverts. Such habitat exists throughout the ESB.

State protected species include the lined chub (*Hybopsis lineapunctata*) and pink ladyslipper (*Cypripedium acaule*). Suitable habitat for the lined chub occurs in pools in small- and medium-sized streams over sandy substrates and near the shoreline in sections of rivers with moderate currents. Such habitat likely exists in Toonigh Creek, the Little River, and other perennial streams intersecting the ESB. Suitable habitat for the pink ladyslipper occurs in upland pine and mixed pine-hardwood forests with acidic soils. Such habitat likely exists within the ESB.



Critical Habitat

The IPaC report does not indicate the presence of federally designated Critical Habitat for any federally listed species within the survey area.

Jurisdictional Waters

The National Wetland Inventory (NWI) and National Hydrography Dataset (NHD) were utilized to predict where jurisdictional waters such as streams, wetlands, and ponds might occur throughout the survey area. The NWI and NHD resources indicated one river, nine streams, two wetlands, and one freshwater pond within or intersecting the survey area.

Based on observations from aerial imagery and LIDAR (Light Detection and Ranging) data, twenty-four possible wetlands were identified within the survey area in addition to the NWI and NHD mapped features. Aerial imagery and LIDAR also indicated the freshwater pond shown on NWI to be non-existent.

Anticipated impacts are likely to be within the United States Army Corps of Engineers (USACE) Regional General Permit thresholds and these types of permits are routinely used for roadway projects. Further analysis of impacts, avoidance and minimization measures, and compensatory mitigation costs would be required when proposed improvements are identified and under design development.

See the attached **Figure 32** for a display of the survey area's anticipated water resources.

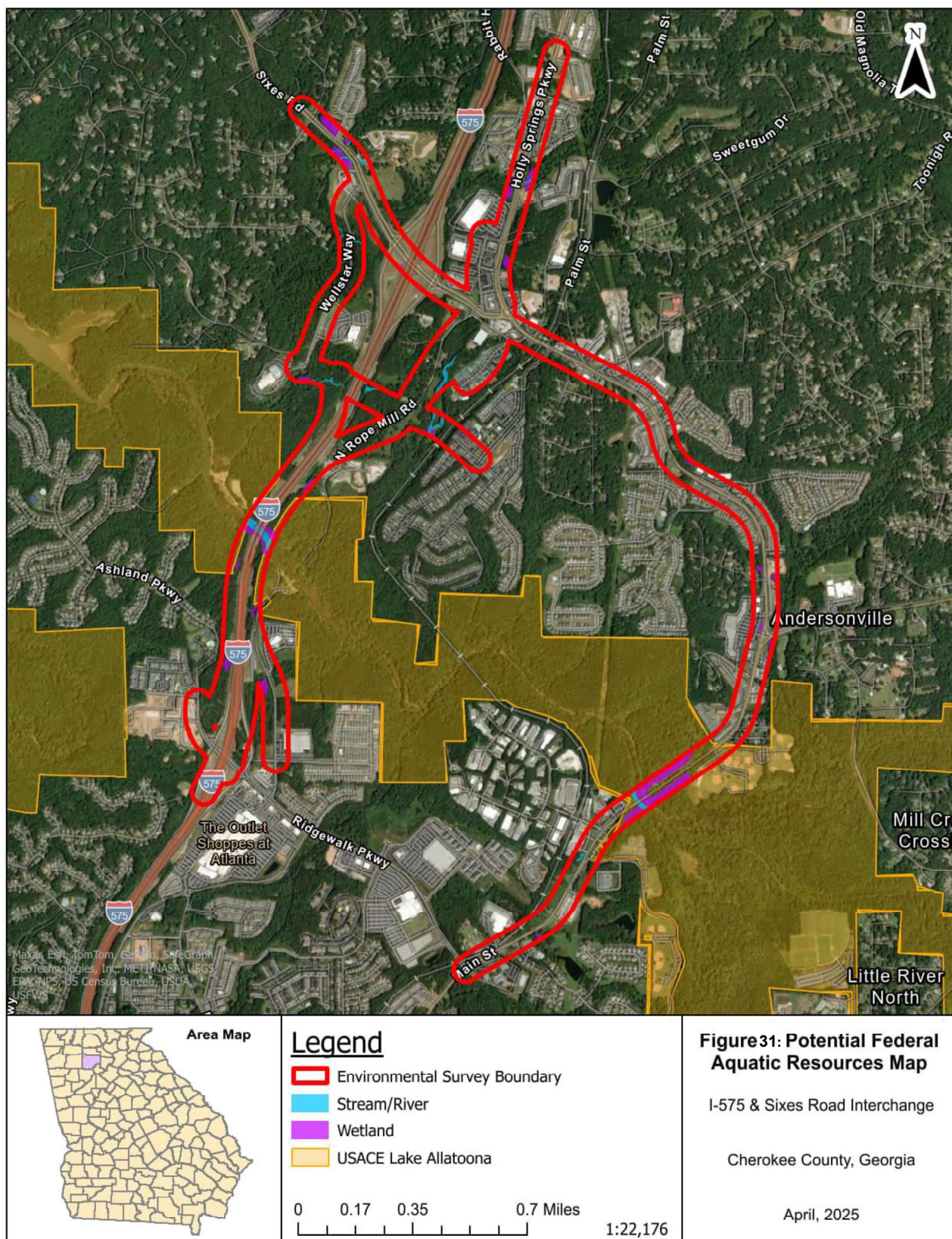


Figure 32: Potential Federal Aquatic Resources Map

Cultural Resources

A review of the GNAHRGIS database (<https://www.gnahrgis.org>) and the Cherokee County GIS revealed that there are 27 properties 50 years old or older within the project area (**Table 4**). None of these are currently listed on the National Register of Historic Places (NRHP). In addition, GDOT Bridge ID #057-0001-0 was evaluated in the 2012 Georgia Historic Bridge Survey (GHBS) and found to be not eligible.

GNAHRGIS shows numerous previously recorded archaeological sites in the Lake Allatoona area; however, only three of these are within what would likely be the footprint of the proposed improvements. All three have been recommended not eligible for the NRHP, and at least two have been destroyed by development occurring since the time they were identified. See historic resources, ineligible bridges, and public and government properties in **Figure 33**.

TABLE 4: PROPERTIES 50 YEARS OLD OR OLDER WITHIN PROPOSED PROJECT AREA

Address	Parcel ID	Type/Style	Construction Date	GNAHRGIS ID
4979 Holly Springs Parkway	15-0633-0030	No Academic Style	1887	11830
On Toonigh Creek, E side of Sixes Rd	15-0563-0001	Grist Mill	N/A	11832
675 N Rope Mill Road	15-0634-0020	Church/Cemetery	1900	11831
Atlanta, Knoxville, & Northern Railroad (ATKN)	N/A	Railroad	1896	N/A
Enon Cemetery	15-0879-0002	N/A	ca. 1955	N/A
7336 Main Street	15-0880-0005	Ranch	1950	N/A
7330 Main Street	15-0880-0005	Ranch	1950	N/A
7230 Main Street	15-0880-0001	Ranch	1960	N/A
6535 Old Highway 5 (Mobile Unit Park)	15-0810-0002	Mobile Unit Park	1968	N/A
6355 Old Highway 5	15-0775-0016	No Academic Style	1968	N/A
6317 Old Highway 5 (Texaco Gas Station)	15-0775-0017	No Academic Style	1970	N/A
101 Seth Ridge Drive	15-0738-0024	No Academic Style	1975	N/A
102 Seth Ridge Drive	15-0738-0023	No Academic Style	1975	N/A
5142 Main Street	15-0633-0029	Ranch	1955	N/A
5075 Main Street	15-0633-0016	Bungalow	1940	
5142 Old Highway 5	15-0633-0020	Ranch	1955	N/A
4992 Old Highway 5	15-0634-0012	Ranch	1968	N/A
Toonigh Baptist Church	15-0633-0034	Church	1950	N/A

Lebanon Methodist Church	15-0634-0020	Church/Cemetery	1900	N/A
655 North Rope Mill Road	15-06335-0006	Ranch	1965	N/A
650 North Rope Mill Road	15-0635-0014	Ranch	1965	N/A
101 Hause Drive	15-0635-0009	Compact Ranch	1945	N/A
643 North Rope Mill Road	15-0662-0002	Ranch	1955	N/A
635 North Rope Mill Road	15-062-0001	Ranch	1975	N/A
624 North Rope Mill Road	15-0662-0002	Ranch	1965	N/A
617 North Rope Mill Road	15-0661-0003	No Academic Style	1955	N/A
605 North Rope Mill Road	15-0661-0002	No Academic Style	1955	N/A

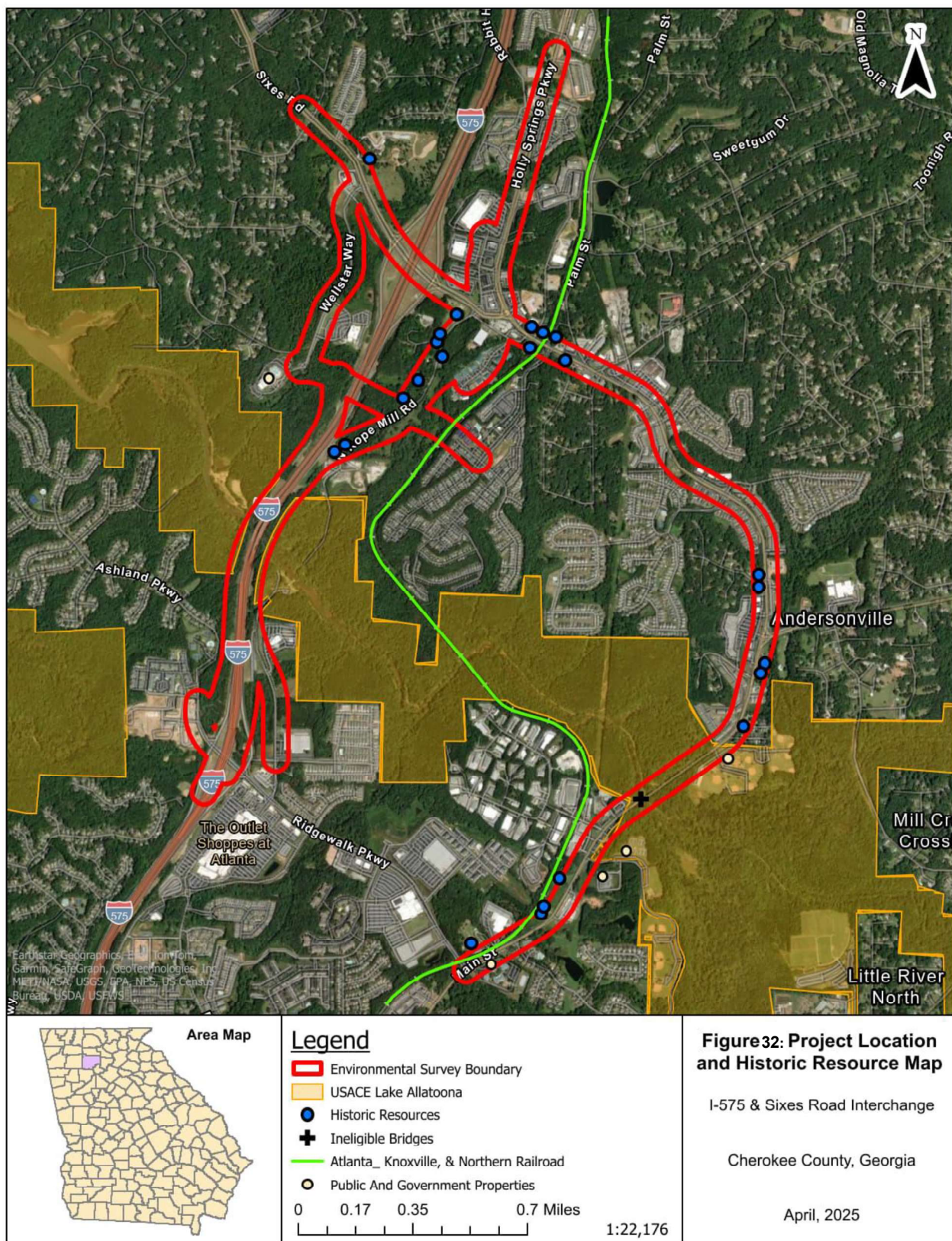


Figure 33: Project Location and Historic Resource Map

NEPA

Kimley-Horn conducted a desktop screening for public lands, potential low income/poverty and minority population communities, and other resources that could influence the project alignment. Section 4(f)-protected public land identified in the project area includes the USACE Lake Allatoona Property, Cherokee County Government Complex/Recreation Center, Cherokee Tennis Center, South Cherokee Baseball, and the Cherokee County Aquatic Center (**Table 5**). For USDOT-funded projects, public parks and recreational facilities, and NRHP-eligible and listed historic resources are protected by Section 4(f) of the USDOT Act. Impacts adversely affecting these resources would have to be approved by the agency with oversight after alternatives analysis had first demonstrated that there was no prudent and feasible alternative available that avoided the impacts. In Georgia, impacts to cemeteries must be permitted under OCGA §36-72. The permitting process can be lengthy and expensive, requiring genealogical research, archaeological investigations, and coordination with the next of kin of the deceased. Consequently, we would recommend exploring all avoidance alternatives before initiating the permitting process.

TABLE 5: PUBLIC PROPERTIES WITHIN PROPOSED PROJECT AREA

Address	Parcel ID
Cherokee County Government Complex/Recreation Center - 7545 Main Street	15-0922-00001
South Cherokee Baseball - 6625 Old Hwy 5	21-0324-0102 (federal land parcel)
Cherokee Tennis Center - 155 Brooke Boulevard	21-0324-0102 (federal land parcel)
Cherokee County Aquatic Center - 1200 Wellstar Way	15-0661-0001
USACE Lake Allatoona Property	21-0324-0102 (federal land parcel)

The screening identified that low income and poverty communities are not within the survey area. United States Census Bureau American Community Survey data was analyzed (see **Table 6** below), and nine census tracts were identified within the survey area. Census Tracts 910.01, 910.09, 907.09, 907.04, 907.03, 907.10, 909.12, 908.05, and 908.06 were identified in the project area.

TABLE 6: CENSUS DATA FOR POTENTIAL EJ COMMUNITIES

	Total Population	Minority Population	Low-Income Population
Project Area Census Tracts*	46,087	10,414 (22.6%)	3,649 (7.9%)
Cherokee County	272,243	59,978 (21.8%)	17,693 (6.5%)
Georgia	10,822,590	5,145,059 (47.5%)	1,461,317 (13.6%)

Source: U.S. Census Bureau American Community Survey (ACS) 2023 Past 12 Months

*Census tracts include 910.01, 910.09, 907.09, 907.04, 907.03, 907.10, 909.12, 908.05, and 908.06.

Design Considerations

Roadway Design

Kimley-Horn developed draft horizontal and vertical alignments based on GIS contour data and geometric guidelines outlined in the GDOT Design Policy Manual (DPM), Revision 7.3, and AASHTO's "A Policy on Geometric Design of Highways and Streets, 2018, 7th Edition." Contours allowed our team to understand the general existing topography. New location alignments attempted to follow existing ridgelines to optimize drainage and minimize grading. The roadway locations were developed to minimize impacts to environmentally sensitive areas, existing utilities, and right of way (ROW).

Intersection skew angles for each traditional intersection were developed to meet the minimum required 75-degree angle. This offers several benefits including minimized exposure time for vehicular and pedestrian crossing movements and improved driver visibility and sight distance. Other operational considerations were made for potential alternative intersection designs, such as roundabouts.

Functional classification data, obtained from GDOT, is critical in roadway design as it categorizes roads based on their purpose and usage, ensuring effective traffic management and an optimized design that meets the public's needs.

Sixes Road is classified as a major collector, connecting Bells Ferry Road to the west and I-575 and Holly Springs Parkway to the east. Holly Springs Parkway (W-3 and W-4) is classified as a minor arterial, providing connectivity between SR 20 to the north and SR 92 to the south with local roads, facilitating regional travel. Holly Springs Parkway is proposed to be widened to a four-lane section with a raised median to accommodate increased traffic and provide access management to facilitate traffic more efficiently and control turning movements.

Access Roads (NC-3a and NC-3b) along I-575 will be classified as a collector road and will provide direct access to residential, commercial, and industrial properties. These two access roads will create connectivity between Ridgeway Parkway and the proposed Wellstar Way Bridge Road. These access roads will aid in diverting local traffic away from I-575.

Another roadway classified as local is Wellstar Way (W-1). It will be widened and lighting added for increased visibility and to promote pedestrian traffic in and around the Wellstar Cherokee Health Park and Cherokee County Aquatic Center.

N Rope Mill Road (NC-2), north of Wellstar Way Bridge Road, will be realigned to minimize impacts to existing residential structures and environmental resources, including avoiding impacts to the Lebron Church Cemetery. It is classified as a local road.

Wellstar Way Bridge Road is a new east-west roadway which bridges I-575 and offers connectivity between Wellstar Way and North Rope Mill Road. It will likely be classified as a minor collector and provide a raised median for controlled access and minimal conflict points. The Wellstar Way Bridge Extension (NC-5), if constructed, will be a minor collector that provides increased local access between N Rope Mill Road and residential areas.

Both slip lanes (NC-4a and NC-4b) are classified as part of the interstate network and will allow vehicles to smoothly transition between high-speed interstate travel and the local streets. The slip lanes will maintain the operations and capacity of I-575. There are adequate horizontal and vertical clearances

from Ridgeway Parkway to construct fly over bridges to span the existing I-575 NB entrance ramp and I-575 SB exit ramp.

The key to advancing both the slip lanes (NC-4a and NC-4b) and the access roads (NC-3a and NC-3b) across the Little River and through the USACE management area is to remain entirely within the existing GDOT easement for the I-575 corridor. With approximately 124 – 128 feet of available right of way on either side of the I-575 system, this should allow adequate width to accommodate two lanes in each direction with appropriate lanes, shoulders, and tie-ins along with reserve width for a future I-575 widening should that be needed in the future.

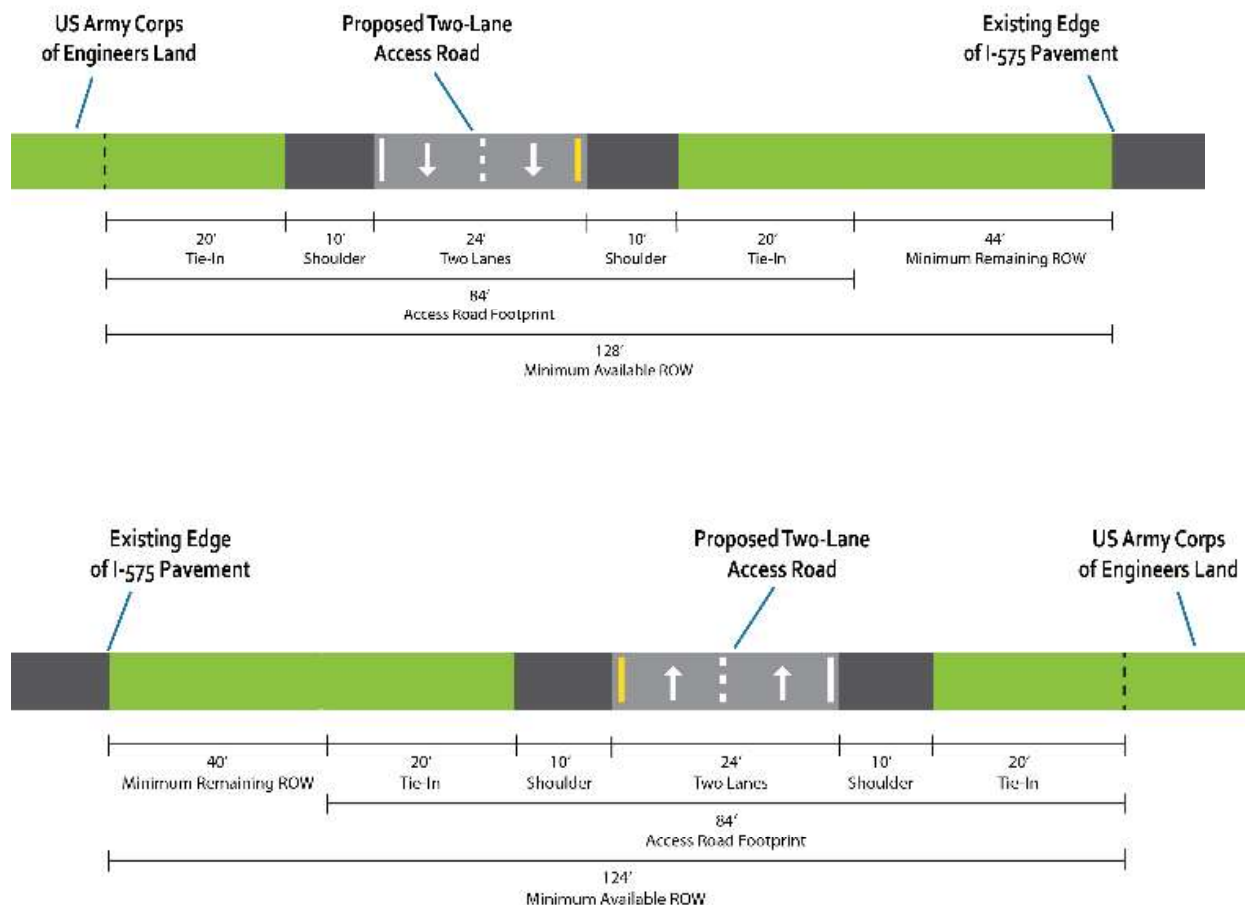


Figure 34 shows an example of what the future cross-section could look like.

Proposed bridges on this project include locations on the northbound (NB) and southbound (SB) access road over Little River, NB and SB slip lanes over the access roads, Wellstar Way Bridge over I-575, Wellstar Way Bridge Road over Georgia Northeastern Railroad, Holly Springs Parkway over Georgia Northeastern Railroad, and Holly Springs Parkway over Little River. Structural design for each bridge, including span lengths and configurations, foundation design, hydraulic analysis, and maintenance considerations will follow the GDOT Bridge and Structures Design Manual, Revision 3.6.



Railroad and Utilities

At least one recommended project in the Wildcat Plan will impact railroad right-of-way. Early, transparent coordination with the railroad owner is vital to the successful implementation of any project that affects railroads. The project partners should put together a team and develop a plan for projects affecting the railroad that minimizes detrimental impacts on railroad operations and real estate. An experienced railroad consultant can help to strategize for railroad conversations, navigate the railroad permitting process, and develop a concept plan to bring to the railroad.

Additional design criteria must be considered for roadway projects affecting railroad corridors. Vertical and horizontal clearance, grading, and other design factors contribute to complex engineering considerations on projects crossing railroads. Electrical, water, and sewer utilities also have special requirements, and utilities in the corridor will require a lease agreement. The project partners should reference the railroad's design criteria when developing the engineering for railroad-adjacent projects.

Bridges over railroads often cost tens of millions of dollars. However, in the Wildcat area, the track is much lower than surrounding properties and roadways, which should reduce the costs of overpasses somewhat. Other cost considerations are permits, flagging support, and railroad safety training and railroad protective insurance for those accessing the property during design and construction. These costs are partially accounted for in the Planning Level Cost Estimates, but more detailed costing efforts should flesh out railroad-related costs more.



Bicycle and Pedestrian Recommendations

Larger System Connectivity

Sidewalk coverage in and around the study network is strong where there is development present but often lacking in between locations of major developments. Strengthening the connectivity of the pedestrian network in addition to the roadway improvements recommended in this study would improve mobility for all road users.

The trail network in and around the study area primarily consists of sidepaths on Olde Rope Mill Park Road and Ridgewalk Parkway as well as recreational trails in Olde Rope Mill Park. There are also multiple trails in Woodstock near the study area. The improvements recommended in this project have the potential to also include sidewalks or other pedestrian and bicycle facilities that could connect people to these existing facilities.

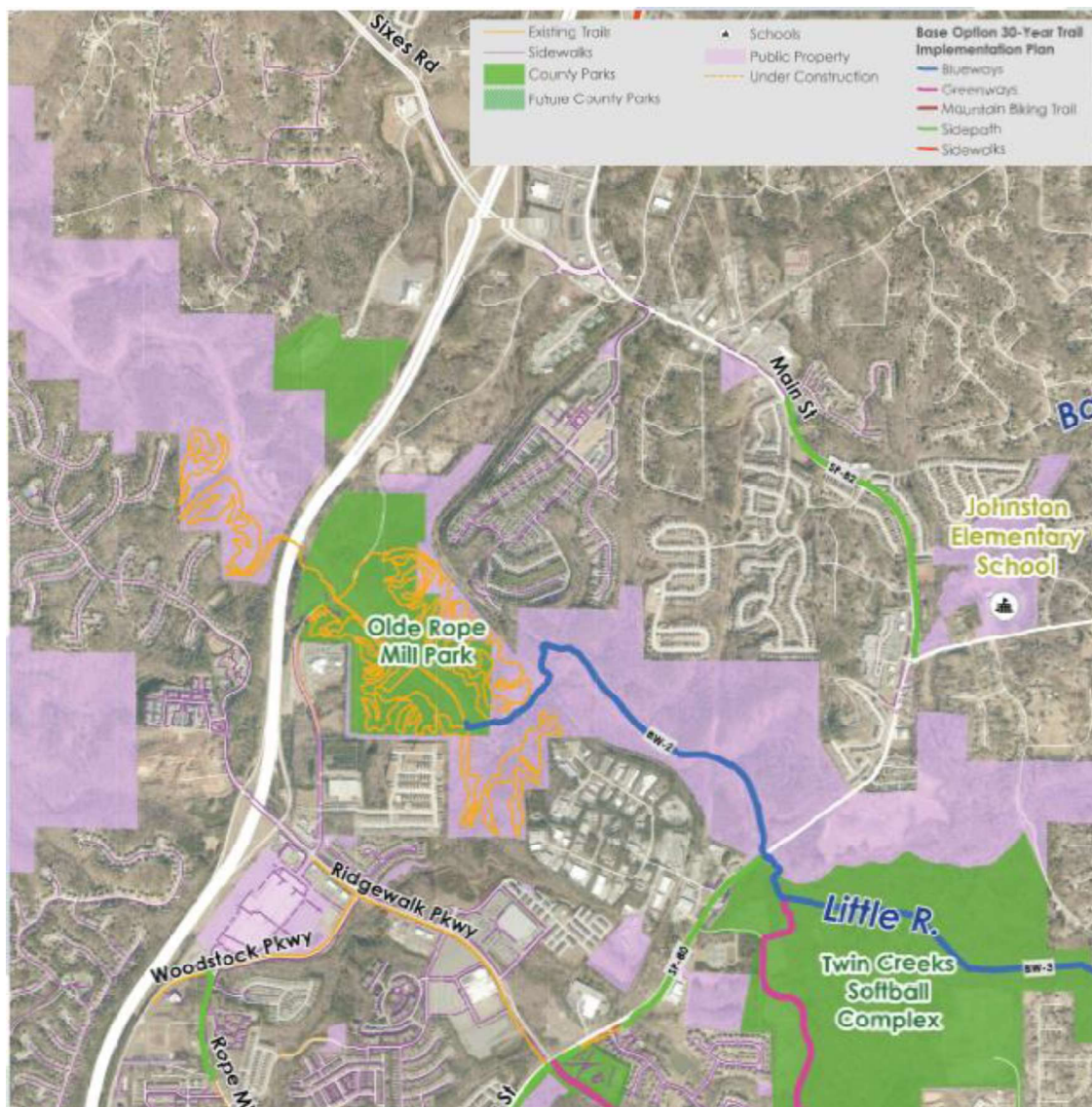


Figure 35: Cherokee County Greenways & Trails Master Plan (Enhanced Option 30-Year Plan)



The Enhanced Option 30-Year Trail Implementation Plan from the Cherokee County Greenways & Trails Master Plan (**Figure 35**) includes plans for multiple trails that could connect to the study network. The most relevant planned trails are a series of sidepaths along Sixes Road and Holly Springs Parkway that would provide a smooth pedestrian connection on those roads as far south as Ridgewalk Parkway and beyond.

Other sidepaths are planned on Toonigh Road and E Cherokee Drive. These sidepaths are potential connection points for pedestrians in the study network that would connect Holly Springs Parkway to residential centers and schools.

Policy Recommendations for Study Area

To help accomplish the goals of the Cherokee County Greenways & Trails Master Plan, sidepaths should be constructed on Holly Springs Parkway as part of the widening project. If sidepaths are not immediately feasible due to cost or other factors, sidewalks should be constructed, or right-of-way should be reserved for the future construction of sidepaths. Further, the Holly Springs Parkway improvements should consider new potential crossing locations and any existing crossings that may need improvement.

On new roadways or roadways recommended for other improvements, sidewalks should be built to improve pedestrian connectivity to new developments. Where possible, sidepaths should be considered. At a minimum, sidewalks should be constructed on the northbound access lane to connect N Rope Mill Road to Olde Rope Mill Park; however, sidewalks should not be constructed on either of the slip lanes.

Cherokee County should consider using potential to its Unified Development Ordinance (UDO) and/or utilizing public-private partnerships (P3s) to work together with developers to provide greenspaces and additional pedestrian and bicycle connections in the study area.



Planning Level Cost Estimates

High level cost estimation was performed for each section of the project. Pavement section assumptions were based on likely typical sections for each project section as well as GDOT guidance. Traffic control, stormwater drainage items, and erosion control items were given a lump sum value per mile based on recent experience. Drainage values differed depending on if the roadway is to have a closed drainage system with curb and gutter versus a rural open shoulder. Proposed traffic signals, reconstructed existing signals, and roundabouts were given a per each value. Sidewalks, side paths, medians, light posts, and sodding were given a unit cost per foot. Grading complete was assumed to be 30% of the total construction cost and a 30% contingency was added to the final construction costs. Environmental mitigation, commercial and residential right-of-way and displacements, utility costs, and preliminary engineering were included to yield total project cost. Inflation and number of years to construction were also determined.

Project ID	Short Name	Years to Expenditure	Cost Categories					Cost (2025)	Inflation (3%/year)	Inflation (5%/year)	Total Cost (low)	Total Cost (high)
			Environmental	PE	Utility	R/W	Construction					
I-1	Sixes @ HSP Realignment	7	\$0	\$1,320,000	\$209,000	\$7,280,000	\$3,510,000	\$12,319,000	\$2,832,000	\$5,015,000	\$15,151,000	\$17,334,000
W-3	HSP Widening Phase I	10	\$0	\$3,636,000	\$1,389,000	\$6,420,000	\$22,490,000	\$33,935,000	\$11,671,000	\$21,342,000	\$45,606,000	\$55,277,000
W-4	HSP Widening Phase II	10	\$500,000	\$4,235,000	\$1,417,000	\$4,640,000	\$25,060,000	\$35,852,000	\$12,330,000	\$22,547,000	\$48,182,000	\$58,399,000
W-1	Wellstar Way Improvements	10	\$0	\$1,437,000	\$921,000	\$3,140,000	\$7,910,000	\$13,408,000	\$4,611,000	\$8,432,000	\$18,019,000	\$21,840,000
W-2	Commercial Drive Improvements	10	\$0	\$1,021,000	\$255,000	\$1,390,000	\$6,860,000	\$9,526,000	\$3,276,000	\$5,991,000	\$12,802,000	\$15,517,000
NC-1	I-575 Bridge Connector	12	\$0	\$3,310,000	\$0	\$3,970,000	\$23,610,000	\$30,890,000	\$13,152,000	\$24,584,000	\$44,042,000	\$55,474,000
NC-2	N Rope Mill Reconstruction	12	\$500,000	\$1,716,000	\$0	\$3,650,000	\$6,480,000	\$12,346,000	\$5,256,000	\$9,826,000	\$17,602,000	\$22,172,000
NC-3a	Access Lanes (east side)	20	\$0	\$2,720,000	\$0	\$1,710,000	\$20,950,000	\$25,380,000	\$20,459,000	\$41,961,000	\$45,839,000	\$67,341,000
NC-4a	Slip Lanes (east side)	20	\$0	\$1,973,000	\$0	\$0	\$16,440,000	\$18,413,000	\$14,843,000	\$30,442,000	\$33,256,000	\$48,855,000
NC-3b	Access Lanes (west side)	20	\$500,000	\$2,664,000	\$0	\$680,000	\$17,350,000	\$21,194,000	\$17,085,000	\$35,040,000	\$38,279,000	\$56,234,000
NC-4b	Slip Lanes (west side)	20	\$0	\$3,004,000	\$0	\$0	\$25,030,000	\$28,034,000	\$22,599,000	\$46,349,000	\$50,633,000	\$74,383,000
NC-5	Neighborhood Connector (optional)	20	\$500,000	\$2,542,000	\$0	\$3,590,000	\$13,420,000	\$20,052,000	\$16,164,000	\$33,152,000	\$36,216,000	\$53,204,000



Funding Opportunities

Cherokee County can explore funding sources at various levels to support the implementation of the recommended improvements. This may include a combination of local, state, federal, and other non-governmental or quasi-governmental opportunities:

Local Funding Opportunities

In Georgia, local governments may pursue a Transportation Special Purpose Local Option Sales Tax (TSPLOST) to fund transportation projects within their jurisdiction. Cherokee County can pursue a TSPLOST under the TSPLOST 2 program to raise local funds for transportation projects, including the recommendations in the Wildcat Plan. TSPLOST funds may be able to fully fund some projects locally. For larger projects, the local funds can be used as a match to secure partnerships.

TSPLOST programs require voter approval through a referendum. Cherokee County may desire to explore options to propose a TSPLOST during an upcoming election.

State and Federal Funding Opportunities

The State of Georgia sometimes funds projects through state sales taxes or funds allocated through the governor's budget. State funds allocated to Cherokee County may be utilized to partially fund some recommendations in the Wildcat Plan.

The Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) have programming authority over federal formula funds based on population in the region. Cherokee can qualify for these formula funds through the Regional Transportation Plan process. Additionally, other competitive federal grant programs like Better Utilizing Investments to Leverage Development (BUILD) and National Infrastructure Project Assistance (MEGA) may be options for some of these projects. See the FHWA's [Competitive Grant Funding Matrix](#) for more information on federal funding opportunities.

Private Partnership/Quasi-Governmental Funding Opportunities

Other Resources: Public-private partnerships may be a consideration for some of the Wildcat projects, especially as they are catalytic projects for redevelopment.

A Community Improvement District (CID) is a special public-private partnership mechanism enabled by the Georgia Constitution. With cooperation from property owners, the administrative bodies of CIDs may levy taxes and fees on real property within the CID area to fund infrastructure improvement and maintenance. Metro Atlanta is home to many CIDs, including the nearby Town Center CID, that support infrastructure improvements in activity centers.

Cherokee County, with approval from the cities of Woodstock and Holly Springs, can establish a CID in the Wildcat area through local legislation. The County must also receive written consent of a majority of taxable property owners within the CID. For more information on CIDs, see Article IX, Section VII of the Georgia Constitution or [Georgia State University's article on CIDs](#).

Wildcat Action Plan

Action Items

To effectively address the transportation needs associated with the anticipated development density, transportation recommendations were created. Each project includes an assumed recommended timeframe, ensuring a phased and strategic approach to enhancing Wildcat's transportation infrastructure and supporting sustainable land use development while also balancing the timing of potential revenues. Through these timeframes, a seamless integration of transportation improvements that cater to both current and future needs of the community will be achieved.

In addition to project recommendations, key action items were developed to support project implementation. These action items address policy and project milestones that the project partners can take in the short-, mid-, and long-terms to advance the goals of the Wildcat Plan. See the table on the following page for a full list of recommended action items.

Champions and Key Partners

Successful implementation of the transportation recommendations and development opportunities for the study area around the I-575 Sixes Road interchange relies on the collaboration and dedication of various champions and key partners. The project partners, including Cherokee County, the cities of Holly Springs and Woodstock, and COED, play a critical role in guiding and approving the necessary projects.

The project partners should engage other key stakeholders as necessary. The tables of action items below detail key partners, including USACE, ARC, GDOT, the railroad owner(s), and the River Park Neighborhood. Coordination with these stakeholders is vital to delivering recommended policies and projects smoothly and efficiently.

Policy Action Item	Coordination
Short-Term Actions	
Adopt Wildcat Plan Cherokee County, Holly Springs, and Woodstock should adopt the Wildcat Plan	N/A
Explore Funding Sources Explore funding sources and develop a financial plan to support the implementation of recommended improvements	Project Partners
Sign Memorandum of Agreement (MoA) Create and sign an MoA between relevant authorities; The MoA should include commitments to collaborate on project implementation and plans for periodic coordination between the groups	Project Partners
Mid-Term Actions	
Update Zoning/Development Ordinances As Needed Review current zoning and development standards and revise code as needed to support transportation improvements and new developments	Project Partners
Access Management Evaluate existing access management standards; Consider an access management overlay zone for the Sixes Road area	Project Partners
Community Improvement District (CID) Explore the creation of a CID to help fund, manage, and oversee the implementation of recommended and future improvements	Project Partners, Wildcat property owners, ARC, GDOT
Project Action Item	Coordination
Short-Term Actions	
I-1: Engineering and Funding Advance engineering and design for intersection realignment and explore short-term funding sources	Project Partners
I-1: ROW Acquisition Acquire necessary ROW on impacted parcels	Project Partners
Mid-Term Actions	
Railroad Coordination Develop plan for railroad coordination; Make early contact with railroad owner(s) regarding impacts to railroad ROW	Project Partners, Railroad
USACE Coordination Coordinate with USACE regarding all projects that would impact Little River and USACE easements	Project Partners, USACE
W-3 and W-4: Engineering and Environmental Advance preliminary engineering and environmental screening for Holly Springs Parkway widening	Project Partners
Interstate Projects: EIS Begin environmental screening process and development of EIS for interstate-related projects (NC-1, NC-3, NC-4)	Project Partners, GDOT
NC-2, W-1, and W-2: Advance Engineering Begin preliminary engineering	Project Partners
Long-Term Actions	
NC-5: Neighborhood Coordination Coordinate with River Park Neighborhood to determine if NC-5 is a desired improvement	River Park Neighborhood



Kimley»Horn



ITEM REPORT

AGENDA ITEM NUMBER: X.F.



FROM: Robert H. Logan, City Manager

MEETING DATE: August 18, 2025

AGENDA ITEM: Proposal dated July 24, 2025, from BM&K for appraisal services for the Hickory Springs Parkway Project Priority 1 and Priority 2, in an amount not to exceed \$52,500.

EXECUTIVE SUMMARY:

The City of Holly Springs has requested a proposal from BM&K for the performance of priority 1 and priority 2 appraisals for the Hickory Springs Parkway Project. We received a proposal from BM&K that includes a detailed list of the affected parcels along with proposed appraisal fees, specialty reports, and specialty report fees. The City needs to have the appraisals completed prior to the negotiation of rights-of-way and easements for the construction of Hickory Springs Parkway.

FISCAL IMPACT:

The fiscal impact is \$52,500 and will be paid from the Special Purpose Local Option Sales Tax (SPLOST) Fund VI.

ATTACHMENTS:

1. Hickory Springs Pkwy Appraisal Proposal

RECOMMENDATION:

The staff recommendation is approval of the proposal.

CONCURRENCES:

Finance and Administration



July 24, 2025

City of Holly Springs
Attn: Rob Logan
3234 Holly Springs Parkway
P. O. Box 990
Holly Springs, GA 30142

RE: Hickory Springs Parkway Project
City of Holly Springs
Cherokee County

Dear Rob:

This is to advise that we can provide the following appraisal services as outlined below:

PRIORITY 1:

Parcel / Tax ID	Comment	Appraisal Fee
1 – 15N14-140B	Total Take – Vacant	\$2,200.00
2 – 15N14-140	Strip Take – Need Area – Vacant	\$2,200.00
3 – 15N14-174	Strip Take – Need Area - Improvements (No Specialty Reports)	\$2,200.00
3 Reports	Appraisal Review (\$1,100 @ 3)	\$3,300.00
Total		\$9,900.00

PRIORITY 2:

Parcel / Tax ID	Comment	Appraisal Fee	Specialty Report	Specialty Report Fee
4 - 15N14-170	Total Take- Improved Res	\$3,400.00		
5 - 15N14-117	Total Take- Industrial	\$3,400.00	TF- Lg. Ind. Sign	\$6,500 \$800
6 - 15N14-113	Total Take- Industrial	\$3,400.00	TF- Lg. Ind. Sign	\$6,500 \$800
7 - 15N14-112	Total Take- Industrial	\$3,400.00	TF-Lg. Ind. Sign	\$6,500 \$800
4 Reports	Appraisal Review (\$1,100 @ 1, \$2,000 @ 3)	\$7,100.00		
Sub-Total		\$20,700.00		\$21,900.00
Total				\$42,600.00



PRIORITY 1 Total: **\$9,900.00**

PRIORITY 2 Total: **\$42,600.00**

Note: Acquisition fees and relocation fees are not included.

This is a request to proceed with the Hickory Springs Parkway widening on the above parcels included in Priority 1 and Priority 2. We have 2 appraisers available, so the work could start on both phases simultaneously.

Also, this is to request that we be allowed to proceed with title work.

Please advise. If you have questions, you may contact me at 706-215-0003 or Mickie McJunkin at 404-291-9577.

Sincerely,

Donald B. Clerici
Donald B. Clerici, P. E.
BM&K, an LJA Company

Cc: Mickie McJunkin

ITEM REPORT

AGENDA ITEM NUMBER: X.G.



FROM: Robert H. Logan, City Manager

MEETING DATE: August 18, 2025

AGENDA ITEM: Proposal dated August 7, 2025, from TSF Concrete for the 2025 Sidewalk and Stormwater Catch Basin Top Repairs Project, in an amount not to exceed \$24,845.

EXECUTIVE SUMMARY:

The City of Holly Springs requested proposals for the 2025 Sidewalk and Stormwater Catch Basin Top Repairs Project to repair and replace sections of sidewalk and catch basin tops in Harmony on the Lakes, Holly Commons, Avery Landing, Woodhaven, and Barrett Farms. The City Engineer added repairs in Cagle Heights to the list on August 7, 2025, using unit pricing provided in the proposals. The City Engineer recommends awarding the contract to TSF Concrete.

FISCAL IMPACT:

The fiscal impact of this project is \$24,845. The sidewalk repairs cost is \$19,345 and will be paid from the Special Purpose Local Option Sales Tax Fund VI (SPLOST VI). The stormwater repairs cost is \$5,500 and will be paid from the Stormwater Fund.

ATTACHMENTS:

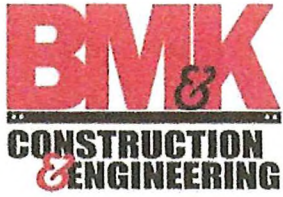
1. Holly Springs Sidewalk and Stormwater Project
2. 2025 Stormwater and Catch Basin quotes

RECOMMENDATION:

The staff recommendation is approval of the proposal.

CONCURRENCES:

Finance and Administration



www.bmandk.com

August 7, 2025

Rob Logan
City of Holly Springs

RE: Holly Springs Storm Water Maintenance
Various Sidewalk, ADA Ramp, and Catch Basin Top replacements

Dear Mr. Logan

Attached are the additional locations and costs to include Cagle Heights repairs.

Apparent Low Bidder is TSF Concrete at \$19,660.00
With the proposed additions, the quote total will become **\$24,845.00**

Sincerely,

A handwritten signature in black ink, appearing to read "MG", enclosed within a hand-drawn oval.

Mitch Green
Project Inspector

CC: Jacob Hughes, P.E., City Engineer for Holly Springs

2025 - Holly Springs - Sidewalk / Storm Water Catch Basin Top Repairs

Contractor	Lump Sum	Additions if needed (minimums would apply as needed)		
		R & R Sidewalk (SF)	Grind Sidewalk Ends (EA)	Catch Basin Tops (EA)
TSF Concrete	\$19,660	\$7	\$100	\$1,375
Mercer Construction	\$28,200	\$10	\$150	\$2,100
Surface Titan	\$32,688	\$14	\$110	\$3,500

Addition - Cagle Heights

\$5,185

330
\$2,310

4
\$400

1
\$1,375

Dumpster Skid Steer
\$600 \$500

Total Cost =

\$24,845

Holly Springs 2025 Sidewalk / Storm Water repairs

Location #		Sidewalk SF	Grind Ends	ADA Ramp	Catch Basin	Grading	Instructions - EACH Location will be marked prior to work beginning
	Harmony on the Lakes						
1	130 Park West	25					Remove / Replace
2	732 Crescent Cir - 1		1				Grind to delete trip hazard
3	732 - 736 Crescent Cir	245				As Needed	Remove/Replace 8 feet from 732 - Remove/Replace 21 feet from 736 - Remove bush/tree - Tie sidewalk into driveway flush on both sides
4	740 Crescent Cir -1		1				Grind to delete trip hazard
5	740 Crescent Cir -2	50					Remove / Replace
6	752 Crescent Cir		1				Grind to delete trip hazard
7	Reserve Overlook	540			1	regrade area	Remove / Replace Catch Basin Top and sidewalk - Begin at intersection of Lake Reserve Way - Contact Mitch BEFORE pouring for inspection
8	417 Argonne Terrace	75				fill 6-inches	Remove/Replace - High point to high point and LEVEL
	Holly Commons (N - S)						
9	Holly Commons Circle		2		1		Remove / Replace Catch Basin Top - Grind sidewalk to delete trip hazard
10		60					Remove / Replace
11		60					Remove / Replace Triangular Area
12		75		1			Remove / Replace - Lower interior sidewalk to make ADA Ramp a Type C, GDOT Construction Standard A-3
13		50					Remove / Replace
14		75					Remove / Replace
	Avery Landing						
15	214 William Creek Drive	50					Remove / Replace
	Woodhaven Ct						
16	129 Wood Hollow Dr		1				Grind to delete trip hazard
17	137 Wood Hollow Dr	100				fill 3-inches	Remove / Replace - Contact Mitch BEFORE pouring for inspection
18	313 Westfield Bend		1				Grind to delete trip hazard
	BarrettFarms						
19	91 Barrett Springs				1		Remove / Replace Catch Basin Top
	Totals	1405	7	1	3		
		Sidewalk SF	Grind Ends	ADA Ramp	Catch Basin	Grading	Instructions - EACH Location will be marked prior to work beginning
	Cagle Heights						
20	209 Orchard Trail		2				One on each side of street
21	218 Orchard Trail	50					
22	265 Orchard Trail	30					
23	268 Orchard trail		1				
24	269 Orchard Trail		1				
25	275 Orchard Trail	50					
26	279 Orchard Trail	50					
27	406 Orchard Trail	60					
28	412 Orchard Trail	60			1		
29	Stringer Road	30					
	Totals	330	4	0	1		



Proposal: Holly Springs Repair
 Submitted to: City of Holly Springs, Rob Logan City Manager
 Address: Holly Springs, GA
 Date: 08/06/25

Sidewalk and other items	Quantities	Cost Per	Total
R&R Sidewalk	1,405 SF	\$7.00	\$9,835.00
Grind Ends	7 EA	\$100.00	\$700.00
ADA Ramp	1 EA	\$1,000.00	\$1,000.00
Catch Basin Top	3 EA	\$1,375.00	\$4,125.00
Tree Removal	1 LS	\$300.00	\$300.00
Dumpster	3 EA	\$600.00	\$1,800.00
Skid Steer	1 EA	\$1,500.00	\$1,500.00
Stump Grinder	1 DY	\$400.00	\$400.00
Total			\$19,660.00

Grand Total	\$19,660.00
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Notes:
 General contractor responsible for supplying all grates for curb inlets

All estimates are good for 60 days.
 Due to supply chain issues, our suppliers are only holding pricing for 60 days. After that time, pricing is subject to increase. Once we receive acceptance, we can attempt to lock in pricing from manufacture, if their pricing has not expired and if they are willing to hold prices. Most suppliers are not willing to hold pricing for more than 60 days, therefore, depending upon timing of installation, pricing revisions may be necessary before work can begin.
 Pricing is for budgeting purposes only.

All grading to be +/- .2 of one foot. Additional grading, if required, will be \$150.00 per hour.

Please sign below and email back to tsfcllc@gmail.com upon approval.

Submitted to: _____ Approved by: _____
 _____ Date: _____

Company Address:
 2635 Buford Dam Rd
 Cumming, GA 30041

Email Address
 tsfcllc@gmail.com

Phone number
 770-374-1795

MERCER CONSTRUCTION SERVICES

412 Candler Trl
Canton, GA 30115
(770) 591-4683
office@mercerc-mcs.com



Proposal

ADDRESS
City of Holly Springs
103 MTN BROOK DRIVE, STE 112
Canton, GA 30115

PROPOSAL 1899
DATE 08/04/2025

JOB NAME
Holly Springs 2025 Sidewalk

DATE	QTY	DESCRIPTION	RATE	AMOUNT
	1,405	Square ft of sidewalk to be demo and repour.	10.00	14,050.00
	7	Ends to grind.	150.00	1,050.00
	1	ADA ramp.	1,200.00	1,200.00
	3	Catch basin tops to be demo and repour. #5 rebar	2,100.00	6,300.00
	1	Grading.	2,800.00	2,800.00
	1	Landscape repairs.	2,800.00	2,800.00

Please note that our business and email address have recently changed

TOTAL

\$28,200.00

Accepted By

Accepted Date

Surface Titan LLC

2100 Chicopee Mill Road, Suite E
Gainesville, GA 30504
+17709404398
admin@surfacetitan.com

**Estimate****ADDRESS**

City of Holly Springs
Attn: Rob Logan, City Manager
3237 Holly Springs
Holly Springs, GA 30115

ESTIMATE

25-3201

DATE

08/06/2025

PROJECT

Holly Springs 2025 Sidewalk

PROJECT NOTES

Storm Water Repairs

PROJECT MANAGER

Frank Green

ITEM / SERVICE	QTY	UNIT	RATE	AMOUNT
Misc Services Lump sum includes 1405 sq ft of sidewalk, 7 grind ends, 1 ADA ramp, & 3 catch basins. Demo, Remove, & Repour Per Unit Pricing for Additional Work	1	Each	32,687.50	32,687.50
Sidewalk, 4" Concrete T.O.R. Concrete Sidewalk, Demo, Remove, & Repour	0	Square Foot	13.50	0.00
Grinding for trip hazards Grinding for trip hazards	0	Each	110.00	0.00
ADA Ramp with ADA Pad - Demo, Remove, Repour ADA Ramp with ADA Pads - Demo, Remove, Repour	0	Each	2,450.00	0.00
SWCB, Top Only Single Wing Catch Basin, Demo, Remove, Repour	0	Each	3,500.00	0.00

Contact Surface Titan LLC to pay.

TOTAL**\$32,687.50**

Accepted By

Accepted Date

ITEM REPORT

AGENDA ITEM NUMBER: X.H.



FROM: Robert H. Logan, City Manager

MEETING DATE: August 18, 2025

AGENDA ITEM: Proposal dated August 7, 2025, from TSF Concrete for the Holly Springs Stormwater Maintenance Project at 103 Childers Road, in an amount not to exceed \$5,850.

EXECUTIVE SUMMARY:

The City of Holly Springs requested proposals for the Holly Springs Stormwater Maintenance Project at 103 Childers Road. The City Engineer obtained four (4) proposals from contractors to complete the work. The City Engineer recommends awarding the contract to TSF Concrete.

FISCAL IMPACT:

The fiscal impact of this project is \$5,850. The project will be paid from the Stormwater Fund.

ATTACHMENTS:

1. Childers Acres Stormwater Project 1

RECOMMENDATION:

The staff recommendation is approval of the proposal.

CONCURRENCES:

Finance and Administration



www.bmandk.com

August 7, 2025

Rob Logan
City of Holly Springs

RE: Holly Springs Storm Water Maintenance
103 Childers Drive

Dear Mr. Logan

Attached is a breakdown of quotes from four (4) prospective contractors for the replacement of the subject driveway and pipe.

Apparent Low Bidder is TSF Concrete at \$5,850.00

Sincerely,

A handwritten signature in black ink, appearing to read "Ma" or "M", enclosed within a circular scribble.

Mitch Green
Project Inspector

CC: Alex Gray, Holly Springs

103 Childers Driveway

Contractor	Lump Sum			
Kee Land Enterprises	\$7,440			
Mercer Construction	\$6,000			
Surface Titan	\$7,685			
TSF Concrete	\$5,850			



Proposal: 103 Childers Drive
 Submitted to: Mitch Green
 Address: 103 Childers Drive
 Date: 08/08/25

Sidewalk and other items	Quantities	Cost Per	Total
R&R Driveway	1 LS	\$2,250.00	\$2,250.00
Dumpster	1 EA	\$600.00	\$600.00
Grading	4 HR	\$150.00	\$600.00
Total			\$3,450.00

Additional Items	Quantities	Cost Per	Total
CMP with typical flared ends	1 LS	\$2,400.00	\$2,400.00
Total			\$2,400.00

Grand Total			\$5,850.00
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Notes:
 General contractor responsible for supplying all grates for curb inlets

All estimates are good for 60 days.
 Due to supply chain issues, our suppliers are only holding pricing for 60 days. After that time, pricing is subject to increase. Once we receive acceptance, we can attempt to lock in pricing from manufacture, if their pricing has not expired and if they are willing to hold prices. Most suppliers are not willing to hold pricing for more than 60 days, therefore, depending upon timing of installation, pricing revisions may be necessary before work can begin.
 Pricing is for budgeting purposes only.

All grading to be +/- .2 of one foot. Additional grading, if required, will be \$150.00 per hour.

Please sign below and email back to tsfcllc@gmail.com upon approval.

Submitted to: Frank Green via email
 Approved by: _____
 Date: _____

Company Address:
 2635 Buford Dam Rd
 Cumming, GA 30041

Email Address
 tsfcllc@gmail.com

Phone number
 770-374-1795

Frank Green

From: Nicole Smith <keelandenterprises@gmail.com>
Sent: Tuesday, August 5, 2025 6:30 PM
To: Frank Green
Subject: Childers Drive Estimate

[EXTERNAL EMAIL]

Frank,

The estimated lump sum cost of \$7,440.00 includes 20 ft of 18" CMP pipe, 2 flared in pieces, concrete, forming, and grading, and 5 yards of concrete.

This estimate excludes surveying, rock, stamped concrete, mailbox relocation, and any grading outside 5ft of new concrete. This price also excludes rip-rap at inlet and outlet of pipe.

This estimate will be valid for 30 days.

I'm going to enjoy working for you!

Nicole

[EXTERNAL EMAIL] Exercise caution. Do not open attachments or click links from unknown senders or unexpected email

MERCER CONSTRUCTION SERVICES

412 Candler Trl
Canton, GA 30115
(770) 591-4683
office@mercerc-mcs.com



Proposal

ADDRESS
City of Holly Springs
103 MTN BROOK DRIVE, STE 112
Canton, GA 30115

PROPOSAL 1900
DATE 08/06/2025

JOB NAME
103 Childers Drive

DATE	QTY	DESCRIPTION	RATE	AMOUNT
	1	Demo bottom section of drive so we can replace pipe. Then repour drive 6in thick.	2,800.00	2,800.00
	1	Remove existing pipe. Install 20 ft of 18 CMP with stander flared ends. We will compact dirt when we back fill pipe. We will grade around the ends and seed and straw.	3,200.00	3,200.00
		Site will be left clean. We will dispose of all debris.		

Please note that our business and email address have recently changed

TOTAL

\$6,000.00

Accepted By

Accepted Date

Surface Titan LLC

2100 Chicopee Mill Road, Suite E
Gainesville, GA 30504
+17709404398
admin@surfacetitan.com



Estimate

ADDRESS

BM&K
103 Mtn Brook Dr
Ste 112
Canton, GA 30115

ESTIMATE

25-3202

DATE

08/06/2025

PROJECT

103 Childers Drive

PROJECT NOTES

Driveway Repair / Pipe Replace

PROJECT MANAGER

Frank Green

ITEM / SERVICE	QTY	UNIT	RATE	AMOUNT
Concrete Driveway, Demo, Remove, Re-Pour - saw cut at existing crack, re-pour 6" thick and flush with roadway (per sq. ft.)	185	Square Foot	15.00	2,775.00
Mobilization Mobilization	1		500.00	500.00
MiniX w/ Operator, Hourly Mini Excavator - Pipe Removal and Installation	8	Hour	110.00	880.00
Labor Hourly - General Labor (2 men at 4 hrs each) - Pipe, Site Clean-up	8	Hour	55.00	440.00
Pipe Pipe CMP 18" 20 feet	1	Each	1,050.00	1,050.00
Pipe Pipe - Flared End Sections	2	Each	680.00	1,360.00
Pipe Pipe - Bands	2	Each	40.00	80.00
Misc Services Stabilization, Seed/Straw	1	Each	300.00	300.00
Dump / Disposal Fees Disposal - Pipe and Concrete	1	Load	300.00	300.00

Contact Surface Titan LLC to pay.

TOTAL

\$7,685.00

Accepted By

Accepted Date

ITEM REPORT

AGENDA ITEM NUMBER: X.I.



FROM: Denise Lamazares, Finance Director

MEETING DATE: August 18, 2025

AGENDA ITEM: Resolution to amend stormwater service fee rates from \$5.00 per Equivalent Residential Unit (ERU) per month to \$5.42 per ERU per month.

EXECUTIVE SUMMARY:

The Stormwater Utility Fee is a charge included as a separate line item on the annual tax bills of all residents, businesses, institutions, agencies, and organizations located in Holly Springs. The money that is collected can only be spent on stormwater management and improvements. The fee is based on the total area of impervious surface on a parcel. Impervious surfaces are areas that cannot absorb rainfall and include rooftops, sidewalks, driveways, etc. All residential parcels are charged a flat rate, while non-residential parcel charges vary. We are proposing an increasing the monthly ERU rate from \$5.00 to \$5.42.

FISCAL IMPACT:

Additional Stormwater Utility Fees

ATTACHMENTS:

1. RES-2024-2025 Stormwater Utility Fee Resolution

RECOMMENDATION:

The staff recommendation is approval of the resolution to amend stormwater service fees from \$5.00 per ERU per month to \$5.42.

CONCURRENCES:

Finance and Administration

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF HOLLY SPRINGS, GEORGIA, TO AMEND THE STORMWATER SERVICE FEE RATES

WHEREAS, the Georgia Constitution authorizes municipalities to provide stormwater systems and services; and

WHEREAS, the Georgia Supreme Court has held that municipalities may prescribe, revise and collect rates, fees, tolls, or charges for the services, facilities, or commodities furnished or made available by a stormwater utility; and

WHEREAS, the Mayor and City Council of the City of Holly Springs, Georgia, adopted an ordinance on July 20, 2009, establishing Article III – Stormwater Utility, Chapter 78 - Utilities; and

WHEREAS, the Georgia Supreme Court has recognized that the amount of impervious surface is the most important factor influencing the cost of stormwater management services; and

WHEREAS, stormwater service fees shall be a periodic service charge which shall be used only for the purpose of funding the City of Holly Springs stormwater utility's cost of providing stormwater management services and stormwater management systems and facilities; and

WHEREAS, stormwater service fees shall be based on the relative contribution of each customer to the demand for stormwater management services, shall be structured so as to be fair and reasonable and shall bear a substantial relationship to the cost of providing stormwater management services and stormwater management systems and facilities; and

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Mayor and City Council of the City of Holly Springs, Georgia, do hereby adopt the following:

- (1) The Equivalent Residential Unit (ERU) of 2,700 square feet of impervious surface is established for the calculation of stormwater service fees within the corporate limits of the City of Holly Springs.
- (2) The stormwater service charge per ERU shall be five dollars and forty-two cents (\$5.42) per month.
- (3) All single family, duplex, and townhome residential lots shall be charged the rate applicable to one (1) ERU per month.
- (4) For all other developed properties, the stormwater service charge rate shall be based on the following calculation:

$$\begin{aligned} \text{Total Impervious Surface Area} \div 2,700 &= \# \text{ of ERUs} \\ \# \text{ of ERUs} \times \$5.42 &= \text{Monthly Fee} \end{aligned}$$

- (5) This rate structure shall become effective immediately upon approval from the Mayor and City Council.

SO RESOLVED by the Mayor and City Council of the City of Holly Springs, Georgia, this 18th day of August 2025.

This Resolution is adopted this 18th day of August 2025.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

ITEM REPORT

AGENDA ITEM NUMBER: X.J.



FROM: Denise Lamazares, Finance Director

MEETING DATE: August 18, 2025

AGENDA ITEM: Ordinance to set the 2025 Millage Rate of 4.945 mills.

EXECUTIVE SUMMARY:

An ordinance to set the 2025 ad valorem tax rate for the fiscal year commencing January 1, 2026, and ending December 31, 2026.

FISCAL IMPACT:

ATTACHMENTS:

1. 2025 Millage Rate Ordinance

RECOMMENDATION:

The staff recommendation is approval of the Ordinance for the 2025 millage rate of 4.945 mills.

CONCURRENCES:

Finance and Administration

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF HOLLY SPRINGS, GEORGIA, TO SET THE 2025 AD VALOREM TAX RATE OF THE CITY OF HOLLY SPRINGS, GEORGIA FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2026, AND ENDING DECEMBER 31, 2026; AND FOR OTHER PURPOSES

Be it Ordained and Established by the Mayor and City Council of the City of Holly Springs, Georgia as follows:

Section 1. The 2025 ad valorem tax rate for the City of Holly Springs, Georgia on property subject to ad valorem taxation by the City is hereby set at 4.945 mills on forty percent (40%) of each \$1,000 of property subject to ad valorem tax by the City.

Section 2. Said rate of 4.945 mills on forty percent (40%) of each \$1,000 of taxable property is hereby levied for General Government purposes.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

SO ORDAINED this 18th day of August 2025.

CITY OF HOLLY SPRINGS

Ryan P. Shirley, Mayor

Attest:

Karen Norred, City Clerk
(Seal)