



# REGIONAL REVIEW NOTICE

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

DATE: May 25 2010

ARC REVIEW CODE: R1005251

TO: Mayor Mario Avery  
ATTN TO: Troy Besseche, City of Fairburn  
FROM: Charles Krautler, Director

NOTE: This is digital signature.  
Original on file.

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

**Name of Proposal:** Southcreek V

**Submitting Local Government:** City of Fairburn

**Review Type:** DRI

**Date Opened:** May 25 2010

**Deadline for Comments:** Jun 8 2010

**Date to Close:** Jun 24 2010

**DRI Checklist Preliminary Summary:**

Regional Policies and Adopted Plans: **83%**

Project Score: 52%

Open Space, Preservation, and Environmental Quality Score: 59%

Overall Score: 62.9%

**Overall Weighted Score: 69%**

**PRELIMINARY COMMENTS:** According to the Unified Growth Policy Map (UGPM), the proposed development is located in an area designated as suburban development that recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. The proposed development is also located within a freight area on the UGPM.

The proposed development is located in an area that is rapidly changing and is becoming primarily dominated by industrial and warehouse uses within Fulton County. It is important to consider compatible uses and potential land use conflicts as the area continues to develop.

The proposed project is located within the Line Creek Water Supply watershed, a small (less than 100 square mile) watershed which is a water supply source for both Coweta and Fayette counties, both of which are in the Metropolitan North Georgia Water Planning District. Under the Georgia Planning Act, all development in the watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams including a 75-foot buffer more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste.

The City will need to determine if the proposal is within the 25 percent impervious coverage requirement for its portion of the basin, unless alternate criteria have been developed and approved

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY  
CITY OF TYRONE

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF PALMETTO

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FAYETTE COUNTY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.  
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .



# REGIONAL REVIEW NOTIFICATION

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## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Southcreek V** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3309 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Return Date: *Jun 8 2010*

**ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM**

DATE: May 25 2010

ARC REVIEW CODE: R1005251

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Extension: 3-3309

**Reviewing staff by Jurisdiction:**

**Land Use:** Tuley, Jon

**Transportation:** Hammond, Regan

**Environmental:** Santo, Jim

**Research:** Skinner, Jim

**Aging:** Rader, Carolyn

**Name of Proposal:** Southcreek V

**Review Type:** Development of Regional Impact

**Description:** This project, located in the City of Fairburn, is a proposed 1,495,000 square foot distribution and warehouse facility. The proposed project is located along Oakley Industrial Blvd, south of Interstate 85

**Submitting Local Government:** City of Fairburn

**Date Opened:** May 25 2010

**Deadline for Comments:** Jun 8 2010

**Date to Close:** Jun 24 2010

**Response:**

- 1)  Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2)  While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3)  While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4)  The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5)  The proposal does NOT relate to any development guide for which this division is responsible.
- 6)  Staff wishes to confer with the applicant for the reasons listed in the comment section.

**COMMENTS:**


**General Project Information**

<b>Project name:</b>	Southcreek V		
<b>DRI number:</b>	2110		
<b>Local jurisdiction:</b>	City of Fairburn		
<b>Local government action requested:</b>	Permit modification		
<b>Project description (include acreage):</b>	The proposed project is located on 71.938 acres in the southeast quadrant of the intersection of Oakley Industrial Blvd and Creekwood Drive, in the City of Fairburn. The proposed development consists of the construction of a 1,490,850 sf high cube warehouse/distribution facility. The development will be done in two phases as noted in the next question. Final build-out of the site will consist of the 1,490,850 sf single story high cube facility with 301 automobile parking spaces and 473 trailer staging spaces.		
<b>Project phasing/buildout:</b>	Phase 1 2011, Phase 2 2013		
<b>Project location:</b>	The southeast quadrant of the intersection of Oakley Industrial Blvd and Creekwood Drive, in the City of Fairburn.		
<b>Current description of the site:</b>	Western 55 acres of the site was pregraded by developer for a smaller building in 2008. Remaining portion of the site was native wooded area.		
<b>Is any portion of the project built or under construction?</b>	Yes		
<b>If you answered the previous question with "Yes", please describe.</b>	Site is currently being graded for larger building.		
<b>Affected local governments (3 miles of project site):</b>	Fulton County, City of Palmetto, Fayette County, City of Tyrone		
<b>Adjacent/surrounding land uses and development:</b>	Line Creek Nature Preserve lies to the northeast, southeast and southwest of the site which contains a 330 ft wide Georgia Power Co easement. Oakley Industrial Blvd forms the northwestern boundary of the site. Creekwood Drive forms a portion of the western boundary of the site. The site abuts one residential lot. There are other residential and industrial developments within the area		
<b>Value at Build-Out:</b>	\$50,000,000		
<b>Expected annual local tax revenues:</b>	\$112,500		
<b>Site access roads:</b>	Oakley Industrial Blvd & Creekwood Drive		
<b>Number of site driveways proposed:</b>	3		
<b>Total traffic volume to be generated by the proposed development:</b>	Daily: 3038; AM Peak: 161 (105/56); PM Peak: 155 (51/104)		
<b>Estimated water supply demand to be generated by project:</b>	704,673 gal/yr		
<b>Sufficient water capacity available:</b>	Yes		
<b>Estimated sewage flow to be generated by project:</b>	704,673 gal/yr		
<b>Sufficient wastewater capacity available:</b>	Yes		
<b>Estimated solid waste generated by the project annually:</b>	261 tons/yr		
<b>Sufficient landfill capacity available:</b>	Yes		
<b>Number of students expected to be generated by the project:</b>	N/A		
<b>Schools expected students to attend and capacity:</b>			
<b>School 1:</b>	N/A	<b>Capacity:</b>	N/A
<b>School 2:</b>	N/A	<b>Capacity:</b>	N/A
<b>School 3:</b>	N/A	<b>Capacity:</b>	N/A

	GRTA Criteria	ARC Score	Comments
<b>A. Regional Plans and Policies</b>			
<b>1. Unified Growth Policy Map</b>			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Suburban Neighborhood and Freight Area
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	
<b>2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance</b>			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	0	Information not submitted for the review
<b>3. Regional Transportation Plan (RTP) Goals &amp; Objectives</b>			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		1	The proposed development is located adjacent to Interstate 85, but is located more than 1 mile from the nearest interchange. The proposed development is located more than 1 mile from Senoia Road which is on the RSTS.
<b>4. RTP and Transportation Improvement Program (TIP)</b>			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies) See traffic study
<b>5. Livable Centers Initiative (LCI)</b>			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects) The proposed development is not within an LCI study area

	GRTA Criteria	ARC Score	Comments
<b>A. Regional Plans and Policies</b>			
<b>6. Regionally Adopted Plans</b>			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located)
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		3	
<b>7. Locally Adopted Plans</b>			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		N/A	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
<b>Possible Score (Standard is 42)</b>	N/A	<b>30</b>	
<b>Components Score</b>	N/A	<b>25</b>	
<b>Percentage</b>	N/A	<b>83%</b>	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>1. Mixture of Uses</b>			
A. Does the development incorporate a mixture of complementary land uses? <ul style="list-style-type: none"> <li>• 3 points: There are 3 or more complementary uses within the development.</li> <li>• 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses.</li> <li>• 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses.</li> </ul>	N/A	N/A	
B. Does the development have vertically mixed uses? <ul style="list-style-type: none"> <li>• 3 points: The development contains three or more vertically mixed uses.</li> <li>• 2 point: The development contains two or more vertically mixed uses.</li> </ul>	N/A	N/A	
C. The development contains or is in close proximity to active or passive greenspace? <ul style="list-style-type: none"> <li>• 3 points: The development contains both an active and passive greenspace.</li> <li>• 2 points: The development is adjacent to active or passive greenspace with connections.</li> <li>• 1 point: The development is within 1/2 mile of an active or passive greenspace.</li> </ul>	N/A	2	The development is adjacent to the City of Fairburn's Line Creek Nature Preserve on the northeast, southeast, and southwest sides
<b>2. Jobs to Housing Balance</b>			
Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)? <ul style="list-style-type: none"> <li>• 3 points: Yes, the development is located within 1/2 mile of a defined metro job center.</li> <li>• 2 points: Yes, the development is located within 1 mile of a defined metro job center.</li> </ul>	N/A	0	The proposed development is located more than 1 mile from the nearest metro job center
<b>3. Housing Diversity and Affordability</b>			
A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types). <ul style="list-style-type: none"> <li>• 3 points: Yes.</li> </ul>	N/A	N/A	
B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood? <ul style="list-style-type: none"> <li>• 3 points: Yes.</li> </ul>	N/A	N/A	
C. For developments with a multifamily rental component, does the development achieve certain affordability levels? <ul style="list-style-type: none"> <li>• 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> <li>• 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> <li>• 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> </ul>	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? <ul style="list-style-type: none"> <li>• 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income.</li> <li>• 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income.</li> <li>• 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.</li> </ul>	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? <ul style="list-style-type: none"> <li>• 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income.</li> <li>• 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income.</li> <li>• 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.</li> </ul>	N/A	N/A	
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? <ul style="list-style-type: none"> <li>• 3 points: Yes.</li> </ul>	N/A	N/A	The development is located in an area planned for additional industrial uses
<b>4. Aging in Place</b>			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? <ul style="list-style-type: none"> <li>• 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives.</li> <li>• 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives.</li> <li>• 1 point: Yes, the development includes accessibility measures.</li> </ul>	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). <ul style="list-style-type: none"> <li>• 3 points: Yes</li> </ul>	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>5. Accessibility - Non-motorized</b>			
A. Are there sidewalks within the development? • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets.		0	
B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? • 3 points: Yes		0	
C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations? • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes.		N/A	
D. Does the development include construction of multi-use trails? • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only.		N/A	
E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices? • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed.		0	
F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided? • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network.		0	There is one sidewalk in between the building and one row of parking. The applicant should investigate adding sidewalks from the building to the rest of the employee parking area and to the public street.
G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site? • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only.		N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		N/A	
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		1	While the truck trailer parking is located to the side of the proposed building, all parking should be screened from view using a vegetative (or other) buffer.
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		2	
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	N/A	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)
<b>6. Accessibility - Transit</b>			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		N/A	
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
<b>7. Access Management</b>			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		N/A	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		N/A	
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		N/A	
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		N/A	Traffic light may not be warranted at this intersection
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. <ul style="list-style-type: none"> <li>• 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way.</li> <li>• 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way.</li> <li>• 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.</li> </ul>	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
<b>8. Connectivity</b>			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? <ul style="list-style-type: none"> <li>• 3 points: There are separate ingress/egress points in 3 or more cardinal directions.</li> <li>• 2 points: There are separate ingress/egress points in 2 cardinal directions.</li> <li>• 1 point: There are separate ingress/egress points.</li> </ul>		2	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? <ul style="list-style-type: none"> <li>• 3 points: There are connections to all adjacent stub outs or dead ends.</li> <li>• 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided.</li> <li>• 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).</li> </ul>		N/A	
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? <ul style="list-style-type: none"> <li>• 3 points: All proposed land uses within the development are connected via the internal street network.</li> <li>• 2 points: Most of the proposed land uses within the development are connected via the internal street network.</li> </ul>		N/A	
D. Can the internal street network be reasonably anticipated to add to the public roadway? <ul style="list-style-type: none"> <li>• 3 points: No restricted access</li> <li>• 2 points: Internal restricted access with multiple access points</li> </ul>		N/A	
E. Is the development consistent with other connectivity related issues not fully addressed above? <ul style="list-style-type: none"> <li>• 3 points: Yes</li> </ul>		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>9. Project Character and Design</b>			
A. Is the development a redevelopment site? <ul style="list-style-type: none"> <li>• 3 points: The development is a redevelopment site that requires environmental remediation.</li> <li>• 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones.</li> <li>• 1 point: The development is a redevelopment site.</li> </ul>	N/A	N/A	
B. Does the development re-use or rehabilitates existing and/or historic structures? <ul style="list-style-type: none"> <li>• 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development.</li> <li>• 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development.</li> </ul>	N/A	N/A	
C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc? <ul style="list-style-type: none"> <li>• 3 points: Yes and on-site community spaces are open to the general public.</li> <li>• 2 points: Yes.</li> </ul>	N/A	N/A	
D. Does the development provide no more parking than the minimum required by the local jurisdiction? <ul style="list-style-type: none"> <li>• 3 points: A parking variance is being requested to provide less than the minimum required.</li> <li>• 2 points: Yes.</li> </ul>	N/A	3	The applicant has indicated that a variance for required parking was granted by City of Fairburn Mayor and Council during Site Plan approval, providing for less than the minimum usually required.
E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment? <ul style="list-style-type: none"> <li>• 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles.</li> <li>• 2 points: Yes, the development includes 3 of the above listed.</li> <li>• 1 point: Yes, the development includes 2 of the above listed.</li> </ul>	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>10. Community Facilities</b>			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	3	
<b>11. Infrastructure Adequacy</b>			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	3	(Please explain)
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	1	There is a rail transfer station approximately 3 miles from the proposed development
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	2	
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
<b>Possible Score</b>			
	N/A	<b>48</b>	
<b>Component Score</b>			
	N/A	<b>25</b>	
<b>Percentage</b>			
	N/A	<b>52%</b>	

	GRTA Criteria	ARC Score	Comments
<b>C. Open Space and Preservation/ Environmental Quality</b>			
<b>1. Protection of Critical Environmental Areas</b>			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	2	
<b>2. Conservation</b>			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	0	Less than 30%
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	0	To receive points for this question, the applicant needs to provide ARC with a letter indicating that "xeriscaping" will be used. The applicant has indicated that landscaping of the site will be "xeriscaping" and will require no irrigation.
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	None indicated on the site plan
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>C. Open Space and Preservation/ Environmental Quality</b>			
<b>3. Stormwater Management</b>			
A. Does the development have a stormwater management plan? <ul style="list-style-type: none"> <li>• 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities.</li> <li>• 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume)</li> </ul>	N/A	2	The applicant has indicated that the development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume). See Stormwater Management Study.
<b>4. Buffers</b>			
A. Will the proposed development require a stream buffer variance under any applicable ordinances? <ul style="list-style-type: none"> <li>• 3 points: The development does not require a stream buffer variance.</li> </ul>	N/A	3	
<b>5. Environmental Protection</b>			
C. Is the development seeking a LEED certification? <ul style="list-style-type: none"> <li>• 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments.</li> <li>• 2 points: At least half of the non-residential buildings are seeking LEED certification.</li> <li>• 1 point: One non residential buildings is seeking LEED certification.</li> </ul>	N/A	0	To receive points for this question, the applicant needs to provide ARC with a letter indicating that LEED certification will be pursued.
D. Is the development seeking an EarthCraft certification? <ul style="list-style-type: none"> <li>• 3 points: The development is seeking Earthcraft Communities certification.</li> <li>• 2 points: At least half the residential homes will be certified an Earthcraft Home.</li> </ul>	N/A	N/A	
<b>Possible Score</b>	N/A	<b>27</b>	
<b>Component Score</b>	N/A	<b>16</b>	
<b>Percentage</b>	N/A	<b>59%</b>	

# ARC Score Sheet

Enter the values for the appropriate numbered section.

## ***A. Regional Development Plans and Policies (50% of the Total Score)***

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	6
3. Regional Transportation Plan (RTP) Transportation	Section Score:	1
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	3
7. Locally Adopted Plans	Section Score:	6
	<b>A. Component Points:</b>	25
	<b>B. Points Possible Points:</b>	30
	<b>C. Component Percentage</b>	83%

## ***B. Project (30% of the Total Score)***

1. Mixture of Uses	Section Score:	2
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	3
7. Accessibility- transit	Section Score:	0
8. Access Management	Section Score:	6
9. Connectivity	Section Score:	2
10. Project Character and Design	Section Score:	3
11. Community Facilities	Section Score:	3
12. Infrastructure Adequacy	Section Score:	6
	<b>A. Component Points:</b>	25
	<b>B. Points Possible Points:</b>	48
	<b>C. Component Percentage</b>	52%

## ***C. Open Space and Preservation/Environmental Quality (20% of the Total Score)***

1. Protection of Critical Environmental Areas	Section Score:	8
2. Conservation	Section Score:	3
3. Stormwater Management	Section Score:	2
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	0
	<b>A. Component Points:</b>	16
	<b>B. Points Possible Points:</b>	27
	<b>C. Component Percentage</b>	59%

<b>A. Total Points:</b>	66
<b>B. Total Possible Points:</b>	105
<b>C. Unweighted Score</b>	62.9%

<b>Overall Project Score</b>	<b>69%</b>
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**CLOROX FAIRBURN DRI**  
**City of Fairburn**  
**Environmental Planning Division Review Comments**

**May 24, 2010**

**Water Supply Watershed Protection**

The proposed project is located within the Line Creek Water Supply watershed, a small (less than 100 square mile) watershed which is a water supply source for both Coweta and Fayette counties, both of which are in the Metropolitan North Georgia Water Planning District. Under the Georgia Planning Act, all development in the watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams including a 75-foot buffer more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste.

The City will need to determine if the proposal is within the 25 percent impervious coverage requirement for its portion of the basin, unless alternate criteria have been developed and approved.

**Stream Buffers**

Line Creek forms the northern and northeastern boundaries of the project property, as shown on the site plan. The site plan shows a 75-foot stream buffer along line creek, as well as along streams at the eastern and southern ends of the property. These buffers are consistent with Part 5 Water Supply Watershed Minimum Criteria, as well as the District Model Stream Buffer ordinance and the City of Fairburn stream buffer ordinance. The Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer is also shown on these streams. Any other waters of the state on this property will also be subject to the 25-foot State erosion and sedimentation control buffer.

**Storm Water/Water Quality**

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The assumed impervious surface amounts and percentages are those that are typical for each land use type in the Atlanta Region. Actual loadings will reflect actual impervious amounts and other existing conditions on the site. The following table summarizes the results of the analysis for this proposal:

**Estimated Pounds of Pollutants per Year**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Heavy Industrial	71.94	104.31	1384.13	9208.32	57192.30	119.42	15.11
<b>TOTAL</b>	<b>71.94</b>	<b>104.31</b>	<b>1384.13</b>	<b>9208.32</b>	<b>57192.30</b>	<b>119.42</b>	<b>15.11</b>

Total Percent Impervious: 80%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

# Developments of Regional Impact

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 [DRI Rules](#)   
 [Thresholds](#)   
 [Tier Map](#)   
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**DRI #2110**

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

### Local Government Information

Submitting Local Government:	Fairburn
Individual completing form:	Troy Besseche
Telephone:	770-683-4286
E-mail:	troy@fairburn.com

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:	Southcreek V
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Oakley Industrial Blvd. LL 0178 & LL0179, District 7
Brief Description of Project:	Distribution Warehouse

**Development Type:**

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	1,495,000
Developer:	Industrial Developments International
Mailing Address:	3740 Da Vinci Ct
Address 2:	Suite 300
	City:Norcross State: GA Zip:30092
Telephone:	770-866-1117
Email:	gminor@idi.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	USAA Real Estate
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Permit Modification
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2011 - FEB Overall project: 2011 - FEB
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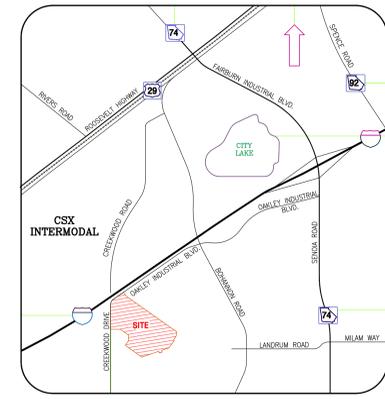
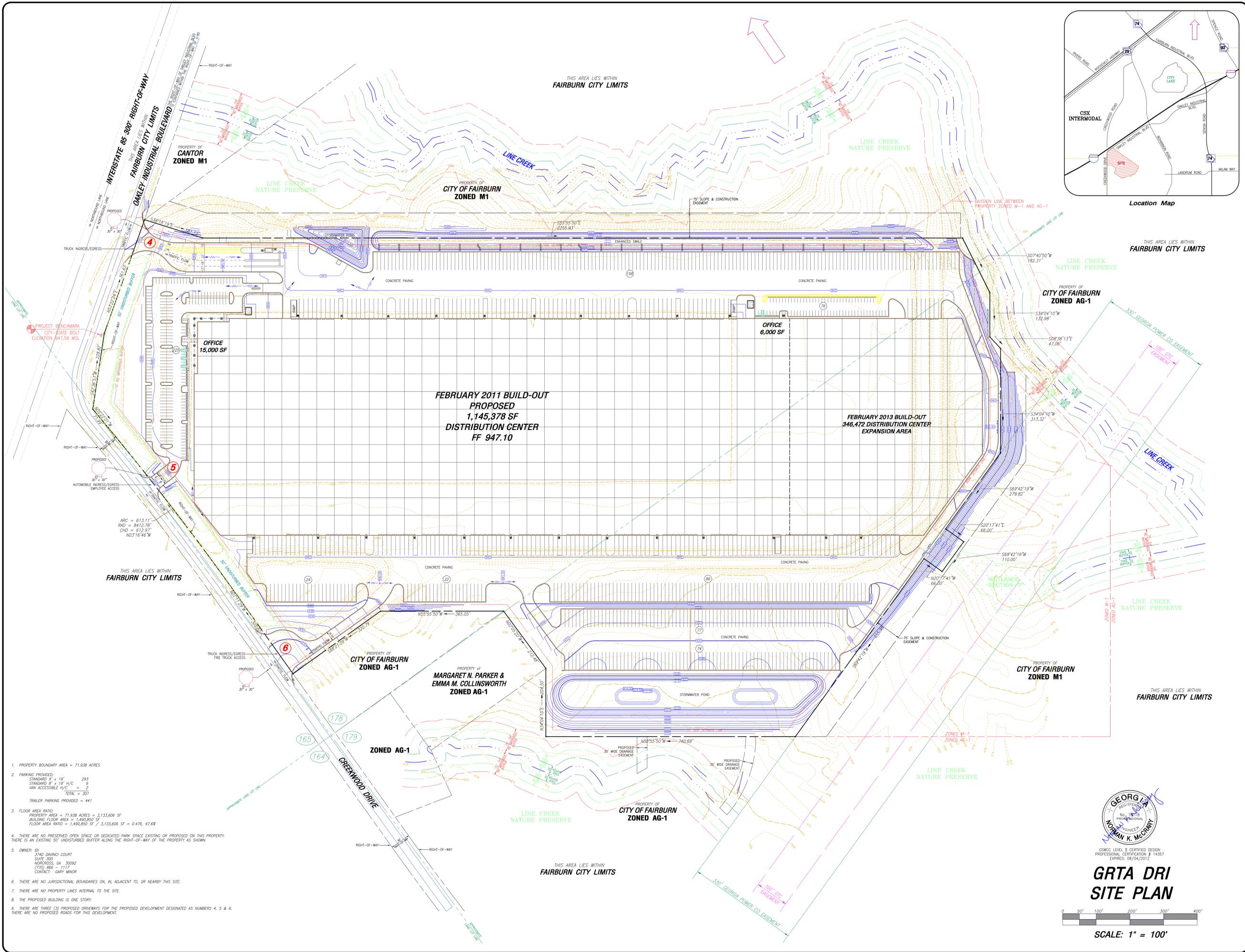
# Developments of Regional Impact

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<b>DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information</b>	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<b>Local Government Information</b>	
Submitting Local Government:	Fairburn
Individual completing form:	Troy Besseche
Telephone:	770-683-4286
Email:	troy@fairburn.com
<b>Project Information</b>	
Name of Proposed Project:	Southcreek V
DRI ID Number:	2110
Developer/Applicant:	Industrial Developments International
Telephone:	770-866-1117
Email(s):	gminor@idi.com
<b>Additional Information Requested</b>	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
<b>Economic Development</b>	
Estimated Value at Build-Out:	\$50M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$112,500
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<b>Water Supply</b>	
Name of water supply provider for this site:	City of Fairburn
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.002MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	City of Fairburn by contract with Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.002 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	161 VPH
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:Improvements are presently programmed by GDOT to be completed prior to site build-out.	
<b>Solid Waste Disposal</b>	

How much solid waste is the project expected to generate annually (in tons)?	261 tons per year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	83%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 25-foot state undisturbed stream buffer; 50-foot local undisturbed stream buffer; enhanced swales; forebays; stormwater pond (wet).	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: Wetland impact is limited to .12 acres and has been properly permitted with the Corps of Engineers and properly mitigated.	
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Location Map

**McCrory Engineering, Inc.**  
 1190 WINCHESTER PARKWAY  
 SUITE 210  
 SMYRNA, GEORGIA 30080  
 (770) 431-9431  
 pmc@mccroryengineering.com

**REVISIONS**

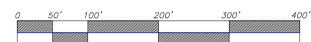
- MAY 18, 2010:  
 1. ADDED NOTES 6, 7, 8 & 9.  
 2. ADDED TO NOTE #4.  
 3. ADDED NUMBER DESIGNATIONS AT PROPOSED DRIVEWAY LOCATIONS.  
 4. ADDED STOP SIGNS AT PROPOSED DRIVEWAYS.  
 5. ADDED TRAFFIC FLOW ARROWS.  
 6. ADDED INTERSTATE I-85 NORTH-BOUND LANES.  
 7. ADDED RIGHT-OF-WAY DESIGNATIONS.  
 8. ADDED "THIS AREA LIES WITHIN FAIRBURN CITY LIMITS" AS SHOWN.

**GLOBOX**  
 LAND LOTS 178 & 179, 7th DISTRICT  
 CITY OF FAIRBURN, FULTON COUNTY, GEORGIA



CSWCC LEVEL II CERTIFIED DESIGN  
 PROFESSIONAL CERTIFICATION # 14357  
 EXPIRES: 08/04/2012

**GRTA DRI  
 SITE PLAN**



SCALE: 1" = 100'

DATE  
**APRIL 27, 2010**

SHEET NUMBER  
**S1**

- PROPERTY BOUNDARY AREA = 71.938 ACRES.
- PARKING PROVIDED:  
 STANDARD 8' x 19' = 293  
 STANDARD 8' x 18' H/C = 6  
 VAN ACCESSIBLE H/C = 2  
 TOTAL = 301  
 TRAILER PARKING PROVIDED = 441
- FLOOR AREA RATIO:  
 PROPERTY AREA = 71.938 ACRES = 3,133,606 SF  
 BUILDING FLOOR AREA = 1,490,850 SF  
 FLOOR AREA RATIO = 1,490,850 SF / 3,133,606 SF = 0.476, 47.6%
- THERE ARE NO PRESERVED OPEN SPACE OR DEDICATED PARK SPACE EXISTING OR PROPOSED ON THIS PROPERTY. THERE IS AN EXISTING 50' UNDISTURBED BUFFER ALONG THE RIGHT-OF-WAY OF THE PROPERTY AS SHOWN.
- OWNER: BY  
 3740 DAVINCI COURT  
 SUITE 300  
 NORCROSS, GA 30092  
 (770) 866 - 1117  
 CONTACT: GARY MINOR
- THERE ARE NO JURISDICTIONAL BOUNDARIES ON, IN, ADJACENT TO, OR NEARBY THIS SITE.
- THERE ARE NO PROPERTY LINES INTERNAL TO THE SITE.
- THE PROPOSED BUILDING IS ONE STORY.
- THERE ARE THREE (3) PROPOSED DRIVEWAYS FOR THE PROPOSED DEVELOPMENT DESIGNATED AS NUMBERS 4, 5 & 6. THERE ARE NO PROPOSED ROADS FOR THIS DEVELOPMENT.