



REGIONAL REVIEW FINDING

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

DATE: Jun 1 2011

ARC REVIEW CODE: R1105091

TO: Mayor Mario Avery
ATTN TO: Troy Besseche, City of Fairburn
FROM: I. Emerson Bryan, Interim Executive Director

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.

Submitting Local Government: City of Fairburn
Name of Proposal: Shugart Farms Lake Park

Review Type: Development of Regional Impact
Date Opened: May 9 2011

DRI Checklist Summary:

Regional Consistency Assessment (50%): 80%
Local Impacts Assessment (30%): 94%
Quality Development Assessment (20%): 57%

Overall Weighted Score: 79%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: According to the Unified Growth Policy Map (UGPM), the proposed development is located in an area designated as Suburban Neighborhood 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 south Fulton County. It is important to promote compatible uses where possible, as well as identify and mitigate potential land use conflicts as the area continues to develop.

The proposed project is also 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 has adopted the Water Supply Watershed Minimum Criteria.

The USGS coverage for the project area shows two blue line streams on the project property: Trickum Creek, which flows out of the existing lake on the northeastern side of the property and an unnamed tributary to Trickum Creek, running parallel to Bohannon Road at the southwestern corner of the property. The site plan also identifies a perennial stream running from the existing pond on the property to the existing Lake.

The proposed project site plan shows Building A and parking over the unnamed tributary along Bohannon, intruding into the 50-foot buffer and 75-foot impervious setback required under the Water Supply watershed Criteria. In addition, part of Building B is shown as adjacent to the plan-identified perennial stream and part of Building C is shown as being over the existing pond on the property, and may affect Water Supply Watershed buffers and setbacks. The proposed structures and impervious surfaces also intrude on the City Stream Buffer ordinance's 75-foot stream buffer and the State 25-foot Sediment and Erosion Control Buffer. Any other waters of the state on this property will also be subject to the State buffer.

The City will need to determine if the proposal meets the Water Supply Watershed Buffer Criteria. The City will also need to determine if the proposed project is within the 25 percent impervious coverage requirement for the City's portion of the basin, or meets any alternate criteria that have been developed and approved. The city will need to determine if the proposed project is eligible for variances under the City Stream Buffer Ordinance and the State Sediment and Erosion Control Buffer requirements.

See additional comments from ARC environmental and transportation staff, as well as comments from Fayette and Coweta Counties.

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| THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW: |
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| ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES FULTON COUNTY FAYETTE COUNTY THREE RIVERS REGIONAL COMMISSION | ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION CITY OF PALMETTO CITY OF TYRONE | ARC ENVIRONMENTAL PLANNING GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA REGIONAL TRANSPORTATION AUTHORITY CITY OF UNION CITY COWETA COUNTY |
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| If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com . This finding will be published to the ARC website. |
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| The ARC review website is located at: http://www.atlantaregional.com/landuse . |
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SHUGART FARMS LAKE PARK DRI
City of Fairburn
Environmental Planning Division Review Comments

May 3, 2011

Water Supply Watershed and Stream Buffer 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 has adopted the Water Supply Watershed Minimum Criteria.

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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

| Land Use | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|------------------|-----------------------|-------------------------|-----------------------|------------|------------|-------------|-------------|
| Heavy Industrial | 168.74 | 244.67 | 3246.56 | 21598.72 | 131148.30 | 280.11 | 35.44 |
| TOTAL | 168.74 | 244.67 | 3246.56 | 21598.72 | 131148.30 | 280.11 | 35.44 |

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) 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.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Patrick Bradshaw, Transportation Planning Division

DATE: May 5, 2011

SUBJECT: TPD Review of DRI # 2181

Project: Shugart Farms Lake Park

County: Fulton

Location: East of Bohannon Road and north of I-85 in Fulton County

Analysis:

Expedited

☐

Non-Expedited

☒

cc: David Haynes

The Transportation Planning Division has reviewed the traffic study performed by Stantec Consulting Services, Inc. on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process. The proposed 168.8 acre warehouse development would contain six warehouse buildings, with building "A" at 1,292,500 square feet, building "B" at 422,500 square feet, building "C" at 347,500 square feet, building "D" at 31,350 square feet, building "E" also at 31,350 square feet and building "F" at 688,000 square feet for a total warehouse space of 2,813,200 square feet.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Site access is to be provided for the six warehouses of this DRI via seven proposed driveways off the east side of Bohannon Road. The site plan includes right-turn deceleration lanes for all of these driveways. Per the site plan, some driveways are interconnected and provide access to multiple warehouse buildings.

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

Stantec Consulting Services, Inc. performed the transportation analysis. A background traffic growth rate of 2% was utilized, as recommended by GRTA. The project build out year is 2014. Trip generation rates were calculated from the 8th Edition of the Institute of Transportation Engineers (ITE) Trip Generation report. The ARC staff finds this methodology acceptable. The resulting trip generation rates are listed in the table below.

| Shugart Farms Lake Park DRI Gross Trip Generation, Build-Out Year (2014) | | | | | | |
|---|---------------|-------|--------------|------|--------------|------|
| Land Use | Daily Traffic | | AM Peak Hour | | PM Peak Hour | |
| | Enter | Exit | Enter | Exit | Enter | Exit |
| 2,813,200 SF High Cube Warehousing (ITE Code 152) | 3,074 | 3,074 | 208 | 112 | 99 | 202 |

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

2008-2013 TIP*

| ARC Number | <u>Route</u> | Type of Improvement | Scheduled Completion Year |
|--------------------|--------------------------------------|---------------------|---------------------------|
| AR-109F/PI 0009411 | SR 74 at Oakley Industrial Boulevard | Roadway Operational | 2011 |

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007. Project listed defined from a TIP lump sum for roadway operational improvements in the metropolitan Atlanta area for FY 2011.*

Envision6 RTP (Long Range Projects)*

| ARC Number | <u>Route</u> | Type of Improvement | Scheduled Completion Year |
|------------|-----------------------------------|---------------------|---------------------------|
| FS-202B | Oakley Industrial Boulevard | Capacity Widening | 2020 |
| FS-202C | Oakley Industrial Boulevard | Capacity Widening | 2020 |
| FS-202D | Oakley Industrial Boulevard | Capacity Widening | 2020 |
| FS-AR-182 | I-85 South at SR 74 (Senoia Road) | Interchange Upgrade | 2030 |

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007. Projects listed are current as of the 1st Quarter 2011 Administrative Modifications. Note that FS-202B, FS-202C & FS-202D are consolidated into one widening project in the current draft version of the PLAN 2040 Aspirations plan, scheduled for adoption in July 2011.*

County and Local Projects

| Number | <u>Route</u> | Type of Improvement | Scheduled Completion Year |
|--------|-----------------------------------|---------------------|---------------------------|
| --- | No County or Local Projects Found | --- | --- |

Summarize the transportation improvements as recommended by consultant in the traffic study for Shugart Farms Lake Park.

The consultant, coordinating with GRTA, identified twelve intersections for further study:

- Oakley Industrial Boulevard at Bohannon Road
- McLarin Road at Bohannon Road
- McLarin Road/East Broad Street ramp to SR 74
- McLarin Road/East Broad Street ramp from SR 74
- Oakley Industrial Boulevard at SR 74
- All seven proposed site driveways

According to the consultant's findings, there will be some capacity deficiencies at the study intersection of SR 74 and Oakley Industrial Boulevard as a result of future year **background** traffic. The consultant has made the following recommendations for improvements to be carried out in order to upgrade the existing level of service:

SR 74 at Oakley Industrial Boulevard (PI # 0009411)

- Add a second southbound left turn lane on SR 74
- Add an exclusive eastbound left turn lane on Oakley Industrial Boulevard

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic, limited to the intersection of SR 74 and Oakley Industrial Boulevard. The same recommended improvements prescribed to address **background** traffic were made and found sufficient to maintain an acceptable level of service in the future.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The immediate vicinity of the site area is not serviced by local transit. MARTA bus route 180 provides service along US 29/SR 14, nearly 1 mile away. Currently, no sidewalks exist along Bohannon road to support pedestrian access from the development site to transit.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

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

Based on the traffic analysis completed by Stantec Consulting Services, Inc., the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

According to the study methodology outlined by GRTA, the I-85/SR 74 interchange was not included in the traffic study network and holds no influence over the evaluation of this DRI as studied. According to the latest available GDOT ramp count data, the southbound off ramp onto SR-74 at this particular interchange had an average annual daily traffic rate of 24,690 vehicles in 2009, while the northbound on ramp from SR-74 carried 24,990 over the same year. Also,

GDOT data from 2008 place both movements in the top 100 in AADT intensity among ramps counted statewide. These volumes produce significant queuing on the southbound mainline of I-85 on weekday evenings and on northbound SR 74 extending through the intersection with Oakley Industrial Boulevard on weekday mornings. In addition, stakeholder outreach and interviews during both the PLAN 2040 RTP update and the Atlanta Strategic Truck Route Master Plan raised safety concerns regarding traffic congestion on the southbound off ramp associated with this interchange. As such, ARC believes close monitoring of conditions at the I-85 / SR 74 interchange is warranted to determine if planned improvements should be expedited to accommodate future growth in the area.

ARC concludes that the improvements recommended in the traffic analysis at the intersection of SR 74 and Oakley Industrial Boulevard are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. According to correspondence received during the review period, these improvements are currently under construction by GDOT.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

| | | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-----------------------------|---|--|
| JURISDICTION: | CITY OF FAIRBURN | | | | | Date RCA Completed, M/D/YYYY: 5/9/2011 |
| DRI #: | 2181 | | | | | RC DRI Reviewer: JT |
| TENTATIVE NAME OF DEVELOPMENT: | Shugart Farms Lake Park | | | | | |
| TYPE OF DEVELOPMENT: | Industrial | | | | | Action Triggering Review: Rezoning |
| I. REGIONAL PLAN | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
| Is the development consistent with the Regional Development Map and Defining Narrative? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Is the development consistent with the Guiding Principles of the Regional Plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| II. REGIONAL RESOURCE PLAN AND RIRs | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
| If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| III. INTERJURISDICTIONAL IMPACTS | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
| Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 0 | SEE ATTACHED COMMENTS | |
| Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | SEE ATTACHED COMMENTS | |
| Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |

| IV. TRANSPORTATION IMPACTS | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
|---|-------------------------------------|--------------------------|-------------------------------------|---------------------|---|---|
| Is this project consistent with any applicable regional transportation plan(s)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Does the development avoid or mitigate negative impacts on the surrounding transportation network? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| V. LOCALLY ADOPTED PLANS | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
| Is the development consistent with the host government's Future Development Map and any applicable sub-area plans? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Is the development consistent with any adjacent or potentially affected local government's Future Development Map? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" or "N/A" answers) | Recommendations (to the Developer for Improving the Project) |
| Is the development consistent with the region's CEDS? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| TOTAL RCA SCORE: | | | | 24 | OUT OF A POSSIBLE: | 30 |
| RCA SCORE: | | | | 80 | RCA WEIGHTED SCORE (50%): | 40 |
| <p>ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.</p> | | | | | | |
| <p>FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)</p> | | | | | | |
| <div> <input type="checkbox"/> YES, “the proposed action <u>IS</u> in the best interest of the region and therefore of the state.” </div> <div> <input type="checkbox"/> NO, “the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state.” </div> <div> Other Issues of Regional Concern: </div> | | | | | | |

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

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|---------------------------------------|--------------------------------|--|--|--|--|--|
| JURISDICTION: | CITY OF FAIRBURN | | | | Date LIA completed, M/D/YYYY: 5/9/2011 | |
| DRI #: | 2181 | | | | RC DRI Reviewer: JT | |
| TENTATIVE NAME OF DEVELOPMENT: | Shugart Farms Lake Park | | | | | |
| TYPE OF DEVELOPMENT: | Industrial | | | | Action Triggering Review: Rezoning | |

| I. ADEQUACY OF LOCAL ASSETS/SERVICES | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers) | Recommendations (to the Developer for Improving the Project) |
|--|-------------------------------------|--------------------------|--------------------------|-----------------------------|--|---|
| Do adequate wastewater/sewerage facilities currently exist to support the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Do adequate water supply and treatment facilities exist to serve the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Do adequate stormwater management facilities exist to serve the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Do adequate solid waste facilities exist to support the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Does the local school system have the capacity necessary to adequately support the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Does the local workforce possess the skills/expertise/education to effectively support the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Are all other assets/services (public safety, etc.) adequate to serve the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |

| II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers) | Recommendations (to the Developer for Improving the Project) |
|---|-------------------------------------|--------------------------|--------------------------|-----------------------------|--|---|
| Do adequate transportation facilities currently exist to support the development? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | INTERSECTION IMPROVEMENTS MAY BE NEEDED AT THE INTERSECTION OF SR 74 AND OAKLEY INDUSTRIAL BOULEVARD | |

| | | | | | | |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-----------------------------|--|---|
| If the development is predominately industrial, is it located in close proximity to an interstate highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| III. ACCESS MANAGEMENT | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers) | Recommendations (to the Developer for Improving the Project) |
| If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Are all proposed access points outside of the functional area of any adjacent intersections? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| IV. RESOURCE MANAGEMENT | Yes | No | N/A | Score 0, 1, or 3 | Explain (optional for "Yes" answers, required for "No" answers) | Recommendations (to the Developer for Improving the Project) |
| Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 0 | | |
| Are potential impacts upon WETLANDS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| | | | | | | |
|---|------------------------------|--------------------------|-------------------------------------|--|------------|-------------------------------------|
| Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon FLOODPLAINS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon STEEP SLOPES adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Total LIA Score: | | | | | 48 | OUT OF A POSSIBLE: 51 |
| LIA Score: | | | | | 94 | LIA Weighted Score (30%): 28 |
| OVERALL ASSESSMENT OF LOCAL IMPACTS | | | | | | |
| <i>Does the host local government need to take action to manage potential adverse impacts of this development?</i> | YES <input type="checkbox"/> | | NO <input type="checkbox"/> | | NARRATIVE: | |
| <i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i> | YES <input type="checkbox"/> | | NO <input type="checkbox"/> | | NARRATIVE: | |

**QDA****QDA**

ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

| | | | | | | |
|---------------------------------------|--------------------------------|--|--|--|--|--|
| JURISDICTION: | CITY OF FAIRBURN | | | | Date QDA Completed, M/D/YYYY: 5/9/2011 | |
| DRI #: | 2181 | | | | RC DRI Reviewer: JT | |
| TENTATIVE NAME OF DEVELOPMENT: | Shugart Lake Farms Park | | | | | |
| TYPE OF DEVELOPMENT: | Industrial | | | | Action Triggering Review: Rezoning | |

| I. MIX OF USES | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
|---|--------------------------|--------------------------|-------------------------------------|----------------------------|--|---|
| Does the development incorporate a mixture of complementary land uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development have vertically mixed uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| II. TRANSPORTATION ALTERNATIVES | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
|--|--------------------------|--------------------------|-------------------------------------|----------------------------|--|---|
| Are there sidewalks within the development? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development include multi-use trails that will connect to the external trail network(s)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|----------------------------|---|--|
| Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the design include pedestrian connections between building entrances and the internal and external sidewalk network? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| III. CONNECTIVITY | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
| Will the development employ street layouts that match those in older parts of the community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the developments internal street network connect to the existing surrounding street network at many points? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development provide multiple ingress/egress points and have access to multiple external roadways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the proposal provide appropriate direct connections to existing adjacent developments/uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Can the internal street network be reasonably anticipated to add to the public roadway network? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Where appropriate, will the development employ mid-block alleys? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| IV. PARKING | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------|--|---|
| Does the development provide no more parking than the minimum required by the local jurisdiction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does development seek shared parking arrangements that reduce overall parking needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does development use landscaped tree islands and medians to break up large expanses of paved parking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development's parking located where it does not visually dominate the development from the street? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | MOST PARKING FOUND TO THE SIDE OF BUILDINGS | |
| Does the parking design allow for easy and safe pedestrian access to buildings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| V. INFILL DEVELOPMENT | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
| Is the development proposing to locate on an infill site with existing infrastructure in place? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development re-use or rehabilitate existing and/or historic structures? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| VI. SENSE OF PLACE | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
|---|--------------------------|--------------------------|-------------------------------------|--------------------|--|---|
| Does the development create or enhance community spaces such as public plazas, squares, parks, etc? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development design include restrictions on the number and size of signs and billboards? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
| Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Do planned street widths employ TND width standards (i.e. narrow)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| VIII. OPEN/GREEN SPACE CONSERVATION | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|---|---|
| Is the development in close proximity with direct access to permanently protected open/greenspace? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Is the development clustered to preserve open/green space within the development site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| IX. ENVIRONMENTAL PROTECTION | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
| Does the development avoid critical environmental areas? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 0 | SITE PLAN SHOWS BUILDINGS AND PARKING WITHIN STREAM CORRIDORS | |
| Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development incorporate native and drought-tolerant landscaping? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 0 | INFORMATION NOT SUBMITTED FOR THE REVIEW, BUT THE SITE PLAN APPEARS TO SHOW BUILDINGS WITHIN THE REQUIRED STREAM BUFFER | |

| | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|----------------------------|---|--|
| Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 0 | INFORMATION NOT SUBMITTED FOR REVIEW | |
| Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development propose water conservation covenants or employ other appropriate water conservation measures? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Does the development make use of alternative building materials that promote environmental protection and energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| X. HOUSING CHOICES | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |
| For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development provide greater housing options for low and middle income residents and families? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| XI. ECONOMIC DEVELOPMENT | Yes | No | N/A | Score 0,1, or 3 | Explain (as necessary for "Yes" and "No" answers) | Recommendations (to the Developer for Improving the Project) |

| | | | | | | |
|--|---|--------------------------|-------------------------------------|----|----------------------------------|----|
| Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development enhance diversity in the local/regional economic base? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 | | |
| Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will this development use or is it likely to enhance local or regional small-business development program(s)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Will the development provide greater employment opportunities for low and middle income residents? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| TOTAL QDA SCORE: | | | | 12 | OUT OF A POSSIBLE: | 21 |
| QDA SCORE: | | | | 57 | QDA WEIGHTED SCORE (20%): | 11 |
| OVERALL ASSESSMENT OF QUALITY | | | | | | |
| <i>Is the preponderance of answers above "Yes"?</i> | <input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review. | | | | | |
| <i>And is the development generally reflective of the best quality growth practices?</i> | <input type="checkbox"/> YES , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> NO NARRATIVE: | | | | | |

| | | | |
|--|------------------------------|-----------------------------|------------|
| <i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | NARRATIVE: |
| | | | |

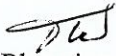


Where Quality Is A Lifestyle

REVIEW COMMENTS

Date: May 23, 2011

To: Mr. John Tuley
Atlanta Regional Commission

From: Tom Williams 
Fayette County Planning and Zoning

RE: DRI 2181 – Shugart Farms Lake Park

Fayette County has completed its review of the DRI package for DRI 2181 **Shugart Farms Lake Park**, a proposed 2.8 million square foot industrial/distribution facility in Fairburn. Comments of Fayette County are presented herewith.

Traffic

This project, in combination with others recently approved in the vicinity of the I-85/SR74 interchange, will significantly affect the traffic operations in that area. This interchange is a critical link for Fayette County, as well as the Peachtree City and Tyrone to the Hartsfield-Jackson Atlanta International Airport area and the greater Atlanta region.

Traffic improvements associated with this DRI project should include upgrades to the signalized intersection of Oakley Industrial Boulevard and SR 74 with the goal of minimizing the impacts of additional truck traffic to north and south bound traffic on SR 74. For example, dual north-bound turn lanes from Oakley Industrial to SR 74 would allow for a shorter signal phase and thus reduce impacts to SR 74.

One specific area of concern is the proximity of Building A to the I-85 right-of-way. Sufficient setback should be provided to accommodate alternatives that will be developed in the recently awarded area traffic circulation study. Alternatives that have been identified for study include a new I-85 interchange with Bohannon Road and frontage roads along I-85. The currently proposed location of building A appears to conflict with those alternatives.

Traffic improvements should be coordinated and consistent with the South Fulton Community Improvement District's priority transportation projects: 1) Oakley Industrial Boulevard Upgrades, and 2) SR 74/I-85 Interchange Modification Report.

Stormwater/Watershed Protection

The proposed project is located in the Line Creek Watershed which is a small water supply watershed for Fayette County and Coweta County. Fayette County is developing Lake McIntosh, a 650 acre water supply reservoir on Line Creek, downstream of the proposed DRI project. The impact of non point pollution from this facility should be a concern in design of the stormwater structures.

The Review Report notes that the project site plan shows Building A intruding into both the 50-foot buffer and the 75-foot impervious setback required under the Water Supply Watershed Criteria. Also noted was that buildings B and C were shown in violation of Water Supply Watershed buffers and setbacks. A 75 foot undisturbed buffer was indicated on the plans.

We request that the site plan be revised to address these and any other non-conformity prior to final action on this DRI. Currently Fayette County's watershed protection ordinance specifies a 100 foot undisturbed buffer with an additional 50 foot setback for Line Creek. Because buffers are an effective means of protecting water quality, we ask that the City of Fairburn require the same buffers and setbacks (i.e., greater than 75 feet) for this project to help protect this sensitive drinking water resource.

To help our efforts in meeting water quality criteria and ensure the protection of downstream waters, we ask that a surface water monitoring program be incorporated into the project's storm water management plan. The field data generated through such a plan are critical to assess the effectiveness of the water quality controls and provide indications when maintenance may be required on the Best Management Practices incorporated at the site. Without field data, downstream water users have no quantitative means of checking that the current regulatory changes and BMP requirements are meeting their objective of protecting and/or improving the quality and health of our water resources.

Fayette County further requests to be copied on all of the approved hydrology studies and other requirements of the storm water management plan. If a surface water monitoring plan is required, please have us copied on this as well.

Thank you for the opportunity to comment on this proposed development.

Cc: Pete Frisina
Phil Mallon
Tony Parrott
Vanessa Birrell
Bryan Keller



REGIONAL REVIEW NOTIFICATION

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



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: Shugart Farms Lake Park *See the Preliminary Report.*

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

Please see the attached comments.

Individual Completing Form: Robert L. Tolleson

Local Government: Coweta County

Department: Planning and Development

Telephone: (770) 254-2635

Signature:

Date: May 24, 2011

Please Return this form to:
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: May 23 2011

From: [Ed Strong](#)
To: [Parker, Sandra](#)
Subject: RE: DRI 2181 Shugart Farms Lake Park
Date: Tuesday, May 24, 2011 8:23:00 AM

Sandra

I have reviewed the DRI for Shugart Farms Lake Park. There are requirements for stormwater runoff in a water withdrawal watershed. All requirements for the best practices, state and county, must be met during construction, and met and maintained after construction.

Thanks
Ed

Edward C. Strong P.E.
Director of Engineering
770.683.6194

Newnan Utilities
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From: Parker, Sandra [mailto:sparker@coweta.ga.us]
Sent: Thursday, May 19, 2011 3:54 PM
To: Cadenhead, Ellis; Ed Strong
Subject: DRI 2181 Shugart Farms Lake Park

The Atlanta Regional Commission has requested comments pertaining to the proposed Development of Regional Impact described below:

Shugart Farms Lake Park: This project, located on 168 acres in the City of Fairburn, is a proposed 2.8 million square foot industrial/distribution facility. The proposed project is located on Bohannon Road, southeast of State Route 74, and north of I-85.

This project is located approximately three miles north of Coweta County.

Please review the attached document and return comments to me by email by **Monday, May 23, 2011**. If applicable, a reply of "no comment" is appreciated.

Sandra R. Parker, AICP, Comprehensive Planner
Coweta County Planning Department
22 East Broad Street
Newnan, GA 30263
(770) 254-2635 office
sparker@coweta.ga.us

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2181**

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: | SHUGART FARMS LAKE PARK |
| Location (Street Address, GPS Coordinates, or Legal Land Lot Description): | BOHANNON RD - 33-32'38"N; 84-35'19"W ; 9TH DISTRICT LL 28, 31, & 32 |
| Brief Description of Project: | The proposed development will consist of 2.8 million square feet of industrial/distribution buildings. The proposed development will also include parking areas and truck courts to serve the buildings. |

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.): | 2,813,200 SF |
| Developer: | SABEN, LLC. / MARK SHUGART |
| Mailing Address: | 1029 N. PEACHTREE PARKWAY |
| Address 2: | |
| | City:PEACHTREE CITY State: GA Zip:30269 |
| Telephone: | 770-463-4158 |
| Email: | bhare@burkeholding.com |
| Is property owner different from developer/applicant? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| If yes, property owner: | |
| 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 checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other |
| 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: DEC 2014 Overall project: DEC 2014 |
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2181**

| DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information | |
|---|--|
| This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information. | |
| | |
| Local Government Information | |
| Submitting Local Government: | Fairburn |
| Individual completing form: | TROY BESSECHE |
| Telephone: | 770-683-4286 |
| Email: | troy@fairburn.com |
| | |
| Project Information | |
| Name of Proposed Project: | SHUGART FARMS LAKE PARK |
| DRI ID Number: | 2181 |
| Developer/Applicant: | SABEN, LLC. / MARK SHUGART |
| Telephone: | 770-463-4158 |
| Email(s): | bhare@burkeholding.com |
| | |
| Additional Information Requested | |
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) | <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 type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| If no, the official review process can not start until this additional information is provided. | |
| | |
| Economic Development | |
| Estimated Value at Build-Out: | \$125,000,000 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | \$950,000 |
| 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 checked="" type="radio"/> Yes <input type="radio"/> No |
| If yes, please describe (including number of units, square feet, etc): There is one housing unit that will be displaced, approximately 2,000SF. | |
| | |
| Water Supply | |
| 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)? | 0.0036MGD (3,600 gal/day) |
| 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 checked="" type="radio"/> Yes <input type="radio"/> No |
| If yes, how much additional line (in miles) will be required? 3,100LF of new 12-inch main | |
| | |
| Wastewater Disposal | |
| Name of wastewater treatment provider for this site: | City of Fairburn |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | .0036MGD (3,600gal/day) |
| 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? | |
| | |
| Land Transportation | |
| How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) | 320 |
| 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: Lane improvements at SR74 @ Oakley Industrial Blvd would be necessary to maintain the minimum LOS. Turn lanes at the project driveways. | |
| | |

Solid Waste Disposal

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| How much solid waste is the project expected to generate annually (in tons)? | 500 tons |
| 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: | |
| | |

Stormwater Management

| | |
|--|-----|
| What percentage of the site is projected to be impervious surface once the proposed development has been constructed? | 68% |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: All state-mandated buffers will be applied to the streams and state waters within the project limits. In addition, the local 50-foot buffer and 75 non-impervious setback will be applied to the streams on the site. A stormwater management plan and system of BMPs, yet to be determined, will be required to meet the GSMM and local design manual for water quality treatment standards. | |

Environmental Quality

| | |
|---|--|
| Is the development located within, or likely to affect any of the following: | |
| 1. Water supply watersheds? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input 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 checked="" type="radio"/> Yes <input 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: While the items checked above are present, it does not appear that unmitigated impacts are proposed that exceed limits established by regulatory agency with jurisdiction. | |
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