



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: March 22, 2017

ARC REVIEW CODE: R1703221

TO: Mayor Mario Avery, City of Fairburn
ATTN TO: Tarika Peeks, City Planner/Zoning Administrator
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Saben Fairburn South Distribution Center (DRI 2665)

Review Type: DRI

Submitting Local Government: City of Fairburn

Date Opened: March 22, 2017

Deadline for Comments: April 6, 2017

Date to Close: April 11, 2017

Description: This DRI is located in the City of Fairburn, bounded roughly by I-85 on the north, Creekwood Road (which begins at the southern terminus of Oakley Industrial Boulevard) on the east, Cleckler Road on the south and John Seaborn Road on the west. The project consists of four buildings totaling 1,382,000 SF of warehouse/distribution space on approximately 99 acres. Site access is proposed via two driveways on Oakley Industrial Boulevard/Creekwood Road. The DRI review trigger for this development is a concept plan review application. The planned build-out of this DRI is 2019.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Developing Suburbs Area of the region. Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. Per the UGPM, the majority of this DRI site is also within a Regional Industrial and Logistics Area. These areas represent the major intermodal freight facilities and major logistics centers of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and recommendations for Developing Suburbs and Regional Industrial and Logistics Areas are listed at the bottom of these comments.

This DRI appears to manifest some aspects of regional policy in that it is in close proximity to other warehouse/distribution facilities on Oakley Industrial Boulevard, offering the potential for efficiencies in freight movement. It also offers clear connectivity for regional freight movement via Oakley Industrial, SR 74 and I-85. It should be noted that trucks are prohibited south of the site on Creekwood Road, meaning truck traffic will be to/from the direction of SR 74.

The project could further support The Atlanta Region's Plan if it incorporated other aspects of the regional policy detailed at the bottom of this report, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

-CONTINUED ON NEXT PAGE-

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. In terms of land use, the project generally aligns with the RDG's recommendations for Industrial and Logistics Areas as well. This DRI's land use is also similar to nearby clusters of warehouse/distribution development, including the facility across Creekwood Road to the east as well as facilities to the north along Oakley Industrial Boulevard and north of I-85. This project is located in a larger area that is experiencing demand for the development of warehouse/distribution and logistics facilities. However, much of the area adjacent to or near this site, especially to the west, south and southeast, is predominated by low-density residential uses, undeveloped land and farmsteads. While all adjacent properties are also in the City of Fairburn, some nearby residential and undeveloped areas are outside the City. Fairburn's leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to nearby local governments, land uses and natural resources to the greatest extent possible. Buffers and setbacks will be an important consideration as a result.

Additional preliminary ARC staff comments related to natural resources and transportation are attached to this report. These include comments regarding the project's location in the Line Creek Small Water Supply Watershed and associated requirements, as well as the blue line stream on the property (a tributary of Line Creek) and related requirements for the City and the applicant to be aware of.

Further to the above, regional policy recommendations for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

Further to the above, as a strategic economic sector, the region should strive to protect Regional Industrial and Logistics Areas and ensure they are well served by the regional transportation network. These areas will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users. Regional policy recommendations in the RDG for Industrial and Logistics Areas include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
SOUTH FULTON CID
FAYETTE COUNTY
TOWN OF TYRONE

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
THREE RIVERS REGIONAL COMMISSION
FULTON COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
COWETA COUNTY
CITY OF PALMETTO

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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 Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Saben Fairburn South Distribution Center *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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *April 6, 2017*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1703221

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Review Type: Development of Regional Impact (DRI)

Description: This DRI is located in the City of Fairburn, bounded roughly by I-85 on the north, Creekwood Road (which begins at the southern terminus of Oakley Industrial Boulevard) on the east, Cleckler Road on the south and John Seaborn Road on the west. The project consists of four buildings totaling 1,382,000 SF of warehouse/distribution space on approximately 99 acres. Site access is proposed via two driveways on Oakley Industrial Boulevard/Creekwood Road. The DRI review trigger for this development is a concept plan review application. The planned build-out of this DRI is 2019.

Date Opened: March 22, 2017

Date to Close: April 11, 2017

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:

[illegible]

2665 SABEN FAIRBURN SOUTH DISTRIBUTION CENTER DRI
City of Fairburn
Natural Resources Division Review Comments

March 20, 2017

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. The proposed project property is more than 7 miles upstream of both the County and City intakes. The USGS coverage for the project area show one blue-line stream crossing the project property. The stream is also shown on the submitted site plan.

Under the Georgia Planning Act of 1989, all development in a public water supply 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 are then approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. It is our understanding that the City has adopted the Water Supply Watershed Minimum Criteria. The City will still need to determine if the proposal meets the requirements of its water supply watershed ordinance.

As stated above, the USGS coverage for the project area shows a blue line stream on the property running north to southeast from the mid-point of the property line with the I-85 ROW to just northeast of the midpoint of the property line with the Creekwood Road ROW. The submitted site plan shows the stream with no other streams or tributaries indicated. The 25-foot State Sediment and Erosion Control Buffer as well as a 50-foot undisturbed buffer and 75-foot impervious surface buffer are shown around all streams and wetland areas. The 50-foot and 75-foot buffers are consistent with both the Part 5 Water Supply Watershed Minimum Criteria and the City's stream buffer ordinance. However, an access drive parallel to the northern truck court of the 1,100,000 SF building, and a stream crossing accessing that building and the 110,000 SF building, are shown as intruding on the buffers. Any intrusion into the State, City or water supply watershed buffers may require a variances. Any other streams on the property may be subject to the City and water supply watershed buffers as well as the State Sediment and Erosion Control buffer. Any other waters of the state that may be on the property will also be subject to the State Sediment and Erosion Control Buffer.

Storm Water/Water Quality

The site plan shows proposed detention and water quality ponds adjacent to the proposed developed areas of the property. The final design for stormwater controls on the property should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. Also, during construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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 use the stormwater better site design concepts included in the Manual.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number 2665
DRI Title Saben Fairburn South Distribution Center
County Fulton County
City (if applicable) None / Unincorporated (City of South Fulton)
Address / Location South side of Riverside Drive between Fulton Industrial Blvd and Campbellton Road
Review Process ☒ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied David Haynes, Daniel Studdard
Date March 21, 2017

TRAFFIC STUDY

Prepared by CALYX
Date March 17, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

The RTP does not identify any projects planned or programmed in the project study area. The traffic analysis report includes three planned projects identified in locally adopted plans.

2019 FA-106 Oakley Industrial Full-Depth Reclamation Stalwart Dr to Bohannon Rd \$897,309
TSPLOST funded

2020 FS-AR-182 SR 74 (Senoia Road) at I-85 – Add turn lanes at the ends widening of bridge to include turn lanes \$47,648,961 Federal, State & Local funding

2017 FS-284 South Fulton Multi-modal Study \$325,000 Federal & Local funding

☐ NO (*provide comments below*)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The site plan and traffic analysis indicates two (2) access points proposed on Creekwood Road. Creekwood Road is a local road and is not designated as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The site plan and traffic analysis indicates two (2) access points proposed on Creekwood Road. Creekwood Road is a local road and is not designated as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line Click here to enter name of operator and rail line

Nearest Station Click here to enter name of station.

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Click here to provide comments.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Click here to provide comments.

Transit Connectivity ☐ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

Click here to provide comments.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) Marta Bus Service

Bus Route(s) 180

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☒ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☒ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bus Transit service currently operates in the west side of I-85 south. No bus transit service is provided closer to the site. Pedestrian and bicycle facilities currently do not exist along Creekwood Road. The site plan and traffic study does not propose sidewalk along roadways adjacent to the development.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide sufficient connectivity
☒ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Yes. See question 6 above.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

No multiuse trails are in the study area. The site plan depicts a proposed pervious walking trail within the development

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The development proposes industrial uses adjacent to existing residential uses. The site plan and traffic analysis indicate that no opportunities for future internal roadways connectivity with adjacent parcels is being proposed.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☒ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

The site plan and traffic analysis does not indicate bicycle and pedestrian facilities being provided internal to the development or along adjacent roadways. Any pedestrian traffic on site would appear to intermingle with vehicular traffic with no indication of separate facilities for the different modes.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site plan and traffic analysis does not indicate bicycle and pedestrian facilities being provided internal to the development or along adjacent roadways. Any pedestrian traffic on site would appear to intermingle with vehicular traffic with no indication of separate facilities for the different modes

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☒ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The site plan shows two full movement access points on Creekwood Road. One access point (#1) located northernmost portion of the site, enters a vehicular parking lot providing access to one building. Access point one provides for separation among truck and vehicle traffic. The second access point (#2) provides vehicles and trucks with access throughout the site. The site plan and traffic analysis does not indicate bicycle and pedestrian facilities being provided internal to the development or along adjacent roadways. Any pedestrian traffic on site would appear to intermingle with vehicular

traffic with no indication of separate facilities for the different modes. Movement throughout the site is provided by one driveway that connects freight trucks and vehicles to designated parking areas.

Due to concerns regarding integrity of an existing bridge along Creekwood Road south of the site, trucks are prohibited from making right turn movements out of the development. Signage directing freight traffic from the development are provided internal to the site and along external roadways.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

No transportation improvements were recommended in the transportation analysis.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

With the goal of safety and alternative mode accessibility in mind, it is the policy of the ARC to encourage sound transportation practices to be incorporated in each development. It is recommended that, where feasible, pedestrian connectivity within the development and along roadways adjacent to the proposed development be incorporated.



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2665

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: Tarika Peeks
Telephone: 770-964-2244 ext 120
E-mail: tpeeks@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: Saben Fairburn South Distribution Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Intersection of Oakley Industrial and I-85
Brief Description of Project: Four (4) industrial warehouses totaling 1,382,00 sq ft

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.): 1,382,000 sq ft

Developer: Red Rock Developments

Mailing Address: 1111 Metropolitan Avenue, Suite 1035

Address 2:

City: Charlotte State: NC Zip: 28204

Telephone: 980-233-3837

Email: jbarker@redrockdevelopments.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Saben, LLC

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located? n/a

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information:

Project Name: _____
Project ID: _____

The initial action being requested of the local government for this project:

☐ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☒ Other Concept Plan Review

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent? n/a

Estimated Project Completion Dates: This project/phase: 6/2019
Overall project: _____

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2665

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: Tarika Peek
Telephone: 770-964-2244 ext 120
Email: tpeeks@fairburn.com

Project Information

Name of Proposed Project: Saben Fairburn South Distribution Center
DRI ID Number: 2665
Developer/Applicant: Red Rock Developments
Telephone: 980-233-3837
Email(s): jbarker@redrockdevelopments.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☐ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: 48,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 1,056,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.017

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.011 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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.) 3,222 daily trips, 116/52 am in/out, 72/159 pm in/out

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: See CALYX Traffic Impact Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 300 tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 55.6%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention and Water Quality Ponds, Buffers

Environmental Quality

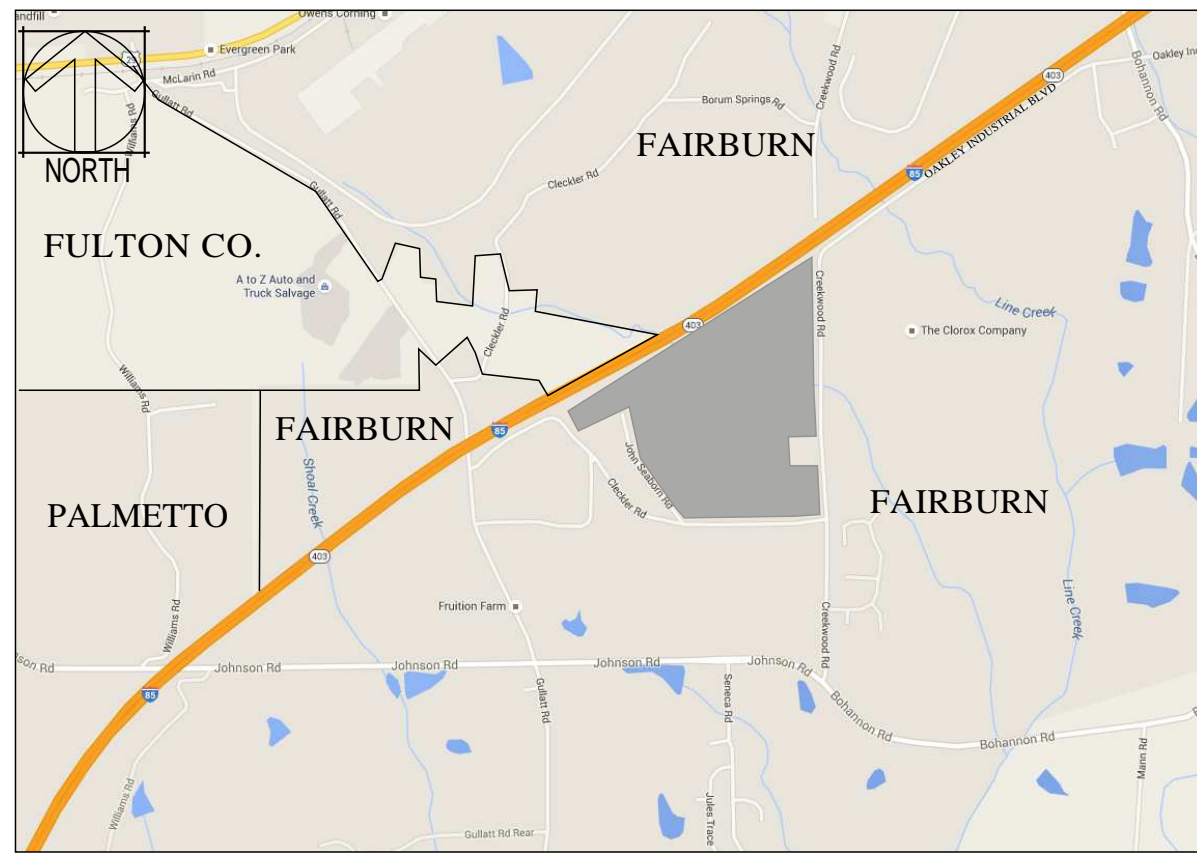
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Subject properties will require impact to wetlands and floodplain (zone X), which will be permitted with USACE.

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



VICINITY MAP
NOT TO SCALE

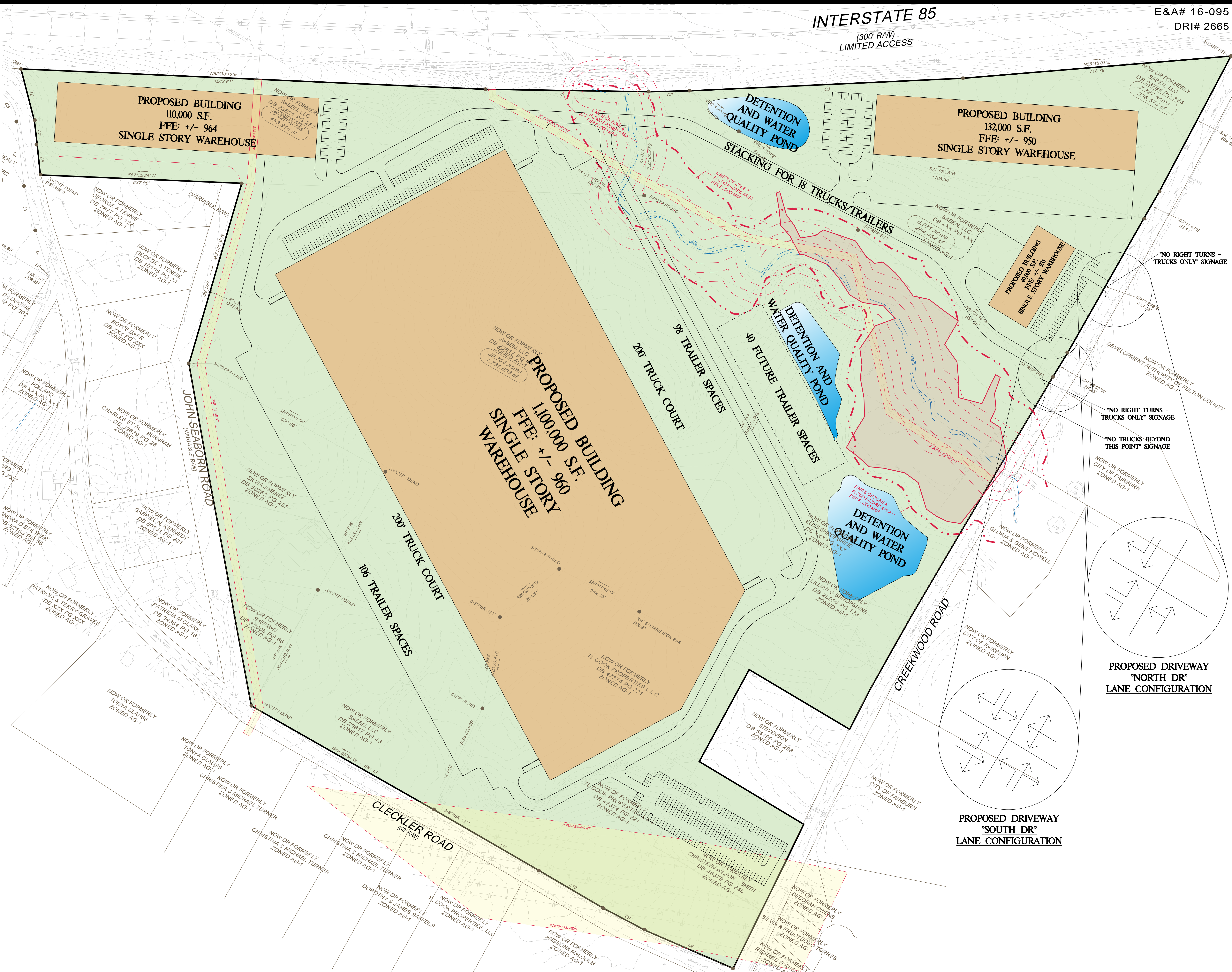
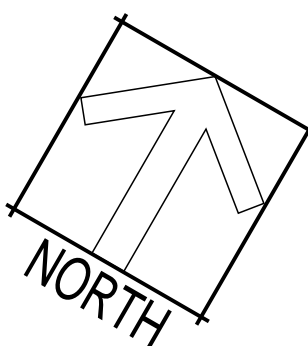
PROJECT INFORMATION

ACREAGE:	TOTAL	±99.1 AC
	FLOOD PLAIN (A/AE)	±0 AC
	OPEN SPACE	±24.5 AC
LOCATION:	STREET	CREEKWOOD ROAD
	JURISDICTION	CITY OF FAIRBURN
	DISTRICT	7
	LAND LOT	178, 179
YIELD:	BUILDING COVER	32.1%
	IMPERVIOUS COVER	55.6%
	DENSITY:	13,946 SF/ACRE
BUILDINGS :	BUILDING 1	1,100,000 S.F.
	BUILDING 2	110,000 S.F.
	BUILDING 3	132,000 S.F.
	BUILDING 4	40,000 S.F.
	TOTAL	1,382,000 S.F.
PAVEMENT:	PARKING SPACES	±421
	REQUIRED	±300
	TRUCK DOCKS	±240
	TRAILER STORAGE (DEDICATED)	±204
SERVICES:	SEWER DEMAND	10,525 GPD
	WATER DEMAND	16,620 GPD

ADDITIONAL SITE DATA

- CURRENT ZONING CLASSIFICATION = AGRICULTURAL (AG-1)
- PROPOSED ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1)
- ZONING YARD SETBACKS: FRONT = 35'; REAR = 30'; SIDE = 20'
- ESTIMATED IMPERVIOUS SURFACE AREA = 2,402,500 S.F. = 55.1 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY; JURISDICTIONAL WATERS OF THE US ARE SHOWN
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY
- TO BE CONSTRUCTED AS A SINGLE PHASE. ALL EXISTING BUILDINGS ARE RESIDENTIAL USE AND ARE TO BE REMOVED.
- ALL EXISTING STUDIED AND PLANNED INTERSECTIONS ARE STOP-SIGN CONTROLLED.
- ALL ROADWAYS IN VICINITY AND ON THE SITE WILL HAVE A SINGLE LANE IN EACH DIRECTION AND IF FEASIBLE, THE PRESUMED EXISTING R/W WIDTHS. I-85 RUNS ALONG THE NORTHERN BOUNDARY OF THE SITE AND IS THE ONLY ADJACENT STATE OR FEDERAL ROUTE.
- NO EXISTING OR PLANNED MEDIANS, SIDEWALKS, BIKE LANES OR TRAILS IN THE VICINITY OF THE SITE.

GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.



E&A# 16-095
DRI# 2665

DRI PLAN #2665

SABEN FAIRBURN SOUTH DIST. CENTER CITY OF FAIRBURN FULTON COUNTY, GA

MARCH 14, 2017

REVISIONS	

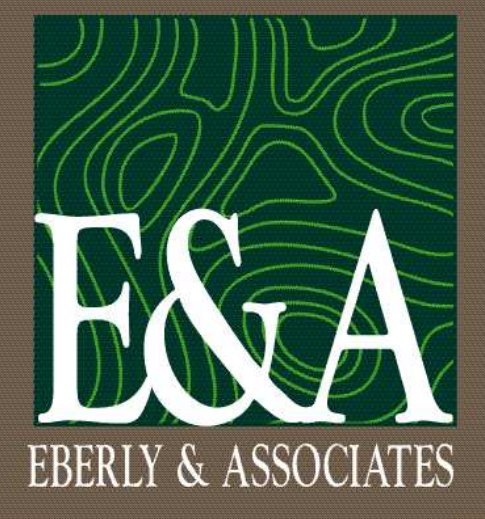
CIVIL ENGINEER

EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345

CONTACT: BRIAN BRUMFIELD, P.E.
(770) 452-7849

TEL 770.452.7849 FAX 770.452.0086
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



DEVELOPER

RED ROCK DEVELOPMENTS
1111 METROPOLITAN AVENUE
SUITE 1035
CHARLOTTE, NC 28204

CONTACT: JOHN BARKER
(704) 481-5560

TRAFFIC ENGINEER

CALYX
RANDY PARKER
1255 CANTON ST., SUITE G
ROSWELL, GA 30075
678-795-3600