REGIONAL REVIEW FINDING

Atlanta Regional Commission ● 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 ● ph: 404.463.3100 fax: 404.463.3205 ● atlantaregional.org

DATE: May 15, 2018 **ARC REVIEW CODE**: R1804251

TO: Mayor Edward Johnson, City of Fayetteville
ATTN TO: Jahnee Prince, Community Development Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Folia Crossroads (DRI 2788)
Submitting Local Government: City of Fayetteville
Review Type: DRI **Date Opened**: April 25, 2018 **Date Closed:** May 15, 2018

Description: This DRI is in the City of Fayetteville on approximately 145 acres east of South Sandy Creek Road, north of SR 54 (West Lanier Avenue), and west of Lake Bennett. The project is proposed to consist of 300 residential units (260 single family detached units and 40 condominium units); 50,000 SF of office space; 120,000 SF of retail and restaurant space; and a 100-room hotel. Site access is proposed via one full-movement driveway on South Sandy Creek Road and two right-in/right-out only driveways on SR 54. The local trigger for this DRI review is a rezoning application. The estimated buildout year is 2022.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General RDG information and recommendations for Developing Suburbs are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy in that it creates a walkable, mixed-use development with a significant residential component – one that is in close proximity to mixed-use and employment centers in downtown Fayetteville to the east, Piedmont Fayette Hospital to the west, and the Pinewood Atlanta Studios/Pinewood Forest development to the north. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

Along those lines, care should be taken 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 site circulation for residents, workers and visitors on foot or by another alternative mode. ARC also recommends that the development team implement multi-use path infrastructure within the site – on key "spine" corridors, at minimum – and along its S. Sandy Creek Rd. and SR 54 frontages. This amenity can offer connectivity to the broader multi-use and cart path network, both existing and planned, that has seen substantial investment from Fayette County and the Cities of Fayetteville, Peachtree City and Tyrone. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, 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.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. It should be noted that many areas around this site are predominated by low to medium density, single family residential uses and undeveloped land. This includes land outside the City of Fayetteville, e.g., in unincorporated Fayette County, which abuts the site on several sides. Relative to land use, Fayette County staff indicated concerns during the GRTA DRI review process that additional retail on this site could dilute the viability of some existing retail centers in the area; and that this DRI's amount of residential space could consume real estate that the County sees as better suited for corporate and industrial facilities. City leadership and staff, along with the development team, should therefore collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources. Along those lines, project is in the Whitewater Creek Small Water Supply Watershed, a public water supply source for both Fayette County and the City of Fayetteville. The property abuts Sandy Creek, a tributary of Sandy Creek, and Lake Bennett, which is an impoundment of Whitewater Creek. More information on requirements relative to water resources is included separately in this report.

Additional ARC staff comments related to transportation and water resources, along with external comments received during the review, are included later in this report.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General 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

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & INDEPENDENCE RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CLAYTON COUNTY	FAYETTE COUNTY	CITY OF FAIRBURN
CITY OF PEACHTREE CITY	CITY OF SOUTH FULTON	TOWN OF TYRONE
CITY OF UNION CITY	THREE RIVERS REGIONAL COMMISSION	COWETA COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Andrew Smith

From: Robin Cailloux <RCailloux@peachtree-city.org>
Sent: Monday, April 30, 2018 4:14 PM
To: Andrew Smith
Subject: RE: ARC DRI Review Notification: Folia Crossroads (DRI 2788)

Andrew:
Thank you for sending this out. Peachtree City has reviewed the plan and the traffic study. Ebeneezer Road is considered the City's annexation boundary, and we are interested to note that the signal at SR 54 has a No Build recommendation for retiming/phasing. We believe that this signal is controlled by GDOT and therefore understand this comment is being suggested to GDOT.

Thank you for seeking the input of Peachtree City; we do not have any comments on this Development of Regional Impact. We will continue to coordinate with our Fayette County planning partners on access management along State Route 54 as well as setbacks and multi-use path connections on this and other impactful development sites. Thank you again.

Robin Bechtel Cailloux, AICP
Senior Planner

City of Peachtree City
153 Willowbend RD
Peachtree City, GA 30269
main (770) 487-5731
desk (770) 631-2588 Extension 1106
fax (770) 631-2552

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, April 25, 2018 6:26 PM
To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; PPeevy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Taylor, Stanford <stataylor@dot.ga.gov>; Baxley, Chance <cbaxley@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Woods, Dan <dwoods@dot.ga.gov>; Wilkerson, Donald <dowilkerson@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; Kimberly Smith <Kimberly.Smith@claytoncountyga.gov>; Dominique Lockhart <Dominique.Lockhart@claytoncountyga.gov>; Patrick Ejike (patrick.ejike@co.clayton.ga.us) <patrick.ejike@co.clayton.ga.us>; Brecca Johnson <brecca.johnson@claytoncountyga.gov>; Lee Kelley <Lee.Kelley@claytoncountyga.gov>; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; Mike Warrix <mwarrix@peachtree-city.org>; Robin Cailloux <RCailloux@peachtree-city.org>; ptrocquet@tyrone.org; tpeeks@fairburn.com; Brendetta Walker <bwalker@fairburn.com>; Shayla Reed <Shayla.Reed@cityofsouthfultonga.gov>; Brianna Rindge <Brianna.Rindge@cityofsouthfultonga.gov>; Ellis Still <estill@unioncityga.org>; Giavani Smith <gsmith@unioncityga.org>; Maurice Ungaro <mungaro@unioncityga.org>; Jeannie Brantley <jbrantley@threeriversrc.com>; ksdutton@threeriversrc.com; rtolleson@coweta.ga.us; White, Angela <awhite@coweta.ga.us>; Handley, Tod <thandley@coweta.ga.us>; Edwards, Tavores <tedwards@coweta.ga.us>; Ray Gibson <RGibson@fayetteville-ga.gov>; Jahnee Prince <jprince@fayetteville-ga.gov>; Julie Brown <jbrown@fayetteville-ga.gov>; Geneva Walker <gwalker@fayetteville-ga.gov>; chindman@fayetteville-ga.gov; jwalls@intse.com; rob@beechamgroup.com; Steven Rowe <slr@aecatl.com>; Sherry Hearn <sch@aecatl.com>; Abdul Amer

<aamer@areng.com>; Abby Rettig <arettig@areng.com>; cs@cbd-re.com
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Aileen Daney <ADaney@atlantaregional.org>
Subject: ARC DRI Review Notification: Folia Crossroads (DRI 2788)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Folia Crossroads (DRI 2788)**.

This DRI is in the City of Fayetteville on approximately 145 acres east of South Sandy Creek Road, north of SR 54 (West Lanier Avenue), and west of Lake Bennett. The project is proposed to consist of 300 residential units (260 single family detached units and 40 condominium units); 50,000 SF of office space; 120,000 SF of retail and restaurant space; and a 100-room hotel. Site access is proposed via one full-movement driveway on South Sandy Creek Road and two right-in/right-out only driveways on SR 54. The local trigger for this DRI review is a rezoning application. The estimated buildout year is 2022.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments on the DRI to ARC on or before **May 10, 2018**.

You may also view the Preliminary Report and other project information by visiting the ARC Plan Reviews webpage beginning tomorrow, April 26, and entering "Folia Crossroads" in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the ARC DRI webpage.

Regards,
Andrew Smith
Principal Planner, Community Development
Atlanta Regional Commission
P | 470.378.1645
asmith@atlantaregional.org
atlantaregional.org
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

Andrew Smith

From: McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Sent: Tuesday, May 1, 2018 12:47 PM
To: Andrew Smith
Cc: Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: Folia Crossroads (DRI 2788)

Good Afternoon Andrew,

GDOT Office of Planning has reviewed the Folia Crossroads (DRI 2788) Preliminary report and show no GDOT projects in the vicinity.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at 404-631-1774 or jomcloyd@dot.ga.gov.

Best,

Johnathan G. McLoyd

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, April 25, 2018 6:26 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Taylor, Stanford <stataylor@dot.ga.gov>; Baxley, Chance <cbaxley@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Woods, Dan <dwoods@dot.ga.gov>; Wilkerson, Donald <dowilkerson@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; Kimberly Smith <Kimberly.Smith@claytoncountyga.gov>; Dominique Lockhart <Dominique.Lockhart@claytoncountyga.gov>; Patrick Ejike (patrick.ejike@co.clayton.ga.us) <patrick.ejike@co.clayton.ga.us>; Brecca Johnson <brecca.johnson@claytoncountyga.gov>; Lee Kelley <Lee.Kelley@claytoncountyga.gov>; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; Mike Warrix <mwarrix@peachtree-city.org>; Robin Cailloux <RCailloux@peachtree-city.org>; ptrocquet@tyrone.org; tpeeks@fairburn.com; Brendetta Walker <bwalker@fairburn.com>; Shayla Reed <Shayla.Reed@cityofsouthfultonga.gov>; Brianna Rindge <Brianna.Rindge@cityofsouthfultonga.gov>; Ellis Still <estill@unioncityga.org>; Giavani Smith <gsmith@unioncityga.org>; Maurice Ungaro <mungaro@unioncityga.org>; Jeannie Brantley <jbrantley@threeriversrc.com>; ksdutton@threeriversrc.com; rtolleson@coweta.ga.us; White, Angela <awhite@coweta.ga.us>; Handley, Tod <thandley@coweta.ga.us>; Edwards, Tavores <tedwards@coweta.ga.us>; Ray Gibson <RGibson@fayetteville-ga.gov>; Jahnee Prince <jprince@fayetteville-ga.gov>; Julie Brown <jbrown@fayetteville-ga.gov>; Geneva Walker <gwalker@fayetteville-ga.gov>; chindman@fayetteville-ga.gov; jwalls@intse.com; rob@beechamgroup.com; Steven Rowe <slr@aecatl.com>; Sherry Hearn <sch@aecatl.com>; Abdul Amer <aamer@areng.com>; Abby Rettig <arettig@areng.com>; cs@cbd-re.com
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Aileen Daney

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As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments on the DRI to ARC on or before **May 10, 2018**.

You may also view the Preliminary Report and other project information by visiting the ARC Plan Reviews webpage beginning tomorrow, April 26, and entering "Folia Crossroads" in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the ARC DRI webpage.

Regards,
Andrew Smith
Principal Planner, Community Development
Atlanta Regional Commission
P | 470.378.1645
asmith@atlantaregional.org
atlantaregional.org
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, May 7, 2018 11:44 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; Hope Macaluso (hope@kffc.org)
Subject: RE: ARC DRI Review Notification: Folia Crossroads (DRI 2788)
Attachments: ARC Preliminary Report - Folia Crossroads - DRI 2788.pdf

Andrew,

The project is proposed to consist of 300 residential units (260 single family detached units and 40 condominium units); 50,000 SF of office space; 120,000 SF of retail and restaurant space; and a 100-room hotel, located in the City of Fayetteville on approximately 145 acres east of South Sandy Creek Road, north of SR 54 (West Lanier Avenue), and west of Lake Bennett. It is located approximately 8 miles north east of Atlanta Regional Airport – Falcon Field (FFC), and is located outside any of their FAA approach or departure surfaces, and compatible land use areas, and does not appear to impact the airport.

However the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Hope Macaluso with Atlanta Regional Airport – Falcon Field (FFC) on this email.

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

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935| | E: achood@dot.ga.gov

View our website at http://www.dot.ga.gov/IS/AirportAid

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, April 25, 2018 6:26 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Taylor, Stanford <stataylor@dot.ga.gov>; Baxley, Chance <cbaxley@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Woods, Dan <dwoods@dot.ga.gov>; Wilkerson, Donald <dowilkerson@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; Kimberly Smith <Kimberly.Smith@claytoncountyga.gov>; Dominique Lockhart <Dominique.Lockhart@claytoncountyga.gov>; Patrick Ejike (patrick.ejike@co.clayton.ga.us) <patrick.ejike@co.clayton.ga.us>; Brecca Johnson <brecca.johnson@claytoncountyga.gov>; Lee Kelley <Lee.Kelley@claytoncountyga.gov>; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; Mike Warrix <mwarrix@peachtree-city.org>; Robin Cailloux <RCailloux@peachtree-city.org>; ptrocquet@tyrone.org;

tpeeks@fairburn.com; Brendetta Walker <bwalker@fairburn.com>; Shayla Reed <Shayla.Reed@cityofsouthfultonga.gov>; Brianna Rindge <Brianna.Rindge@cityofsouthfultonga.gov>; Ellis Still <estill@unioncityga.org>; Giavani Smith <gsmith@unioncityga.org>; Maurice Ungaro <mungaro@unioncityga.org>; Jeannie Brantley <jbrantley@threeriversrc.com>; ksdutton@threeriversrc.com; rtolleson@coweta.ga.us; White, Angela <awhite@coweta.ga.us>; Handley, Tod <thandley@coweta.ga.us>; Edwards, Tavores <tedwards@coweta.ga.us>; Ray Gibson <RGibson@fayetteville-ga.gov>; Jahnee Prince <jprince@fayetteville-ga.gov>; Julie Brown <jbrown@fayetteville-ga.gov>; Geneva Walker <gwalker@fayetteville-ga.gov>; chindman@fayetteville-ga.gov; jwalls@intse.com; rob@beechamgroup.com; Steven Rowe <slr@aecatl.com>; Sherry Hearn <sch@aecatl.com>; Abdul Amer <aamer@areng.com>; Abby Rettig <arettig@areng.com>; cs@cbd-re.com
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Aileen Daney <ADaney@atlantaregional.org>
Subject: ARC DRI Review Notification: Folia Crossroads (DRI 2788)

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Regards,
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Atlanta Regional Commission
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asmith@atlantaregional.org
atlantaregional.org
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

FOLIA CROSSROADS DRI
City of Fayetteville
ARC Natural Resources Group Review Comments

April 18, 2018

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located entirely within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County, and which is classified as a small (less than 100 square mile) water supply watershed. While the proposed project property is more than 7 miles upstream of the County intake, it is within 7 miles of the City intake.

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 City has adopted a water supply watershed protection ordinance, which requires a 100-foot vegetative buffer and 150-foot impervious surface setback on all perennial streams in a water supply watershed. Perennial streams are defined in the City ordinance as streams that are shown as perennial on a USGS quad sheet. The property is bounded on the north by Sandy Creek and on the east by Lake Bennett, which is an impoundment of Whitewater Creek. A tributary to Sandy Creek is also shown crossing the northwestern portion of the project property.

The submitted site plan shows a 100-foot undisturbed buffer and 150-foot impervious setback along Sandy Creek. A 25-foot buffer, presumably the state sediment and erosion control buffer, is shown along Lake Bennett. A 50-foot undisturbed buffer and a 75-foot impervious surface setback are shown on the unnamed tributary of Sandy Creek crossing the property. The City will need to determine if the proposed project meets its buffer zone requirements along Lake Bennett as well as all other applicable requirements of its water supply watershed protection ordinance.

Any other streams on the property may also be subject to the City's Stream Buffer Ordinance, which requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback. All streams as well as any other waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project 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. 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 utilize the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#2788
DRI Title	Folia Crossroads
County	Fayette County
City (if applicable)	**Fayetteville**
Address / Location	The site is located north of SR 54 (W Lanier Avenue) between S Sandy Creek Road and Old Mill Court

Proposed Development Type:

Development of an approximately 145 acre site to include 50,000 sq ft of office, 40 multifamily units, 260 single family detached units, 120,000 sq ft of retail/restaurant space and a 100 room hotel

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Marquitrice Mangham
Copied	Click here to enter text.
Date	April 20, 2018

TRAFFIC STUDY

Prepared by	A & R Engineering
Date	April 17, 2018

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

☐ NO *(provide comments below)*

The Appendix of the traffic study includes fact sheets of proposed transportation projects in the study network which includes a programmed multiuse bridge and paths project on SR 54.

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 development site plan proposes one full access driveway on Sandy Creek and two right in right out driveways on SR 54, 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 development site plan proposes one full access driveway on Sandy Creek and two right in right out driveways on SR 54, 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

Nearest Station — Click here to enter name of operator and rail line

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)*
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) Click here to enter name of operator(s).

Bus Route(s) Click here to enter bus route number(s).

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 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

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)*

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 formal path currently exits. A multi use path is programmed and being developed in the area of the site and will provide connectivity between uses in general vicinity of the site.

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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)*

☐ OTHER *(Please explain)*

Parcels east of the site are currently developed as single family residential uses. The parcel to the west is an undeveloped tract. The site plan has the potential to create connectivity with the undeveloped site by way of the deadend drive aisles proposed in the site plan. There is no indication that this happen as apart of this development.

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)*
- ☐ OTHER *(Please explain)*

A hotel and restaurants are proposed more than a quarter distance into the site between residential uses all with access one long driveway that dissects the development site. Internal sidewalks are proposed as a part of the development which will allow for pedestrian movement between uses, however the design and layout of the propose development and its location of commercial uses increases safety concerns and conflicts between pedestrians moving from the residential uses to commercial uses in the development frequented by the public. No bicycle facilities are proposed.

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)*

There are no existing bicycle and pedestrian facilities along the adjacent roadways at the development site. The site proposed internal sidewalks however precludes pedestrian connectivity to future development on neighboring parcels.

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)*

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)*

Click here to enter text.

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):

Understanding the environmental and topographical issues surrounding site, further consideration should be given the layout and location of proposed uses to reduce the potential impacts on the residential use.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #2788

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: Fayetteville

Individual completing form: Jahnee Prince (direct line - 770-719 - 4156)

Telephone: (770) 461-6029

E-mail: jprince@fayetteville-ga.gov

*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: Folia Crossroads

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1129 & 1137 Hwy 54 West, Fayetteville GA parcel ID# 0521 088, 0521 077, 0521 005, 0521 016, 0528 04

Brief Description of Project: Mixed use development including residential, commercial, office, and restaurant uses.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 50,000 sf officwe, 100,000 sf-retail, Hotel -100 rooms, 20,000 sf-restaurants, 300 residential lots

Developer: BCM Construction Group LLC

Mailing Address: 296 South Main Street, Ste 400

Address 2: n/a

City:Alpharetta State: GA Zip:30009

Telephone: 770-688-0146

Email: rob@beechamgroup.com

Is property owner different from developer/applicant? ○ (not selected) ◉ Yes ○ No

If yes, property owner: Johnnie E. Williams

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: n/a Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
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: 2020 Overall project: 2020

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #2788

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:	Fayetteville
Individual completing form:	Jahnee Prince (direct line - 770-719 - 4156)
Telephone:	(770) 461-6029
Email:	jprince@fayetteville-ga.gov

Project Information

Name of Proposed Project:	Folia Crossroads
DRI ID Number:	2788
Developer/Applicant:	BCM Construction Group LLC
Telephone:	770-688-0146
Email(s):	rob@beechamgroup.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:	100,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,700,000
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): NA

Water Supply

Name of water supply provider for this site:	Fayette County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.16813

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:
NA

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?
NA

Wastewater Disposal

Name of wastewater treatment provider for this site: City of Fayetteville

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.1462

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: NA

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?.75

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.) AM: 479 / PM: 660 / DAILY: 7,260

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:Please refer to the traffic study for all recommended transportation improvements

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1408

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

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

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

If yes, please explain:NA

Stormwater Management

What percentage of the site is projected to be impervious surface once the

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The site is located on Lake Bennett and several of its feeder creeks and is adjacent to the FEMA Designated flood plain. Because of this, we are exploring the option of exempting full stormwater detention and only providing Storm Channel Protection Volume along with the required Water Quality. Because the topography of the site creates several smaller drainage basins, our plan is to treat the stormwater in several smaller BMP's throughout the site rather than piping the storm runoff on a central location for treatment. Some of the anticipated BMP's include the following: Bio- Retention: Within some of the larger parking fields of the commercial area, we will include expanded islands for bio-retention. These islands will be fully planted with a mixture of trees, shrubs and groundcover and because of the larger planting area, these will appear more lush than a traditional parking island.Pervious Pavers: A majority of the alleys of the residential areas and some of the smaller parking lots of the commercial will include pervious pavers with a stone gallery underneath to allow for infiltration of the stormwater back into the water table. Enhanced Swales: These BMP's are planned for the main road through the development. This allows for a more rural look to the main road while treating the stormwater through a series of small stone dams and swales. These swales will be planted with native and naturalized grasses and will enhance the look as well as the water quality of the runoff. Other areas that are contemplated for enhanced swales are long runs behind the residential lots as well as in the linear park.Constructed Ponds/ Wetlands: The majority of these BMP's will be designed into the linear park running along the creeks and Lake Bennett. The areas can be either wet or dry, depending on the season, and will treat the stormwater and reduce any erosive velocities prior to entering into the lake. They will be fully planted and will not only enhance the stormwater but will also be valuable feature for people enjoying the linear park.Downstream Analysis: As a part of the overall hydrology study, we will analyze the downstream condition to the point our project is 10% or less of the overall drainage basin. This may include reviewing the existing dam and downstream culvert of Lake Bennett.

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:
Wetlands - impacted areas will be minimized within the development. Any wetlands will be mitigated with an ACOE wetland permit. River corridors - We have increased the buffers along the protected stream corridor. Floodplains - We will verify a no-rise in the flood elevation after development.

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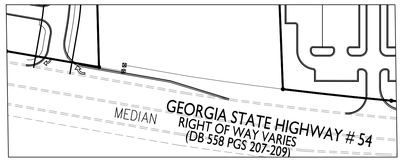
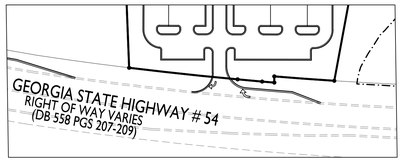
DRIVEWAY #1
1"=100'



DRIVEWAY #2
1"=100'



DRIVEWAY #3
1"=100'

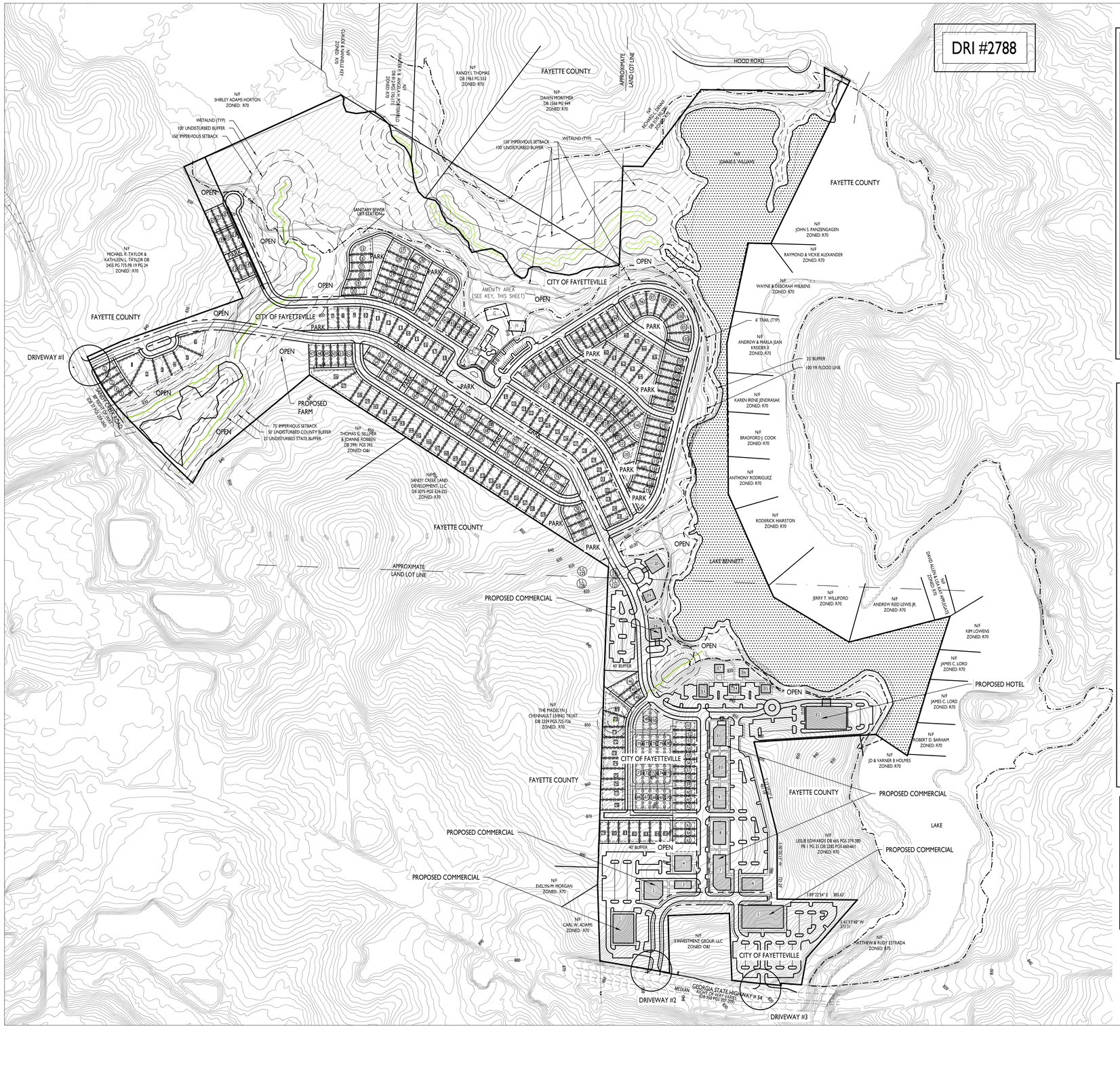
COMMERCIAL KEY:

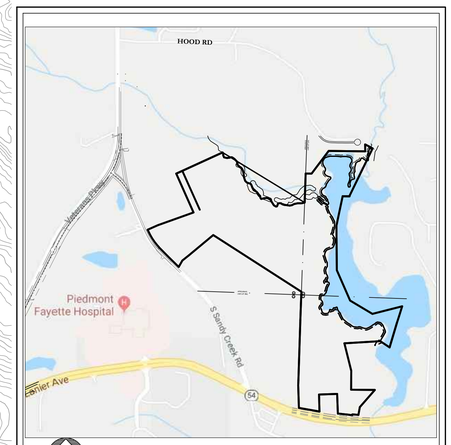
1	2 STORY RETAIL	14,000 SF
2	2 STORY OFFICE	20,000 SF
3	2 STORY OFFICE	10,000 SF
4	2 STORY OFFICE	20,000 SF
5	2 STORY RETAIL	22,000 SF
6	2 STORY RETAIL	10,200 SF
7	2 STORY RETAIL	11,400 SF
8	2 STORY RETAIL	10,200 SF
9	2 STORY RETAIL	10,200 SF
10	2 STORY RETAIL	10,800
11	1 STORY RETAIL	5,800 SF
12	5 STORY HOTEL	100 ROOMS
13	2 STORY RETAIL	2,400 SF
14	2 STORY RETAIL	1,8000 SF
15	2 STORY RETAIL	1,800 SF
16	2 STORY RETAIL	1,800 SF
17	2 STORY RETAIL	1,800 SF
18	RESTAURANT	10,000 SF
19	RESTAURANT	5,000 SF
20	RESTAURANT	5,000 SF

PARKING:

RETAIL	100,000 SF	5:1000 = 500
RESTAURANT	20,000 SF	1:2 SEATS = 100
OFFICE	50,000 SF	5:1000 = 250
HOTEL	1/ROOM +1/EMP	105

TOTAL PARKING REQUIRED: 955
TOTAL PARKING PROVIDED: 1056





LOCATION MAP
1"=1000'

SITE DATA:

ACRES:	144.91	LL:	127,129,130
EX. ZONING:	R-70	DIST:	5th
PROP. ZONING:	PCD		
USES:	RESIDENTIAL - 103.81 AC COMMERCIAL - 41.10 AC		DENSITY RES: 2.88 UN/ACRE

SETBACKS:

RESIDENTIAL (DETACHED)

MINIMUM LOT WIDTH	30' (MEASURED AT FRONT BUILDING SETBACK)
MINIMUM LOT AREA	4000 S.F.
MINIMUM FRONT SETBACK	2' FROM BACK OF CURB
MINIMUM SIDE YARD SETBACK	0' (10' BETWEEN STRUCTURES)
MINIMUM REAR YARD SETBACK	10' (5' FOR ACCESSORY STRUCTURES)
MAXIMUM HEIGHT	40'

RESIDENTIAL (ATTACHED)

MINIMUM LOT WIDTH	20' (MEASURED AT FRONT BUILDING SETBACK
MINIMUM LOT AREA	1600 S.F.
MINIMUM FRONT SETBACK	12' FROM BACK OF CURB
MINIMUM SIDE YARD SETBACK	0'
MINIMUM REAR YARD SETBACK	20' (5' FOR ACCESSORY STRUCTURES)
MAXIMUM HEIGHT	50'

COMMERCIAL

MINIMUM LOT WIDTH	0'
MINIMUM LOT AREA	1500 S.F.
MINIMUM FRONT SETBACK	15' FROM BACK OF CURB
MINIMUM SIDE YARD SETBACK	0' (10' BETWEEN STRUCTURES)
MINIMUM REAR YARD SETBACK	20' (5' FOR ACCESSORY STRUCTURES)
MAXIMUM HEIGHT	55'

SITE PROGRAM:

- SINGLE FAMILY LOTS: 265
  - 35' LOTS = 180
  - 50' LOTS = 85
- ATTACHED RESIDENTIAL ABOVE RETAIL: 35
- RETAIL: 100,000 SF
- RESTAURANT: 20,000 SF
- OFFICE: 50,000 SF
- HOTEL: 100 ROOMS

AMENITY KEY:

A	MAIL KIOSK
B	CLUBHOUSE
C	FIRE PIT WITH OUTDOOR KITCHEN
D	KIDDIE POOL WITH SLIDE
E	LAP POOL
F	PAVILION
G	DOG PARK
H	FENCED PLAYGROUND

A+EC
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TRAFFIC ENGINEER:
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NORTH
200 0 200 400

DRI SITE PLAN

FOLIA CROSSROADS

Fayetteville, Georgia

PROJECT INFORMATION

PROJECT NO.: 17-4056.10
DATE: 2-6-18, rev 4-12-18
SCALE: 1" = 200'
FILE NAME: Beecham- Fayetteville P20.dwg
DESIGN/DRAWN: SLR/ SCH

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