

# REGIONAL REVIEW NOTIFICATION

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

**DATE**: April 25, 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 Review

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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: Folia Crossroads (DRI 2788)

**Review Type:** DRI **Submitting Local Government:** City of Fayetteville

<u>Date Opened</u>: April 25, 2018 <u>Deadline for Comments</u>: May 10, 2018 <u>Date to Close</u>: May 15, 2018

<u>Description</u>: 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.

<u>PRELIMINARY COMMENTS:</u> 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.

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 properties outside the City of Fayetteville, e.g., in unincorporated Fayette County, which abuts the site on several sides. City

leadership and staff, along with the development team, should therefore collaborate to ensure sensitivity to nearby local governments, neighborhoods, land uses and natural resources. Along those lines, this 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 preliminary ARC staff comments related to transportation and water resources, 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 RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CLAYTON COUNTY
CITY OF PEACHTREE CITY
CITY OF LINION CITY

ARC TRANSPORTATION ACCESS & MOBILITY ARC AGING & INDEPENDENCE RESOURCES GEORGIA DEPARTMENT OF TRANSPORTATION FAYETTE COUNTY CITY OF SOUTH FULTON
THERE RIVERS REGIONAL COMMISSION

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF FAIRBURN
TOWN OF TYRONE
COWETA COUNTY

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



**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: **Folia Crossroads** *See the Preliminary Report*. Comments from affected party (attach additional sheets as needed): Individual Completing Form: Local Government: Please return this form to: Andrew Smith Atlanta Regional Commission Department: International Tower 229 Peachtree Street NE, Suite 100 Atlanta, Georgia 30303 Telephone: ( Ph. (470) 378-1645 asmith@atlantaregional.org Signature: Return Date: May 10, 2018 Date:

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

**DATE**: April 25, 2018 **ARC REVIEW CODE**: R1804251

**TO:** ARC Group Managers

FROM: Andrew Smith, 470-378-1645

#### Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

<u>Name of Proposal:</u> Folia Crossroads (DRI 2788) <u>Review Type:</u> Development of Regional Impact

<u>Description:</u> 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.

**Submitting Local Government:** City of Fayetteville

Date Opened: April 25, 2018

Deadline for Comments: May 10, 2018

Date to Close: May 15, 2018

	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)	$\hfill\Box$ 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:

# 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.

Folia Crossroads DRI ARC NRG Comments April 18, 2018 Page Two

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 (<a href="www.georgiastormwater.com">www.georgiastormwater.com</a>) 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.



regional impact + local relevance

# **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

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**Date** April 20, 2018

#### **TRAFFIC STUDY**

**Prepared by** A & R Engineering

**Date** April 17, 2018

### **REGIONAL TRANSPORTATION PLAN PROJECTS**

	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.
REGION	IAL 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
$\boxtimes$	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.

$\boxtimes$	NOT APPLICABLE (neare	st station more than one mile away)
	RAIL SERVICE WITHIN O	NE 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

	<ul> <li>Not applicable (accessing the site by walking is not consistent with the type of development proposed)</li> </ul>
	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
	<ul> <li>Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)</li> </ul>
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
	<ul> <li>Not applicable (accessing the site by transit is not consistent with the type of development proposed)</li> </ul>
	Click here to provide comments.

<sup>\*</sup> 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)
$\boxtimes$	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.

$\boxtimes$	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (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)

<sup>\*</sup> Following the most direct feasible walking or bicycling route to the nearest point on the development site

	ich provides rail and/or fixed route bus service operate anywhere within the development site is located?
or prefer not to drive, excan help reduce traffic comprehensive operation serving the site during the nature of the development to the site is not feasible ensure good walking and any routes within a one of the site is not feasible.	evelopments and transit services provide options for people who cannot pand economic opportunities by better connecting people and jobs, and ongestion. If a transit agency operates within the jurisdiction and a ans plan update is undertaken, the agency should give consideration to be evaluation of future routes, bus stops and transfer facilities. If the ent is amenable to access by transit, walking or bicycling, but direct service for cost effective, the transit agency and local government(s) should a bicycling access accessibility is provided between the development and mile radius. The applicable local government(s) is encouraged to make ding priority for future walking and bicycling infrastructure improvements.
NO	
YES	
f the development site is	within one mile of an existing multi-use path or trail, provide information
n accessibility condition	s.
who cannot or prefer no and jobs, and can help ro or trail is available nearl facilities is a challenge, t	levelopments and walking/bicycling facilities provide options for people of to drive, expand economic opportunities by better connecting people educe traffic congestion. If connectivity with a regionally significant path by, but walking or bicycling between the development site and those the applicable local government(s) is encouraged to make the route a re walking and bicycling infrastructure improvements.
$\leq$ NOT APPLICABLE ( $ne$	arest path or trail more than one mile away)
YES (provide addition	nal information below)
Name of facility	Click here to provide name of facility.
Distance	Within or adjacent to development site (0.10 mile or less)
Distance	<ul><li>Within or adjacent to development site (0.10 mile or less)</li><li>0.15 to 0.50 mile</li></ul>
Distance	
Distance Walking Access*	0.15 to 0.50 mile
	<ul> <li>□ 0.15 to 0.50 mile</li> <li>□ 0.50 to 1.00 mile</li> <li>□ Sidewalks and crosswalks provide connectivity</li> </ul>
	☐ 0.15 to 0.50 mile ☐ 0.50 to 1.00 mile
	<ul> <li>□ 0.15 to 0.50 mile</li> <li>□ 0.50 to 1.00 mile</li> <li>□ Sidewalks and crosswalks provide connectivity</li> <li>□ Sidewalk and crosswalk network is incomplete</li> <li>□ Not applicable (accessing the site by walking is not consistent with</li> </ul>

 $\begin{tabular}{|c|c|c|c|c|} \hline & Route uses high volume and/or high speed streets \\ \hline \end{tabular}$ 

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)
$\boxtimes$	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.

		s the site plan enable pedestrians and bicyclists to move between destinations within the elopment site safely and conveniently?
	re. pla de	ne ability for walkers and bicyclists to move within the site safely and conveniently reduces liance on vehicular trips, which has congestion reduction and health benefits. Development site ans should incorporate well designed and direct sidewalk connections between all key estinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large creage 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)
11. I	uses prop how incre com	otel and restaurants are proposed more than a quarter distance into the site between residential stall with access one long driveway that dissects the development site. Internal sidewalks are bosed as a part of the development which will allow for pedestrian movement between uses, ever the design and layout of the propose development and its location of commercial uses eases safety concerns and conflicts between pedestrians moving from the residential uses to impricial uses in the development frequented by the public. No bicycle facilities are proposed.  In the site plan provide the ability to construct publicly accessible bicycling and walking nections with adjacent parcels which may be redeveloped in the future?
	red op	e ability for walkers and bicyclists to move between developments safely and conveniently duces reliance on vehicular trips, which has congestion reduction and health benefits. Such portunities should be considered and proactively incorporated into development site plans nenever 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)
I	$\boxtimes$	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.

oft ard seg	e ability for delivery and service vehicles to efficiently enter and exit major developments is ten key to their economic success. So is the ability of visitors and customers being able to move bund safely and pleasantly within the site. To the extent practical, truck movements should be gregated by minimizing the number of conflict points with publicly accessible internal roadways, lewalks, 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)
<u>OMME</u>	NDATIONS
	he transportation network recommendations outlined in the traffic study appear to be feasible 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)
	c here to enter text.

NO (based on information shared with ARC staff prior to or during the review process; does not

one or more local governments, agencies or stakeholder groups?

YES (see comments below)

reflect the outcome of an extensive stakeholder engagement process)

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.





#### **Developments of Regional Impact**

**DRI Home View Submissions Tier Map** <u>Apply</u> <u>Login</u>

#### **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 1129 & 1137 Hwy 54 West, Fayetteville GA parcel ID# 0521 088, 0521 077, 0521

Coordinates, or Legal Land Lot 005, 0521 016, 0528 04

Description):

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

located within your local (not selected) Yes No

government's jurisdiction?

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 Facilit	ties 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, 50,000 sf officwe, 100,000 sf-retail, Hotel -100 rooms, 20,000 sf-restaurants, 300 etc.): residential lots		
Developer:	per: 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		

```
If no, in what additional n/a
jurisdictions is the project located?
           Is the current proposal a
                                         (not selected) Yes No
    continuation or expansion of a previous DRI?
        If yes, provide the following Project Name: n/a
                         information: Project ID:
                                         Rezoning
 The initial action being requested of the local government for this
                                         Variance
                                           Sewer
                              project:
                                           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 n/a represent?
     Estimated Project Completion This project/phase: 2020
Dates: Overall project: 2020
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```

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#### **Developments of Regional Impact**

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**Tier Map** 

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#### **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.

(not selected) Yes No

proceed to Economic Impacts.)

If yes, has that additional

information been provided (not selected) Yes No to your RDC and, if

applicable, GRTA?

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

(not selected) Yes No

project?

Will this development

(not selected) Yes No

displace any existing uses? 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 0.16813 supply demand to be
generated by the project,
measured in Millions of Gallons Per Day (MGD)?
Is sufficient water supply
capacity available to serve
                                (not selected) Yes No
the proposed project?
If no, describe any plans to expand the existing water supply capacity:
NA
Is a water line extension
required to serve this
                                (not selected) Yes No
project?
If yes, how much additional line (in miles) will be required? \ensuremath{\mathsf{NA}}
                                                Wastewater Disposal
Name of wastewater
                               City of Fayetteville
treatment provider for this
site:
What is the estimated sewage flow to be generated by the project,
                                0.1462
measured in Millions of Gallons Per Day (MGD)?
Is sufficient wastewater
treatment capacity available
                                (not selected) Yes No
to serve this proposed
project?
If no, describe any plans to expand existing wastewater treatment capacity: NA
Is a sewer line extension
required to serve this
                                (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
                               AM: 479 / PM: 660 / DAILY: 7,260
vehicle trips per day? (If only an alternative measure
of volume is available,
please provide.)
Has a traffic study been performed to determine
whether or not
transportation or access improvements will be
                                (not selected) Yes No
needed to serve this
project?
Are transportation
improvements needed to
                                (not selected) Yes No
serve this project?
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)?
Is sufficient landfill capacity
                                (not selected) Yes No
available to serve this
proposed project?
If no, describe any plans to expand existing landfill capacity:NA
Will any hazardous waste
be generated by the
                                (not selected) Yes No
development?
If yes, please explain:NA
```

#### **Stormwater Management**

What percentage of the site 35% 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 ve

#### **Environmental Quality**

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

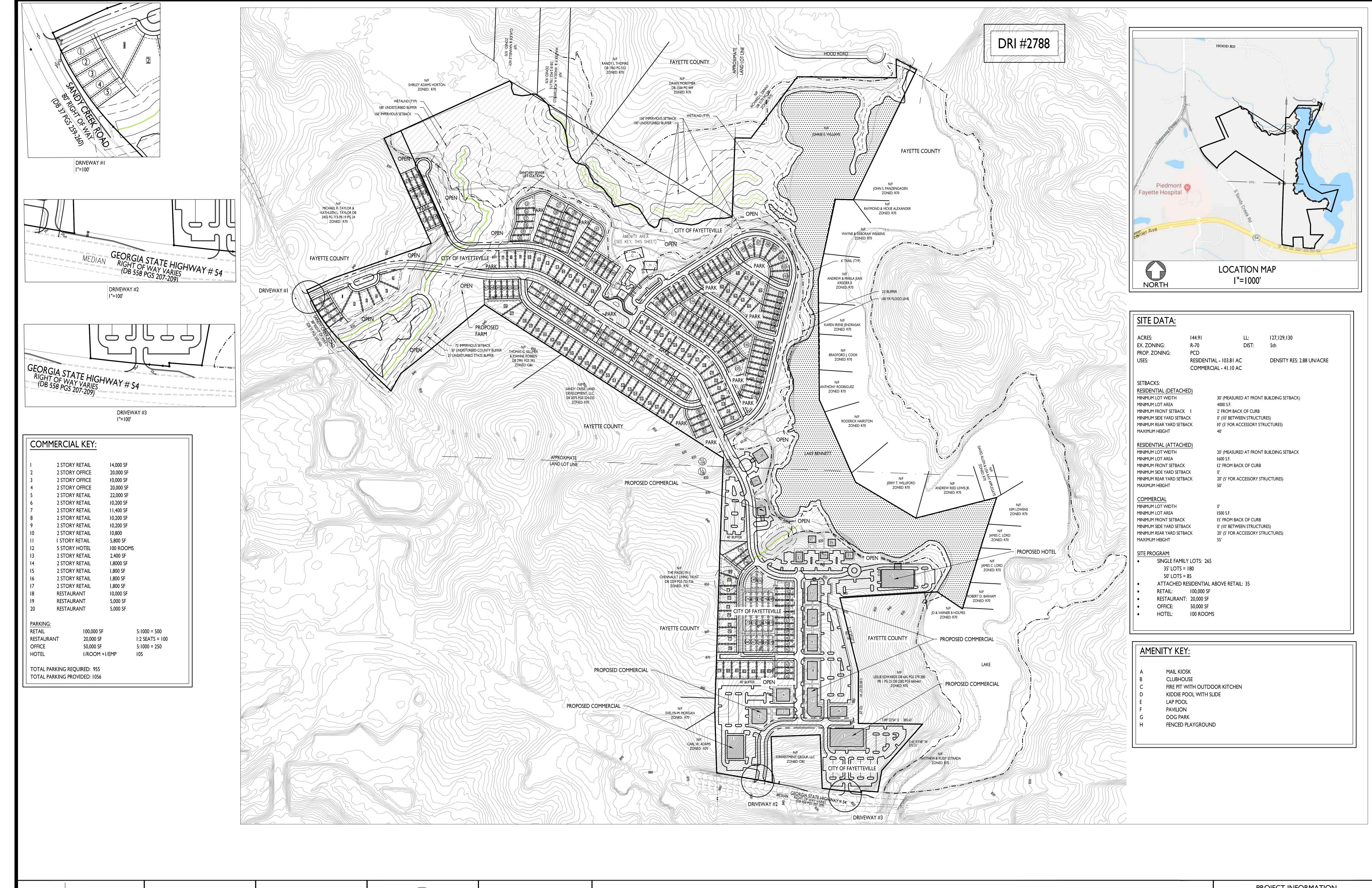
Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(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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TRAFFIC ENGINEER:

A&R ENGINEERING, INC.

2160 KINGSTON COURT, SUITE O

MARIETTA, GA 30067

T: (770) 690-9255

CLIENT CONTACT INFORMATION:

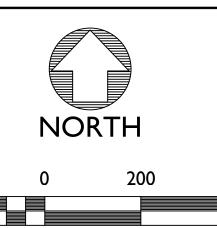
BCM CONSTRUCTION GROUP LLC

ROB BEECHAM

296 SOUTH MAIN STREET, STE. 400

ALPHARETTA, GA 30009

T: (470) 719-8911



DRI SITE PLAN

FOLIA CROSSROADS

Fayetteville, Georgia

PROJECT INFORMATION
PROJECT NO.: 17-4056.10

DATE: 2-6-18, rev 4-12-18

SCALE: I" = 200'

FILE NAME: Beecham- Fayetteville P20.dwg

FILE NAME: Beecham- Fayetteville P20.dv
DESIGN/DRAWN: SLR/ SCH