

DATE: Dec. 8, 2020

ARC REVIEW CODE: R2011201

TO: Mayor Mitch Colvin
ATTN TO: David Rast, Director of Community Development
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Southeast Data Center Campus DRI #3160

Submitting Local Government: City of Fayetteville

Review Type: Development of Regional Impact **Date Opened:** Nov. 23, 2020 **Date Closed:** Dec. 8, 2020

Description: Description: A Development of Regional Impact (DRI) review of a proposed 1,015,000–square–foot data center and technology business park on 123 acres in the City of Fayetteville at the intersection of (Floy Farr Parkway (SR 54) and Veterans Parkway. The local trigger is a site plan review. Half buildout is proposed by 2027, full buildout by 2031.

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. The site is also directly adjacent to a Regional Attractor: Wellness District for Piedmont Fayette Hospital (the City's largest employer) and other related medical uses nearby. It's also located south of the Community Activity Center for Trilith Studios.

This data center project is a unique use in that it occupies a large area but will generate few trips once operational. The City of Fayetteville has identified Data Centers as one of its targeted industries for economic development, along with Corporate Headquarters, Film/Television/Digital Media, Film Industry Vendors, and Technology Firms. The DRI is situated to take advantage of its location next to an electrical substation. While this is likely to remain a data center, the site plan's grid carries the potential for being adapted to other industrial and office uses in the future. It also anticipates potential street connections to surrounding properties, which is beneficial for long-term circulation.

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.

The Future Land Use Map in the City's 2017 comprehensive plan identifies this area as Business Park, which carries the following recommendations: "... site design will have a character similar to that of a college campus with significant greenspace and pleasant pedestrian connections between buildings." 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. Additional comments from ARC's Transportation Access & Mobility Group are attached.

Please see the attached comments from Fayette County staff, which note the need for right-of-way to be allocated for the SR 54 Greenway Trail (identified as project #FTP-404 in the county's Comprehensive Transportation Plan). This trail is part of an effort to build a county-wide pedestrian and bicycle network. The segment along the DRI will be critical for the connection between downtown Fayetteville and Peachtree City. Additional comments on future road and intersection projects contained in the County's plan are in the attached comments. Also see GRTA's Notice of Decision for required and advisory conditions on the project.

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. Please see the attached comments, which detail several conditions that must be considered because of the project's location with the Whitewater Creek Water Supply Watershed for both the City and the County.

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

FAYETTE COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

CITY OF PEACHTREE CITY

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GRTA/SRTA

TOWN OF TYRONE

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3160

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: City of Fayetteville
Individual completing form: David Rast
Telephone: (770) 719-4156
E-mail: drast@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: Southeast Data Center campus
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): W HWY 54 (Parcel #0704 008)
Brief Description of Project: Data center-focused technology park creating an environment that combines hyperscale, corporate and industrial campus attributes while blending in with surrounding developments.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): +/- 1,000,000 SF/ 122.7 acres

Developer: Oceanic Data Centers, LLC

Mailing Address: Attn.: Joel Embry, Managing Member

Address 2: 4446 Hendricks AVE, STE 1-A

City: Jacksonville State: FL Zip: 32207

Telephone: (904) 206-1073

Email: joel.embry@oceanicdc.com

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

If yes, property owner: Lester Family Limited Liability Partnership

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?

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

If yes, provide the following information: Project Name:
Project ID:

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

- ☐ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☒ Other conceptual site plan approval

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?

Estimated Project Completion Dates: This project/phase: 2022
Overall project: 2030

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Developments of Regional Impact

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DRI #3160

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: City of Fayetteville
Individual completing form: David Rast
Telephone: (770) 719-4156
Email: drast@fayetteville-ga.gov

Project Information

Name of Proposed Project: Southeast Data Center campus
DRI ID Number: 3160
Developer/Applicant: Joel Embry/ Oceanic Data Centers, LLC
Telephone: (904) 206-1073
Email(s): joel.embry@oceaniodc.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: 1.2 billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 2.7 million (property tax at build-out)

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

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

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

Water Supply

Name of water supply provider for this site: Fayette County Water

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0175

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

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

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

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

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0175

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

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

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

If yes, how much additional line (in miles) will be required? 1.5 miles

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.) 1,005 ADT

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: Traffic study underway. No transportation improvements identified to date.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,000,000

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 35%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management. The development will meet all local, state and federal regulations and standards that pertain to buffers, stormwater quality and quantity management

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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
wetland and floodplain areas ill not be impacted or disturbed pre-or post construction

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Greg Giuffrida

From: Pete Frisina <pfrisina@fayettecountyga.gov>
Sent: Tuesday, December 8, 2020 1:27 PM
To: Greg Giuffrida
Cc: Steve Rapson; ROgnio; Charles Oddo Forwarding Address; David Rast; Philip Mallon
Subject: RE: ARC DRI Review Notification: Southeast Data Center Campus DRI #3160

Greg,

Please see Fayette County's comments concerning DRI #3160 (Southeast Data Center Campus) in the City of Fayetteville below:

Public Works/ Engineering - These comments from Fayette County Public Works are based on review of the following information:

- The November 20, 2020 Traffic Impact Study for DRI 3160 Southeastern Data Center, prepared by NV5 Engineers and Consultants, Inc.;
- The November 25, 2002 Letter of Understand & Staff Recommendation from GRTA; and
- A November 30, 2020 email from Dan Woods, GDOT.

1. We agree with the trip generation and assignment data.
2. The number of left turns into the facility from Tyrone Road appear to trigger a left turn lane. If so, the entrance location must consider the road widening associated with the left turn lane and the proposed intersection improvements at Tyrone Road and SR 54 to ensure appropriate offset is provided.
3. Fayette County Comprehensive Transportation Plan (CTP) calls for a SR 54 Greenway Trail (FTP-404). Consideration should (e.g., in terms of a 20-ft access easement) be made to allow for a future path adjacent to SR 54 and outside the secured/fence area of the project.
4. The CTP also calls for a Veterans-Tyrone Connector (FTP-135). Consideration should be made to facilitate this future road. At some point it could offer a third entrance to the facility an alleviate impacts to one or both SR 54 signals.
5. As noted by GDOT, we support proposed improvements at the SR 54 @ Veterans Parkway / Lester Road intersection to mitigate a future LOS F.
6. Fayette County has programmed an intersection improvement at Tyrone Road and Flat Creek Trail but the design (i.e., a roundabout versus a traffic signal) has not been determined.
7. A 50-ft right-of-way dedication, as measured from centerline of road, shall be required along the Tyrone Road frontage.

Thanks for the opportunity to make comments. If you need any additional information please contact me.

Best Regards,

Pete Frisina

From: Greg Giuffrida [mailto:GGiuffrida@atlantaregional.org]
Sent: Tuesday, November 24, 2020 12:10 PM
To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; agillespie@srta.ga.gov; eboone@dot.ga.gov; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; mcanizares@dot.ga.gov; afinch@dot.ga.gov; mfowler@dot.ga.gov; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; hkassa@dot.ga.gov; 'Hood, Alan C. <achood@dot.ga.gov>; lajohnson@dot.ga.gov; Jon West <jon.west@dca.ga.gov>; 'kclark@gefa.ga.gov'; tmatthews@dot.ga.gov; jomcloyd@dot.ga.gov; kmertz@dot.ga.gov; 'nongame.review@dnr.ga.gov'; 'nrogers@dot.ga.gov'; pmartin@srta.ga.gov; pemmanuel@srta.ga.gov; chrobinson@dot.ga.gov; mwilson@dot.ga.gov;

**SOUTHEASTERN DATA CENTER DRI
City of Fayetteville
Natural Resources Group Review Comments**

November 20, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

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. Based on the “Fayette County Water System Whitewater Creek & Horton Creek & City of Fayetteville Water Department Whitewater Creek Water Supply Watersheds” map in the March 2020 Source Water Assessment Plan for Metro Atlanta prepared by the Metropolitan North Georgia Water Planning District, approximately 1/3 of the site, at the southern end of the property, is only within the County portion of the watershed. The remainder of the proposed project property is in both the City and County portions of the watershed.

Under the Georgia Planning Act of 1989, all development in a small 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. The criteria include a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply intake. Above the 7 miles, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Fayetteville 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 with no differentiation based on distance from an intake. Perennial streams are defined in the City ordinance as streams that are shown as perennial on a USGS quad sheet. The USGS coverage for the area shows a blue line (perennial) stream running along the northern and northwestern portions of the property, ending in a pond. Both the stream and the pond are shown on the site plan.

The submitted site plan also shows a 100-foot undisturbed buffer and 150-foot impervious setback along the unnamed creek, as far as the pond. The site plan also shows two short streams, not shown on the USGS coverage, flowing into the pond. A 50-foot undisturbed buffer and a 75-foot impervious surface setback are shown on both these streams, which would be consistent with the requirements of the City’s Stream Buffer Ordinance.

Any unmapped streams on the property may also be subject to the City’s Stream Buffer Ordinance. 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

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3160
DRI Title Southeastern Data Center
County Fayette County
City (if applicable) Fayetteville
Address / Location SR 54 at Veterans Parkway and Tyrone Road

Proposed Development Type:

Development of a 1,015,000 square feet data center storage buildings
Build Out : 2027

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date November 20, 2020

TRAFFIC STUDY

Prepared by Thomas & Hutton Engineering Company
Date November 20, 2020

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)*

[Click here to provide comments.](#)

☒ NO *(provide comments below)*

The Fayetteville Multi-Use Bridge and Paths (FA-353) was identified in the RTP and not referenced within the traffic analysis. This project is located between Veterans Pkwy and Piedmont Fayette Hospital.

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 proposed project site has 2 access points which one of the driveways is located on SR 54.

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*)

SR 54 is designated as a Regional Truck Route.

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

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

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

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

Operator / Rail Line

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 Fayetteville Multi-Use Bridge and Paths (FA-353) which construction is programmed in FY21.

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*)

* *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*)

Per the site plan, there will be access provided to the Fayette County Board of Education parcel.

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*)

[Click here to provide comments.](#)

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)

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.](#)

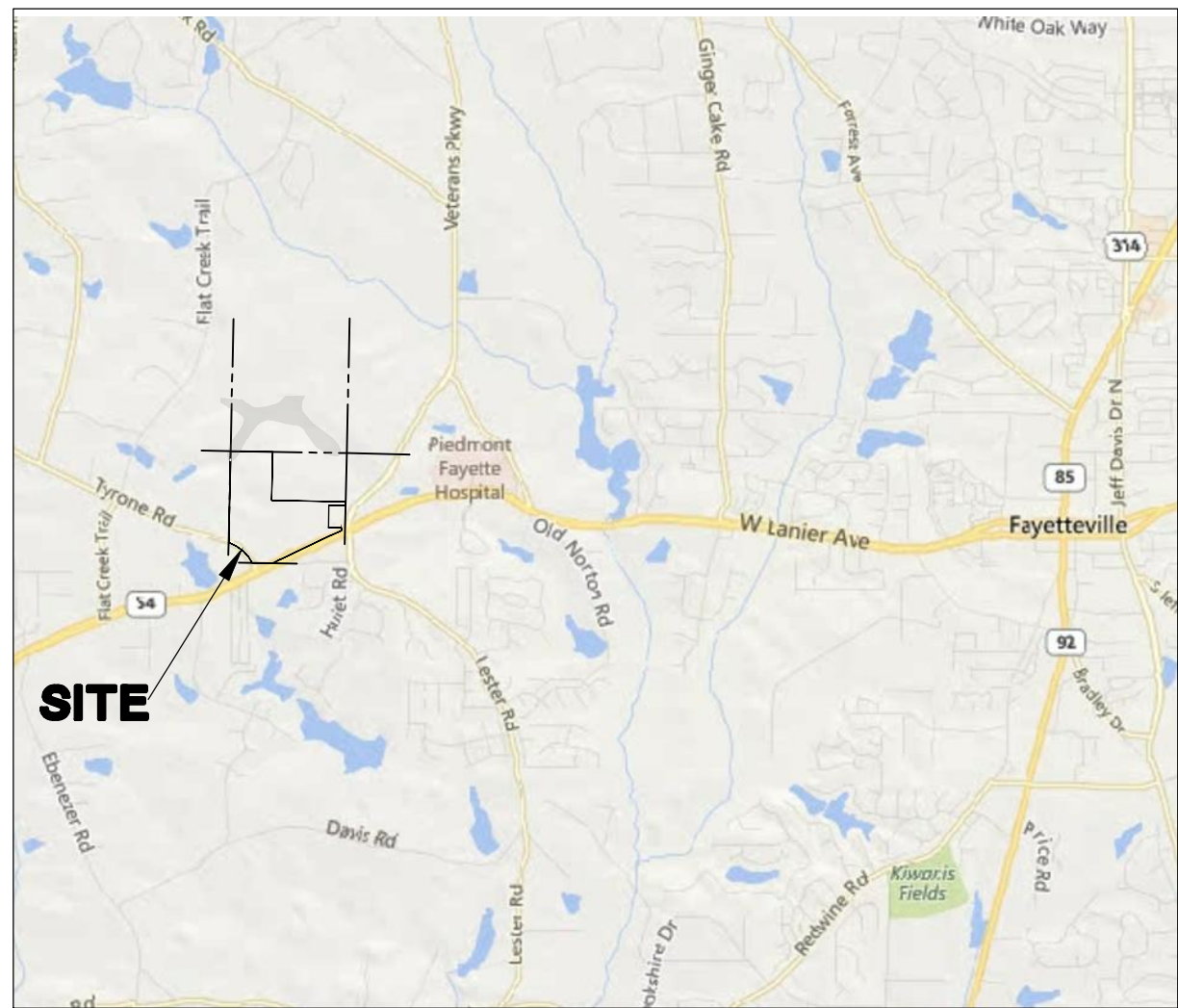
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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):

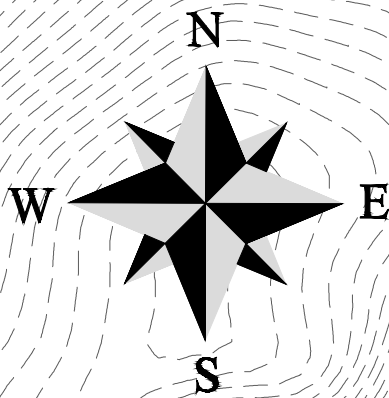
None



VICINITY MAP
SCALE: NOT TO SCALE

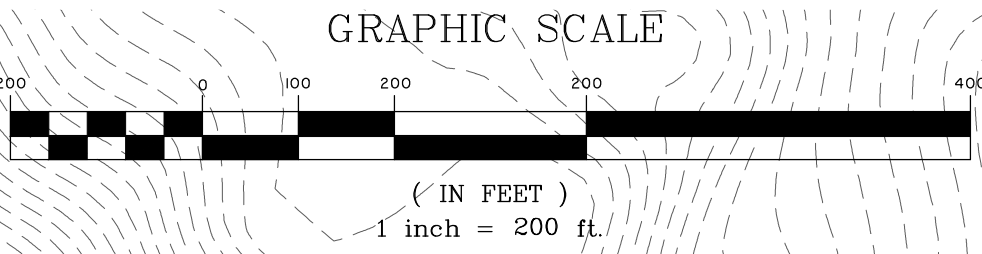
SITE INFORMATION NOTES:

- 1. DRI #: 3160
- 2. ACREAGE: 123 ACRES
- 3. IMPERVIOUS AREA: 31.7%(39 AC)
- 4. STREET WIDTHS: 32'
- 5. TOTAL SQUARE FOOTAGE: 1,015,000 SF
- 6. ALL BUILDINGS/STRUCTURES WILL BE ONE-STORY.
- 7. THE DEVELOPMENT IS PLANNED FOR ONE PHASE.



OWNER INFORMATION:
OCEANIC DATA CENTERS
4446 HENDRICK AVENUE, SUITE I-A, BOX 389
JACKSONVILLE, FLORIDA 32207

TRAFFIC CONSULTANT INFORMATION:
NV5
1255 CANTON STREET, SUITE G,
ROSWELL, GA 30075
PHONE: 770.316.1452



GRTA DRI SITE PLAN

OCEANIC DATA CENTERS
FAYETTEVILLE, GA
PREPARED FOR:
OCEANIC DATA CENTERS
PREPARED BY:
THOMAS & HUTTON
5553 Peachtree Road • Suite 175
Chamblee, GA 30341 • 470.893.1700
www.thomasandhutton.com

JOB NO: J-28501.0000	DATE: 11/13/2020
DRAWN: ZMS	SCALE: 1" = 200'
REVIEWED: ACW	SHEET: 1