

DATE: July 21, 2022

TO: Mayor Eric Dial, Town of Tyrone
ATTN TO: Phillip Trocquet, Town Planner, Town of Tyrone
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's 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: Highway 74 Business Tech Park DRI 3628

Submitting Local Government: Town of Tyrone

Date Opened: July 5, 2022

Date Closed: July 21, 2022

Description: A DRI review of a proposal to construct 733,882 SF of warehouse distribution facility space in five buildings on a 61 acre site off of SR 74/Joel Cowan Parkway at Jenkins Road in the Town of Tyrone in Fayette County.

Comments:

Key Comments

The project site is designated as Developing Suburbs in ARC's Atlanta Region's Plan. The project is partially aligned – given its retention of over 40% of the site as open space – with the Plan's growth policy recommendation for Developing Suburbs which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned with these recommendations by retaining additional undisturbed natural areas, minimizing stream buffer intrusions, and utilizing undisturbed areas for conservation purposes.

It appears that the headwaters of a mapped stream are located in the area of the southern stormwater pond; the actual location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site.

The site located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County and is subject to related regulations on total impervious

cover and stream buffers; Town of Tyrone staff will need to review the local and state watershed regulations to determine what regulations may apply to the project.

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

No sidewalks are shown on the site plan, but the TIS states that sidewalks will be provided between buildings. A multi-use trail is proposed on the east side of the project that will connect to Peachtree City; careful alignment of the trail with connecting segments to the north and south will be key to making it viable.

Incorporation of green stormwater and heat island mitigation designs for the roughly 681 surface car parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The site of this DRI is designated in the Plan as Developing Suburbs. The Plan's general information and policy recommendations for Developing Suburbs areas are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group full comments are attached.

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 681 parking spaces are provided; no EV charging stations appear to be proposed. Provision of some EV charging spaces would be supportive of regional EV infrastructure goals.

No sidewalks are shown on the site plan. Sidewalks between buildings connecting to a future external sidewalk system or transit opportunities are considered a minimum component of a multi-modal transportation strategy. The proposed multi-use trail on the east side of the project is a positive feature but it will need to be integrated with connecting segments to the north and south to ensure its viability. Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will

cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group full comments are attached.

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback. Any unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. Any unmapped 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.

The proposed project property is located 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. 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 Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and 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 Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Environmental Comments

The project can better 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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

As detailed in ARC's Atlanta Region's Plan, Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas

are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of the project is not well aligned with the Atlanta Region's Plan recommendations for Developing Suburbs. The project could be made more responsive to these goals and policies by retaining additional undisturbed area, minimizing stream buffer intrusions, and dedicating undisturbed areas for conservation purposes. Town of Tyrone leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	FAYETTE COUNTY
CITY OF PEACHTREE CITY	CITY OF FAIRBURN	FULTON COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@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 #3628

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: Tyrone
 Individual completing form: Katherine Crouch
 Telephone: 770-487-4038
 E-mail: planning@tyrone.org

*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: Highway 74 Business Tech Park
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located NE of the intersection of SR 74 at Jenkins Road. Parcel ID 0726 068
 Brief Description of Project: Industrial warehousing - construction of 5 buildings that total approximately 733,882 SF of warehouse distribution facility.

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 type="radio"/> Any other development types |
| <input checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 5 buildings, total of approximately 733,882 SF

Developer: EastGroup Properties, LP

Mailing Address: 3495 Piedmont Road, Building 11, Suite 350

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 4043012670

Email: john.coleman@eastgroup.net

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

If yes, property owner: Hobgood Family, LP

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)YesNo

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

Is this project a phase or part of a larger overall project?

(not selected)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2024

Overall project: 2024

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Developments of Regional Impact

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DRI #3628

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: Tyrone
Individual completing form: Katherine Crouch
Telephone: 770-487-4038
Email: planning@tyrone.org

Project Information

Name of Proposed Project: Highway 74 Business Tech Park
DRI ID Number: 3628
Developer/Applicant: EastGroup Properties, LP
Telephone: 4043012670
Email(s): john.coleman@eastgroup.net

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: \$65,000,000 - \$75,000,000

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

Water Supply

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

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

0.009 MGD

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:

Town of Tyrone

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

0.009 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity: The Town currently has enough capacity to service this project although capacity is issued on a first-come, first-serve basis. The Town has limited wastewater capacity and is seeking additional GPD to meet future demands.

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? Sewer gravity lines exists across Jenkins Road roughly 100' away.

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.)

1,212 Daily Trips, 114 AM peak hour trips, 116 PM peak hour trips.

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 prepared by Kimley-Horn and Associates

Solid Waste Disposal

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

672 Tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be

58%

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: Two wet extended detention ponds, designed per the Georgia Stormwater Management Manual, will be provided for water quality, channel protection, and detention. Identification of ephemeral, perennial, and intermittent channels/streams will take place with state and Town of Tyrone buffers applied accordingly.

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:
An on-site wetland area will be impacted. The impacts will be permitted with ISACE and mitigated as required. Floodplain areas will be identified and LOMA's applied for if necessary.

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

DRI INFORMATION

DRI Number #3628
DRI Title Highway 74 Business Tech Park
County Fayette County
City (if applicable) Town of Tyrone
Address / Location Northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road
Proposed Development Type: It is proposed to develop a 738,882 SF Business Tech Park.

Build Out: 2024

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date July 7, 2022

TRAFFIC STUDY

Prepared by Kimley Horn
Date June 6, 2022

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)*

The analysis referenced the I-85 at SR 74 interchange project (FS-AR-182) on page 17. This interchange is in Fairburn, Fulton County, and is the only interchange providing direct access to the Town of Tyrone in Fayette County.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

SR 74 is identified as a regional thoroughfare which Driveways A and B are adjacent to the 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*)

SR 74 is identified 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

There are no transit agencies that provide service within the jurisdiction of the development site.

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)

* 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)

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 (It is proposed to add a 10' multi-use path along the eastside of the project site. Sidewalks will be provided from parking lot to building.)

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)

If trucks enter to the site using Jenkins Road via Driveway C, then the truck will have to pass through the employee parking to reach the service courts.

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):

HIGHWAY 74 BUSINESS TECH PARK DRI
City of Tyrone
Natural Resources Group Review Comments

June 30, 2022

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 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. 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 Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and 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 Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Stream Buffers

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback.

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

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream 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.

PROJECT INFORMATION		
ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

DEVELOPER

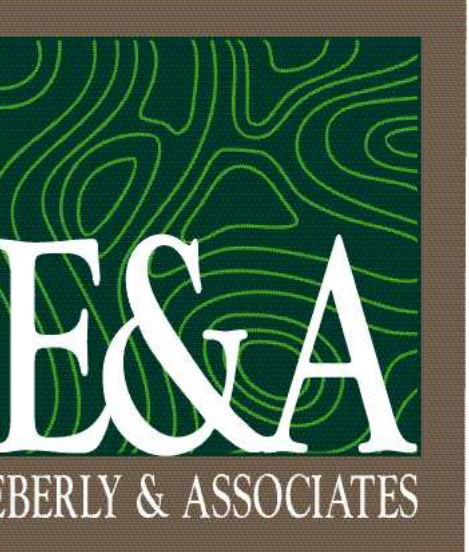
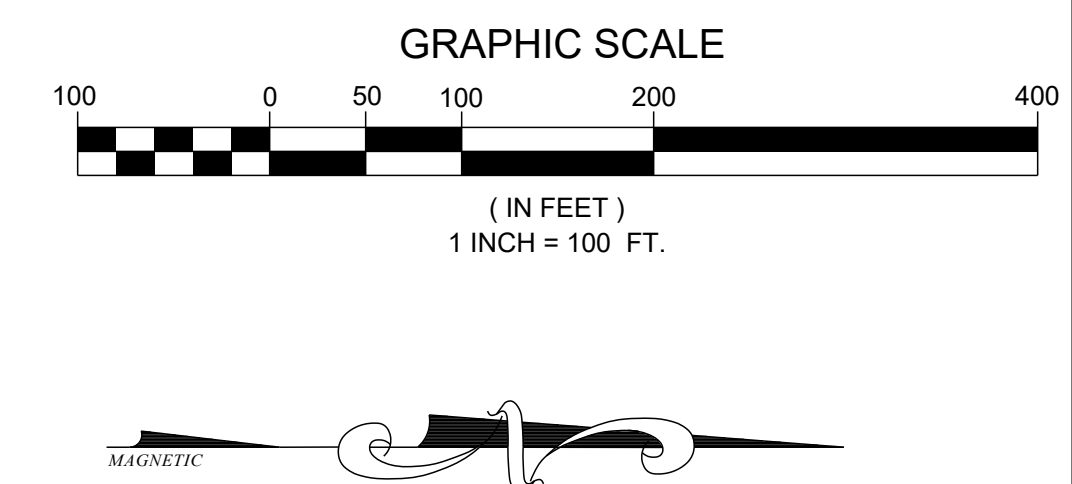
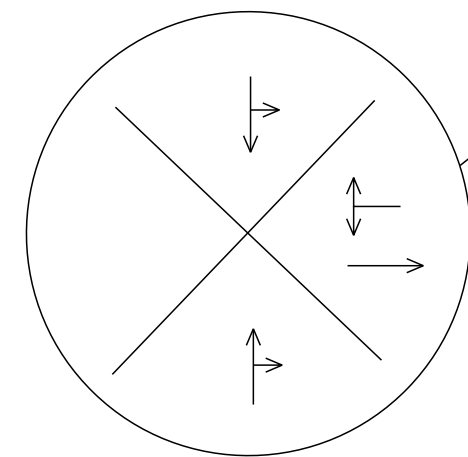
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LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

**EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK**

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

[illegible]

SCALE:	
DATE:	
DRAWN BY:	
PROJECT MANAGER:	WESLEY
QA/QC CHECK:	

PROJECT NO.

22-041

SHEET NO.

DRI

NOT ISSUED FOR
CONSTRUCTION

PROJECT INFORMATION		
ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
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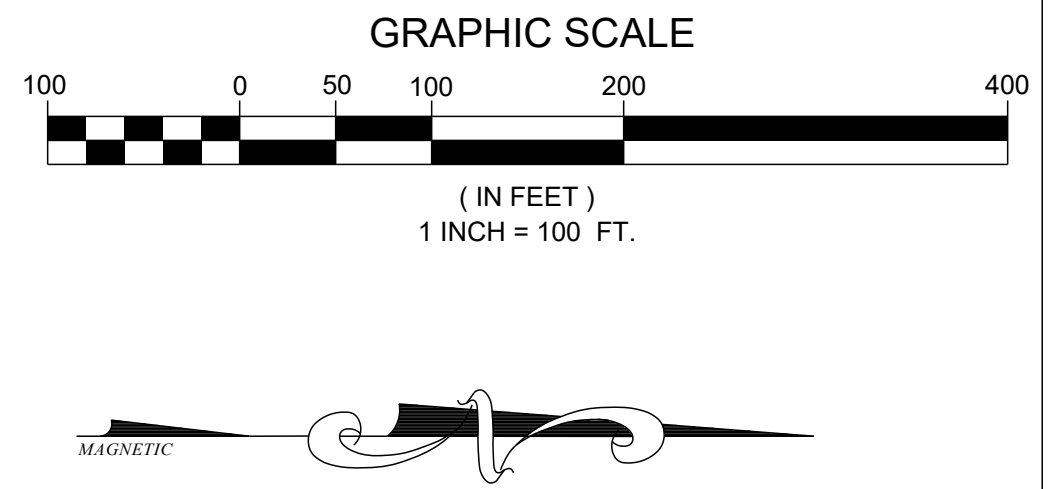
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▼
LAND PLANNING
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CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

PROJECT: EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK
LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

[illegible]

DRI #3628	
HIGHWAY 74 BUSINESS	
TECH PARK	
SCALE:	1"= 100'
DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P. E.
QA/QC CHECK:	

PROJECT NO.	22-041
SHEET NO.	DRI
NOT ISSUED FOR CONSTRUCTION	