

DATE: February 20, 2023

TO: Mayor Edward Johnson, City of Fayetteville
ATTN TO: David Rast, Director, Community and Economic Development, City of Fayetteville
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: Trillith Expansion DRI 3776

Submitting Local Government: City of Fayetteville

Date Opened: November 10, 2022

Date Closed: February 20, 2023

Description: A DRI review of a proposal to expand the existing Trillith film studio and mixed-use development with an additional 3,876,000 million SF of studio/film production space, a 300 room hotel, 487 single-family detached units, 435 multi-family attached units, 1,105,000 SF of office space, 352,785 SF of commercial space, and 100,000 SF of school/institutional space on a 913 acre site on Veterans Parkway in the city of Fayetteville in Fayette County. The site was previously reviewed as Pinewood Atlanta Studios/Pinewood Forest DRI 2480.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is partially aligned with Developing Suburbs policy recommendations 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 through retention of additional undisturbed areas around stream and wetland areas and through the dedication/management of the substantial amount of proposed preserved area for conservation purposes.

The project's robust mix of uses – film production, office, retail, residential, hotel, educational and recreational – is strongly supportive regional development policies.

The projects inclusion of a range of housing types – single-family detached, single-family attached, and multi-family – along with offering home ownership and rental options is highly aligned with regional housing policies.

The proposed multi-use trail is highly supportive of regional multi-modal transportation and environmental policies. The final layout of the multi-use trail should be carefully studied to provided optimal multi-modal transportation capacity.

A total of 18,570 parking spaces are proposed which is substantially more than the minimum 15,083 required. Given the strong pedestrian connectivity and overall walkability included in the plan, a substantial reduction in parking spaces would be in keeping with regional transportation policies.

No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 34,512 net new daily vehicular trips; a wide range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

Incorporation of green stormwater and heat island mitigation designs – including planting additional shade trees – for the very large number of surface car parking spaces proposed would be supportive of regional environmental policies.

The project falls within the Whitewater Creek Water Supply Watershed which is a public water supply source for both Fayette County and the City of Fayetteville. Care should be taken to ensure that the project meets all requirements of the City of Fayetteville's water supply watershed protection ordinance and stream buffer ordinance are met including the 100-foot vegetative buffer and 150-foot impervious setback on Whitewater Creek and all perennial streams.

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. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

The project's robust mix of uses – film production, office, retail, residential, hotel, educational and recreational – is strongly supportive regional development policies.

The project's inclusion of a range of housing types – single-family detached, single-family attached, and multi-family – along with offering home ownership and rental options is highly aligned with regional housing policies.

Transportation and Mobility Comments

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

The proposed multi-use trail is highly supportive of regional multi-modal transportation and environmental policies. The final layout of the multi-use trail should be carefully studied to provide optimal multi-modal transportation capacity and to reduce the vehicular traffic within the overall development. Ideally the trail could be linked to a regional network that connects to downtown Fayetteville, Peachtree City, and the Town of Tyrone.

A total of 18,570 parking spaces are proposed which is substantially more than the minimum 15,083 required. Given the strong pedestrian connectivity and overall walkability included in the plan, a substantial reduction in parking spaces would be in keeping with regional transportation policies.

No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 34,512 net new daily vehicular trips; a wide range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

Existing pedestrian crossings on Veterans Parkway and Sandy Creek Road need to be evaluated and likely upgraded in response to the additional vehicular traffic volume that will be generated on these routes. The City of Fayetteville should also determine the need for and location and design of any additional crossings that may be warranted on these routes.

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 Comments

ARC's Natural Resources Group full comments are attached.

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 Fayetteville has a water supply watershed protection ordinance creating watershed districts that include Whitewater Creek and establishes a 100-foot vegetative buffer and 150-foot impervious setback on Whitewater as well as all perennial streams in the watershed district.

Both the USGS coverage for the project area and the proposed project site plan show Sandy Creek running roughly northwest to southeast through the center of the property, with two unnamed tributaries entering it on the property; one from the north and one from the southwest. The site plan also shows a short stream stub entering Sandy Creek on the property on the property. Although not identified, the site plan also shows what appears to be Whitewater Creek running through the easternmost portion of the project property. The City of Fayetteville has, in addition to the watershed protection buffers, a stream buffer ordinance requiring a 50-foot undisturbed buffer and a 75-foot impervious setback. Although not specifically identified, the project site plan shows these buffers along all streams, with what appears to be the 100- and 150-foot watershed protection buffers along Whitewater Creek. The 25-foot State Erosion and Sedimentation buffer is not shown on any stream. There appears to be one possible intrusion into the 75-foot setback along the unnamed stream north of Sandy Creek. This intrusion and any other intrusions into the buffers may require a variance under the City stream buffer ordinance. If Sandy Creek or any other stream on the property is subject to the City watershed protection buffers, they should be shown on the plans and any intrusions into those buffer will also require variances. The 25-foot State Erosion and Sedimentation buffer should be shown along all streams.

Other Environmental Comments

A significant amount of forested, wetland, and stream buffer area associated with Sandy Creek is proposed to be retained. Additional retention of these areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Designation of this area as managed open/conservation space could meaningfully reduce the overall impact of the project. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation. The project can 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.

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

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identifies Developing Suburbs as 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 project is partially aligned with Developing Suburbs policy recommendations 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 through retention of additional undisturbed areas around Sandy Creek and other streams, the provision of a management mechanism for the substantial amount of proposed open space/wetlands preservation area, and utilization of green infrastructure in surface parking areas, trails, and roadways. Other aspects of the project – the provision of a wide range of uses as well as a range of housing options – are highly supportive of regional development policies. City of Fayetteville 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 | TOWN OF TYRONE |
| CITY OF SOUTH FULTON | CITY OF PEACHTREE CITY | CITY OF FAIRBURN |
| COWETA COUNTY | FULTON COUNTY | |

For questions, 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 #3776

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, Director of Community and Economic Dev

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: Trilith Expansion

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Combined +/-913-acres east/west of Veterans PKWY/north of Sandy Creek RD

Brief Description of Project: The Applicant is seeking a modification to DRI 2480 (Pinewood Atlanta Studios-West Fayetteville development). The former 696-acre DRI is being expanded to encompass 913 acres and will include an additional 4.7 million SF of studio/film stage/production/warehouse/office/retail space and 55 residential units.

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:
Film and TV production stages/studio buildings, workshops and supporting office

Project Size (# of units, floor area, etc.): Overall project includes 6.9 million SF of studio/film stage/production/warehouse/office/retail space

Developer: Trilith Development, LLC

Mailing Address: 210 Trilith PKWY

Address 2:

City:Fayetteville State: GA Zip:30214

Telephone: 404.761.1299

Email: billfoley@foleydesign.com

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

If yes, property owner:

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: Pinewood Atlanta Studios-West Fayetteville development

Project ID: 2480

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

Rezoning

Variance

Sewer

Water

Permit

Other

Annexation, 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?

100

Estimated Project Completion Dates:

This project/phase: 2023-2025

Overall project: 2032

Back to Top

GRTA DRI Page

|

ARC DRI Page

|

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|

DCA DRI Page

DRI Site Map

|

Contact

apps.dca.ga.gov/DRI/InitialForm.aspx?driid=3776

2/2



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DRI #3776

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, Director of Community and Economic Dev
Telephone: 770.719.4156
Email: drast@fayetteville-ga.gov

Project Information

Name of Proposed Project: Trilith Expansion
DRI ID Number: 3776
Developer/Applicant: Trilith Development, LLC
Telephone: 404.761.1299
Email(s): billfoley@foleydesign.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: 1.2-1.3 billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 15-16 million

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)? 0.93 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: City of Fayetteville

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.71 MGD

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

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

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

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) Net daily: 34,512 - AM: 2,722 - PM: 3,062

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: Refer to Traffic Study prepared by Kimley-Horn and Associates, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 26,419 tons

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 65%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: State and local stream buffers as well as zoning buffers will be maintained for streams. Stormwater ponds will be installed in accordance with local and state ordinances and will meet water quality, channel protection and runoff reduction requirements. Infiltration BMPs will be evaluated and used where appropriate.

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:
Limited to stream crossings

[Back to Top](#)

TRILLITH EXPANSION DRI
City of Fayetteville
Natural Resources Group Review Comments

November 21, 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 Fayetteville has a water supply watershed protection ordinance creating watershed districts that include Whitewater Creek and establishes a 100-foot vegetative buffer and 150-foot impervious setback on Whitewater as well as all perennial streams in the watershed district.

Stream Buffers

Both the USGS coverage for the project area and the proposed project site plan show Sandy Creek running roughly northwest to southeast through the center of the property, with two unnamed tributaries entering it on the property; one from the north and one from the southwest. The site plan also shows a short stream stub entering Sandy Creek on the property on the property. Although not identified, the site plan also shows what appears to be Whitewater Creek running through the easternmost portion of the project property. The City of Fayetteville has, in addition to the watershed protection buffers, a stream buffer ordinance requiring a 50-foot undisturbed buffer and a 75-foot impervious setback. Although not specifically identified, the project site plan shows these buffers along all streams, with what appears to be the 100- and 150-foot watershed protection buffers along Whitewater Creek. The 25-foot State Erosion and Sedimentation buffer is not shown on any stream. There appears to be one possible intrusion into the 75-foot setback along the unnamed stream north of Sandy Creek. This intrusion and any other intrusions into the buffers may require a variance under the City stream buffer ordinance. If Sandy Creek or any other stream on the property is subject to the City watershed protection buffers, they should be shown on the plans and any intrusions into those buffer will also require variances. The 25-foot State Erosion and Sedimentation buffer should be shown along all streams.

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.

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

DRI INFORMATION

DRI Number #3776
DRI Title Trilith Expansion
County Fayette County
City (if applicable) Fayetteville
Address / Location Veterans Parkway and Sandy Creek Road

Proposed Development Type:

Proposal to expand the existing Trilith film studio and mixed-use development with an additional 3,876,000 million SF of studio/film production space, a 300-room hotel, 487 single-family detached units, 435 multi-family attached units, 1,105,000 SF of office space, 352,785 SF of commercial space, and 100,000 SF of school/institutional space on a 913 acre site on Veterans Parkway in the city of Fayetteville in Fayette County. The site was previously reviewed as Pinewood Atlanta Studios/Pinewood Forest DRI 2480.

Build Out: 2032

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date November 21, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn
Date October 3, 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)

Atlanta Region's Plan; Page 40 in the study.

☐ 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)

No Driveway provides access via a roadway identified as a Regional Thoroughfare.

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

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

☒ NO

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

No Driveway provides access via a roadway identified as a Regional Thoroughfare.

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

- Walking Access* ☐ 0.50 to 1.00 mile
☐ 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

No plans to provide rail service at this time.

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

No transit agency operates within the jurisdiction.

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 (Please explain)

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?

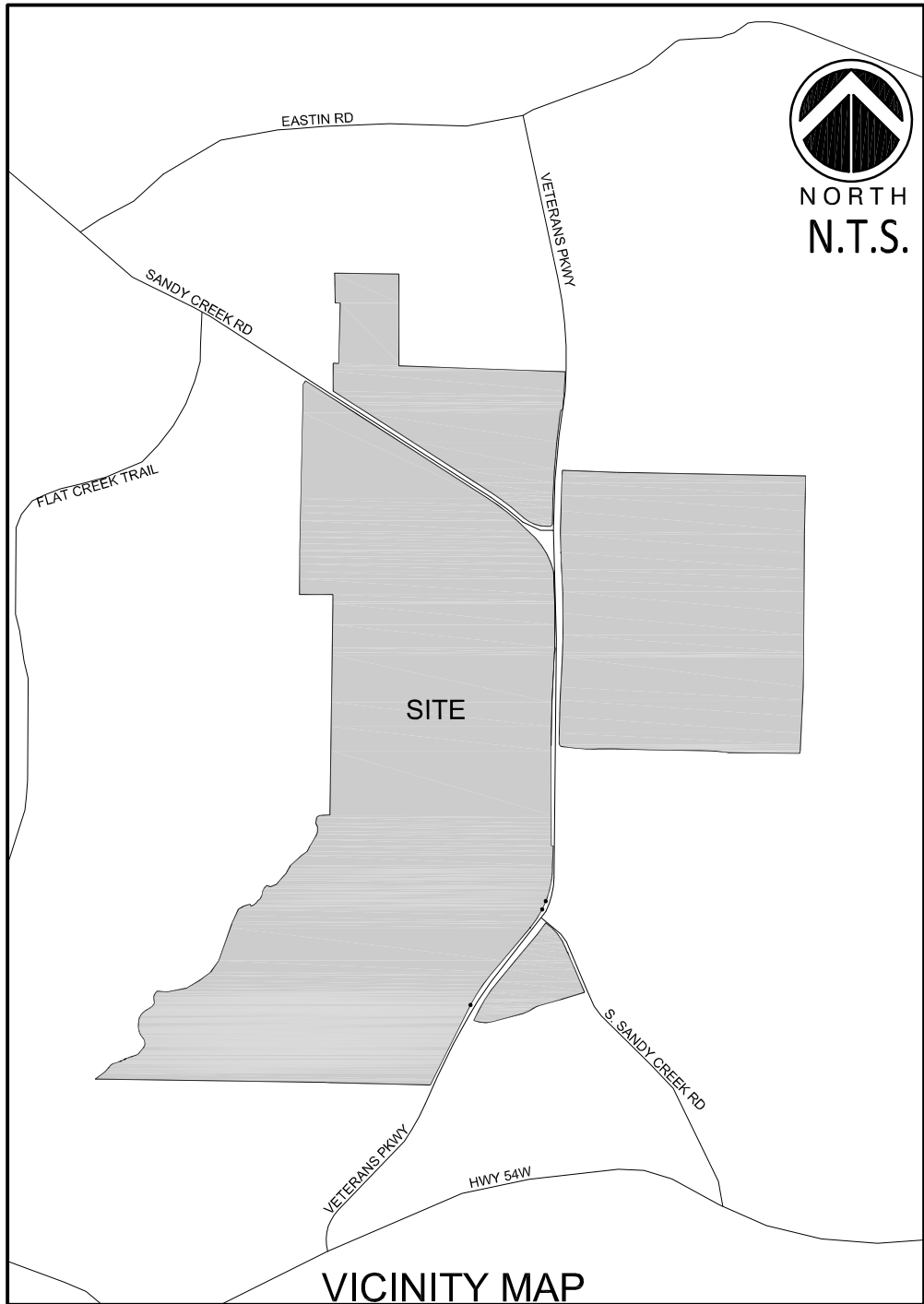
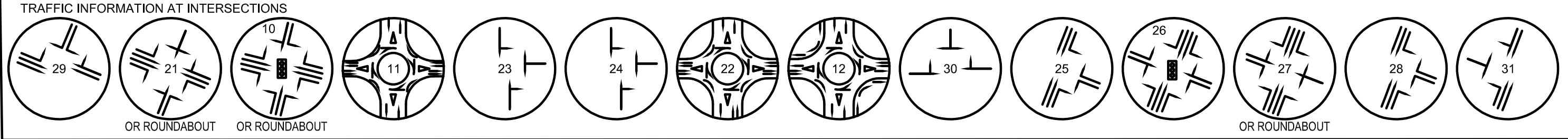
☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

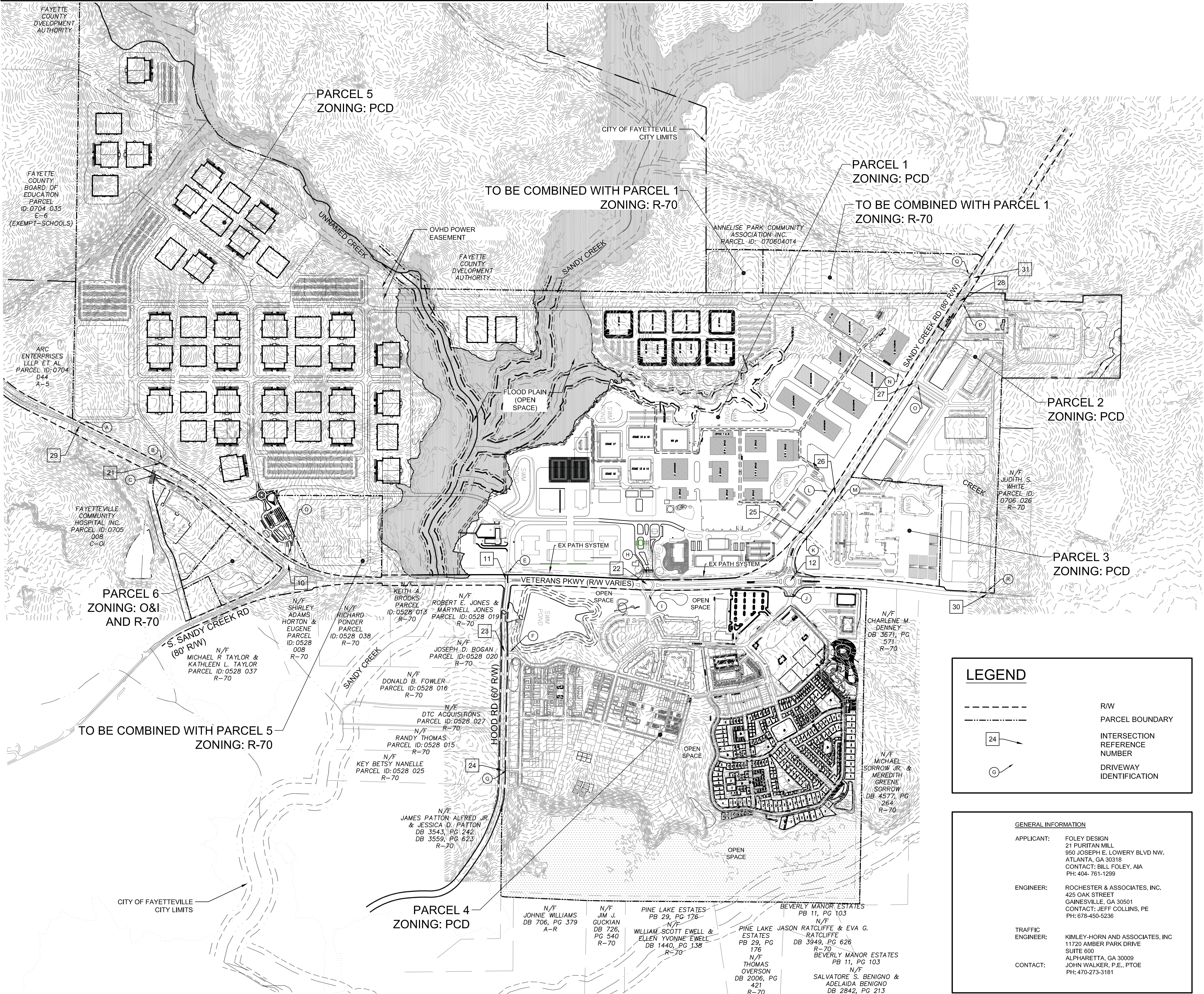
15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None at this time.



- NOTES:
- DRI NUMBER: 3776
 - PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FLOOD HAZARD ZONE "AE" AS PER F.E.M.A. FLOOD INSURANCE RATE MAP OF FAYETTE COUNTY, GEORGIA COMMUNITY PANEL NO. 131130084E EFFECTIVE SEPTEMBER 26, 2008
 - TOTAL SITE AREA: 913.95 ACRES
PARCEL 1: 310.45 ACRES (0.171 FAR)
PARCEL 2: 68.73 ACRES (0.194 FAR)
PARCEL 3: 25.85 ACRES (0.226 FAR)
PARCEL 4: 235.09 ACRES (0.089 FAR)
PARCEL 5: 255.37 ACRES (0.247 FAR)
PARCEL 6: 18.46 ACRES (0.172 FAR)
 - ZONING:
PARCEL 1 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 2 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 3 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 4 - PCD (PLANNED COMMUNITY DEVELOPMENT) & R-70 SINGLEF AMILY RESIDENTIAL
PARCEL 5 - PCD (PLANNED COMMUNITY DEVELOPMENT)
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 - UTILITY PROVIDERS:
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D. TELEPHONE - AT&T
E. POWER - COWETA FAYETTE EMC
 - ALL ROADWAY AND PARKING TO HAVE CURB AND GUTTER
 - TOTAL PARKING COUNT: 18,569 SPACES (SEE CHART FOR ADDITIONAL BREAKDOWN)

| LAND USE SUMMARY | | | | | | | | | | Parking |
|---|----------------|------------|--------------------------|------------|---------------------------|------------|----------------------|------------|----------|---------|
| | 2015 DRI 2480 | | BUILT/UNDER CONSTRUCTION | | TOTAL PROPOSED (DRI 3776) | | CHANGE FROM DRI 2480 | | Total | |
| | TOTAL NON-RES. | TOTAL RES. | TOTAL NON-RES. | TOTAL RES. | TOTAL NON-RES. | TOTAL RES. | TOTAL NON-RES. | TOTAL RES. | Spaces | |
| | AREA (sf) | UNITS | AREA (sf) | UNITS | AREA (sf) | UNITS | AREA (sf) | UNITS | Proposed | |
| MAIN STUDIO - PARCEL 1 (STAGES & MEDIA PARK) | | | | | | | | | | |
| STAGE/STUDIO BLDGS. (ST) | 595,000 | | 528,307 | | 979,307 | | 384,307 | 0 | 1,128 | |
| WORKSHOPS (WS) | 290,000 | | 199,248 | | 299,248 | | 9,248 | 0 | 200 | |
| WAREHOUSES (WH) | 250,000 | | 362,500 | | 462,500 | | 212,500 | 0 | 200 | |
| OFFICES (O) | 320,000 | | 196,738 | | 563,738 | | 243,738 | 0 | 1,835 | |
| RECYCLE CENTER (RC) | 5,000 | | 5,084 | | 5,084 | | 84 | 0 | 0 | |
| | 1,460,000 | 0 | 1,291,877 | 0 | 2,309,877 | 0 | 849,877 | 0 | | |
| MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION) | | | | | | | | | | |
| WAREHOUSES (WH) | 198,000 | | 100,000 | | 500,000 | | 302,000 | 0 | 800 | |
| OFFICES (O) | 24,000 | | 15,000 | | 80,000 | | 56,000 | 0 | 325 | |
| | 222,000 | 0 | 115,000 | 0 | 580,000 | 0 | 358,000 | 0 | | |
| PRODUCTION CENTER - PARCEL 3 | | | | | | | | | | |
| OFFICES (O) | 90,000 | | 86,000 | | 110,000 | | 20,000 | 0 | 120 | |
| STAGE/STUDIO BLDGS. (ST) | 72,000 | | 14,960 | | 14,960 | | -57,040 | 0 | 0 | |
| WORKSHOPS (WS) | 48,000 | | 5,000 | | 5,000 | | -43,000 | 0 | 0 | |
| WAREHOUSES (WH) | 60,000 | | | | 125,000 | | 65,000 | 0 | 250 | |
| | 270,000 | 0 | 105,960 | | 254,960 | 0 | -15,040 | 0 | | |
| PINEWOOD FOREST - PARCEL 4 | | | | | | | | | | |
| MULTI-FAMILY/APARTMENTS | | 524 | | 263 | | 650 | 0 | 126 | 387 | |
| SINGLE FAMILY HOMES | | 714 | | 350 | | 750 | 0 | 36 | 800 | |
| MIXED USE RETAIL (C) | 75,000 | | 47,000 | | 150,000 | | 75,000 | 0 | 515 | |
| MIXED USE/ OFFICE / RETAIL (O/C) | 100,500 | | 92,000 | | 250,000 | | 149,500 | 0 | 790 | |
| HOTEL (ROOMS) | 200 | | 192 | | 300 | | 100 | 0 | 135 | |
| STAGE/AUDITORIUM/CINEMA/EVENT SPACE | | | 30,000 | | 514,000 | | 514,000 | 0 | 2,420 | |
| | 175,500 | 1,238 | 169,000 | 613 | 914,000 | 1,400 | 738,500 | 162 | | |
| HORTON TRACT - PARCEL 5 | | | | | | | | | | |
| SINGLE FAMILY HOMES | | 107 | | | | 0 | 0 | -107 | 0 | |
| RETAIL/ COMMERCIAL/ EDUCATIONAL | 84,000 | | | | 0 | | -84,000 | 0 | 0 | |
| STAGE/STUDIO BLDGS. (ST) | | | | | 1,435,000 | | 1,435,000 | 0 | 3,588 | |
| WORKSHOPS (WS) | | | | | 666,000 | | 666,000 | 0 | 1,332 | |
| OFFICES (O) | | | | | 649,000 | | 649,000 | 0 | 3,245 | |
| | 84,000 | 107 | 0 | 0 | 2,750,000 | 0 | 2,666,000 | -107 | | |
| GEORGIA MILITARY COLLEGE - PARCEL 6 | | | | | | | | | | |
| Institutional | 53,000 | | 38,000 | | 138,000 | | 85,000 | 0 | 500 | |
| | 53,000 | 0 | 38,000 | 0 | 138,000 | 0 | 85,000 | 0 | | |
| Total | 2,264,500 | 1345 | 1,719,837 | 613 | 6,946,837 | 1400 | 4,682,337 | 55 | 18,570 | |



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DRI SITE PLAN

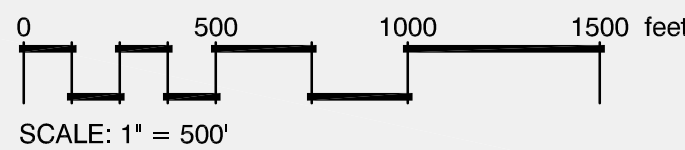
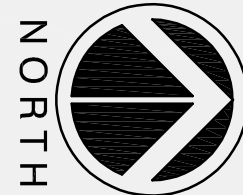
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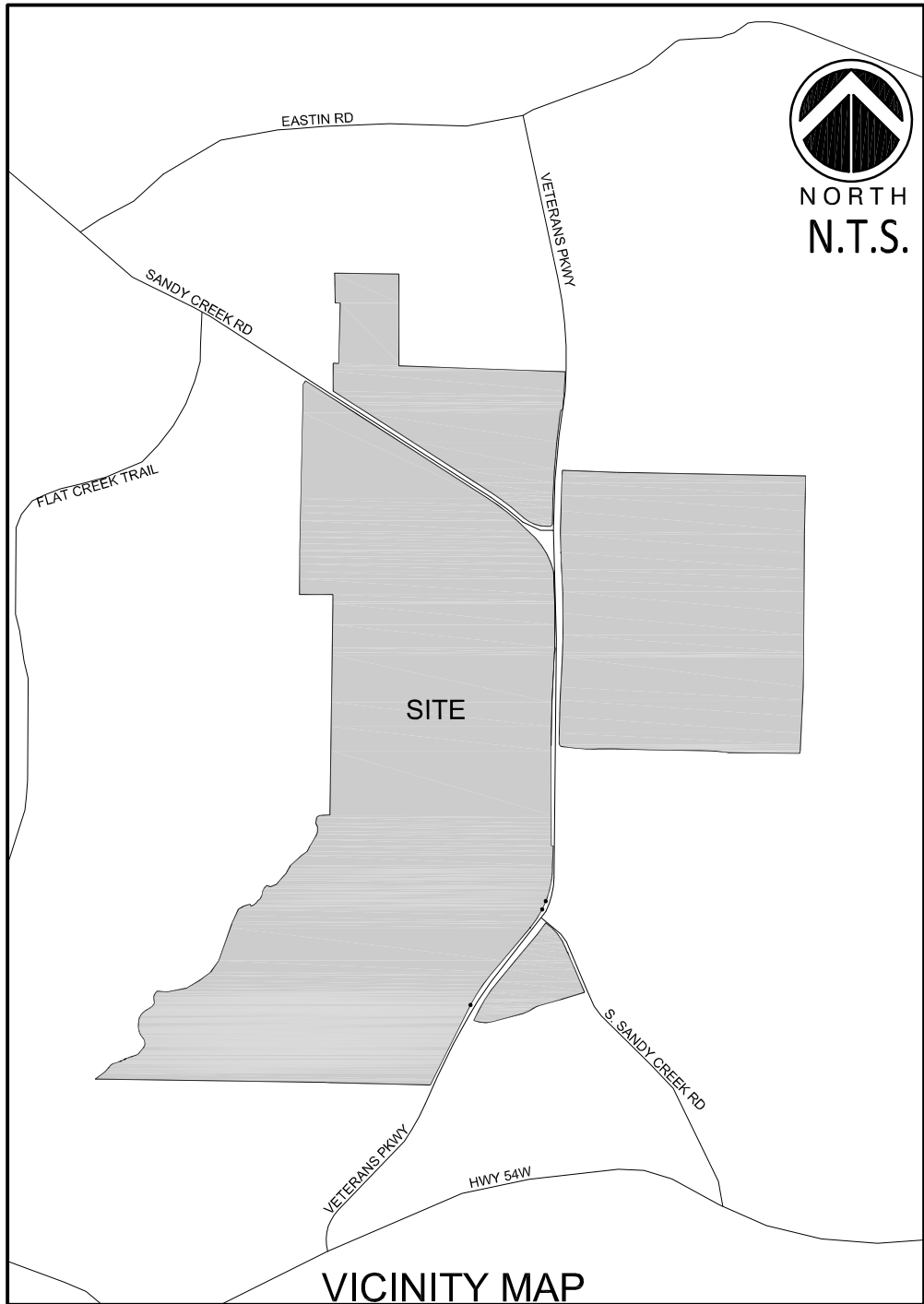
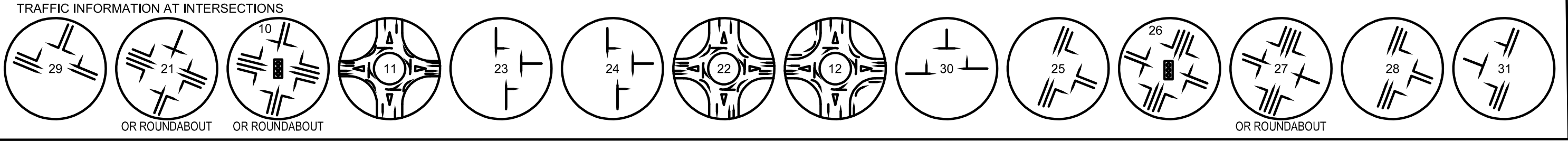
CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

REVISIONS:

- | | | |
|----|----------|-----------------------------|
| 1. | 08/04/22 | 1ST SUBMITTAL |
| 2. | 10/31/22 | INTERSECTION/TRAFFIC UPDATE |

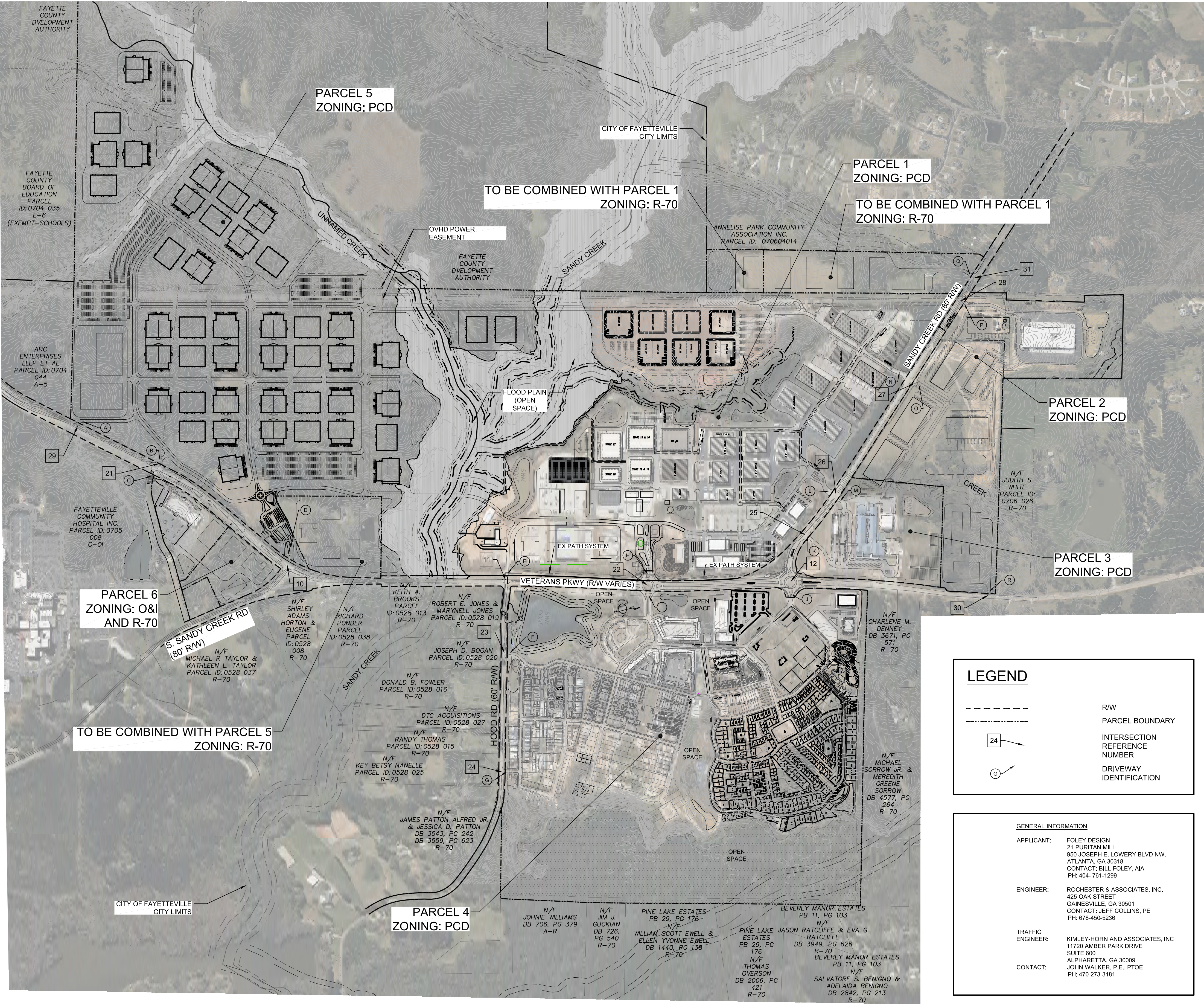
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| RECYCLE CENTER (RC) | 5,000 | | 5,084 | | 5,084 | | 84 | 0 | 0 | |
| | 1,460,000 | 0 | 1,291,877 | 0 | 2,309,877 | 0 | 849,877 | 0 | | |
| MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION) | | | | | | | | | | |
| WAREHOUSES (WH) | 198,000 | | 100,000 | | 500,000 | | 302,000 | 0 | 800 | |
| OFFICES (O) | 24,000 | | 15,000 | | 80,000 | | 56,000 | 0 | 325 | |
| | 222,000 | 0 | 115,000 | 0 | 580,000 | 0 | 358,000 | 0 | | |
| PRODUCTION CENTER - PARCEL 3 | | | | | | | | | | |
| OFFICES (O) | 90,000 | | 86,000 | | 110,000 | | 20,000 | 0 | 120 | |
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| HORTON TRACT - PARCEL 5 | | | | | | | | | | |
| SINGLE FAMILY HOMES | | 107 | | | | 0 | 0 | -107 | 0 | |
| RETAIL/ COMMERCIAL/ EDUCATIONAL | 84,000 | | | | 0 | | -84,000 | 0 | 0 | |
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| | | | | | 2,750,000 | 0 | 2,666,000 | -107 | | |
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| Institutional | 53,000 | | 38,000 | | 138,000 | | 85,000 | 0 | 500 | |
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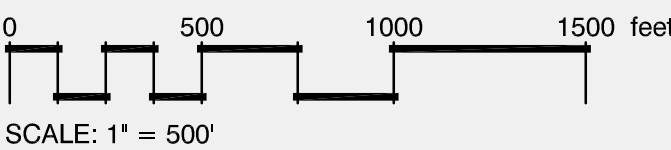
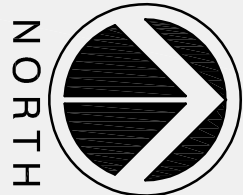
DRI SITE PLAN

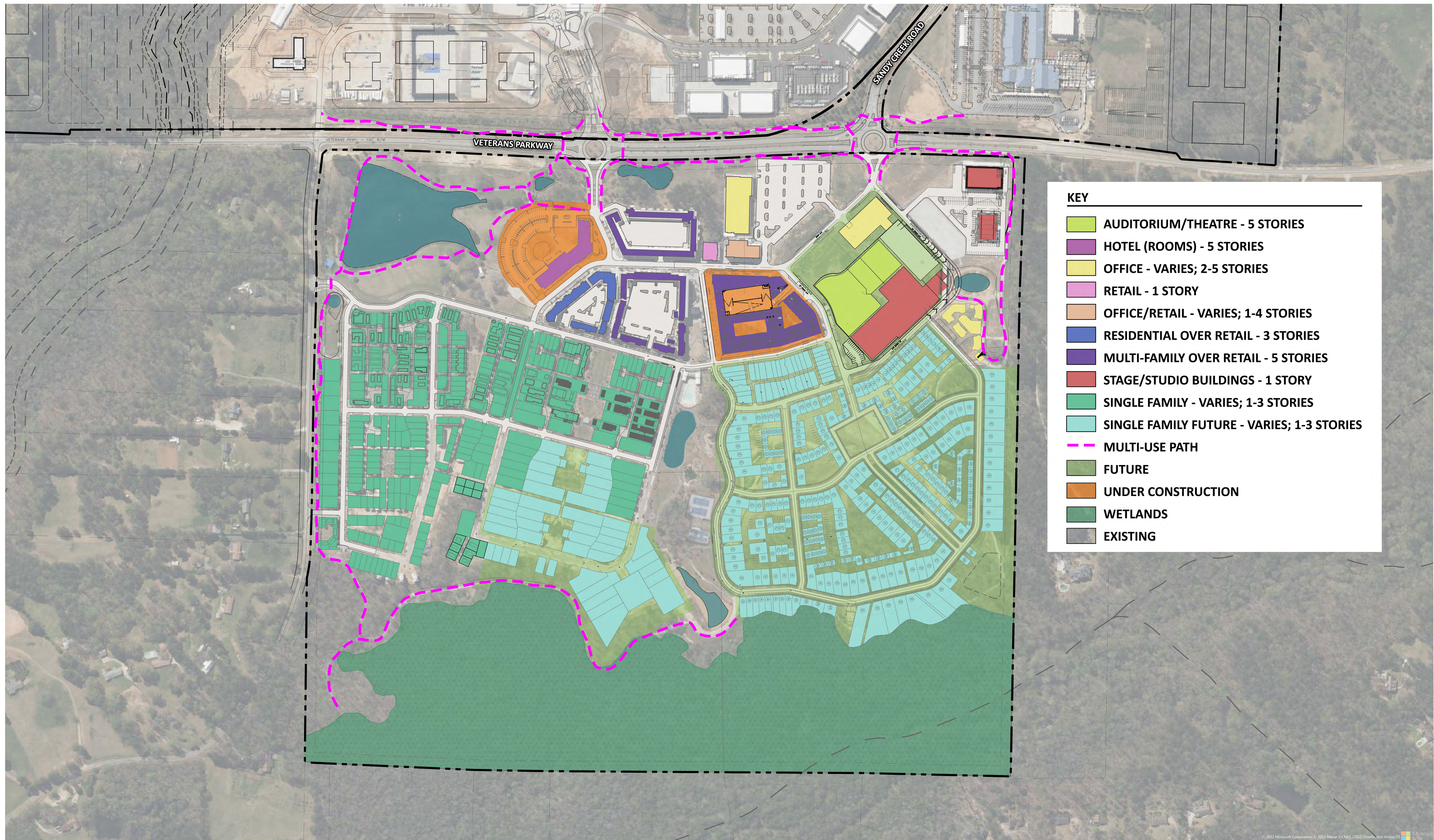
TRILITH EXPANSION

CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

- REVISIONS:
- | | | |
|----|----------|-----------------------------|
| 1. | 08/04/22 | 1ST SUBMITTAL |
| 2. | 10/31/22 | INTERSECTION/TRAFFIC UPDATE |

10/31/22





- KEY**
- AUDITORIUM/THEATRE - 5 STORIES
 - HOTEL (ROOMS) - 5 STORIES
 - OFFICE - VARIES; 2-5 STORIES
 - RETAIL - 1 STORY
 - OFFICE/RETAIL - VARIES; 1-4 STORIES
 - RESIDENTIAL OVER RETAIL - 3 STORIES
 - MULTI-FAMILY OVER RETAIL - 5 STORIES
 - STAGE/STUDIO BUILDINGS - 1 STORY
 - SINGLE FAMILY - VARIES; 1-3 STORIES
 - SINGLE FAMILY FUTURE - VARIES; 1-3 STORIES
 - MULTI-USE PATH
 - FUTURE
 - UNDER CONSTRUCTION
 - WETLANDS
 - EXISTING



KEY

- STAGE/STUDIO BLDGS. - 1 STORY
- WAREHOUSES/WORKSHOPS - 1 STORY*
- OFFICES - VARIES; 1-5 STORIES
- RECYCLE CENTER - 1 STORY
- INSTITUTIONAL - 1 STORY
- MULTI-USE PATH (8'-10' WIDE)
- FUTURE
- UNDER CONSTRUCTION
- STREAM
- FLOOD PLANES

*ALL BUILDINGS INCLUDE LOADING & DROP-OFF ZONES



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DRI SITE PLAN ENLARGEMENT

TRILITH EXPANSION

CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

- DRI 3776 REVISIONS:
- | | | |
|----|----------|-----------------------------|
| 1. | 08/04/22 | 1ST SUBMITTAL |
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10/31/22

