

DATE: January 30, 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: 2022 Project Excalibur DRI 3813

Submitting Local Government: City of Fayetteville

Date Opened: January 5, 2023

Date Closed: January 30, 2023

Description: A DRI Review of proposal to construct 400,000 SF of office space and 6,600,000 SF of data center in 16 buildings on a 615 acre site off of Tyrone Road and Highway 54 in the City of Fayetteville in Fayette County. The site is currently entirely wooded and traversed by several streams.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not well 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 sensitive stream and wetland areas and through the dedication/management of the significant proposed preserved area for conservation purposes.

A total of 1,420 surface parking spaces are proposed but 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 4,336 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

A multi-use trail is proposed along the GA54/Floy Farr Parkway frontage of the project; ideally the Driveway A project entrance could include a bicycle entrance leading to the internal roadway system and ultimately

bike parking at the various buildings.

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

The project site 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. The City of Fayetteville's water supply watershed protection ordinance testablishes a 100-foot vegetative buffer and 150-foot impervious setback on all perennial streams in the watershed district. Care should be taken to ensure that all applicable watershed requirements and buffer setbacks are met.

Town of Tyrone comments include: coordinate proposed roadways with the adjacent Trilith project; optimize traffic Connections between Veterans Parkway, SR-54, Tyrone Road, and Flat Creek Trail; and provide multi-use connectivity as shown in The Fayette County Master Path including greenway and side path installations along SR-54 and Veterans Parkway.

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.

Transportation and Mobility Comments

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

The project is expected to generate approximately 4,336 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

A total of 1,420 surface parking spaces are proposed but no EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

A multi-use trail is proposed along the GA54/Floy Farr Parkway frontage of the project; ideally the Driveway A project entrance could include a bicycle entrance leading to the internal roadway system and ultimately bike parking at the various buildings.

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 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 shows an unnamed tributary to Sandy Creek running roughly southwest to northeast starting in the southern portion of the property, then along the eastern edge of the property, along with Sandy Creek (not identified on the plans) at the northern boundary of the property. The site plan also shows a several streams flowing into the primary tributary or directly into Sandy Creek. In addition to the watershed protection buffers referenced above, the City of Fayetteville also has a stream buffer ordinance requiring a 50-foot undisturbed buffer and a 75-foot impervious setback. The site plan shows, and identifies, these buffers, along with the 25-foot State Erosion and Sedimentation buffer, on all streams shown on the site plan. No 100- and 150-foot watershed protection buffers are shown on any streams. There is one stream crossing shown on the site plan, which is exempt from the City buffers, but in several areas, roads and structures appear close to the buffers. Any intrusions into the buffers may require a variance under the City stream buffer ordinance. If any other stream on the property is subject to the City watershed protection buffers, they should be shown on the plans. Any intrusions into those buffer will also require variances.

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.

Town of Tyrone Comments

Comments submitted by the Town of Tyrone are attached. The comments include:

1. Although the Trilith DRI is now complete, significant coordination between the two developments should be encouraged. Particularly regarding interparcel connectivity or road networking. None is shown. Given that Trilith's expansion has already been approved by Fayetteville, we hope this is not a moot point.
2. Traffic Connections between Veterans Parkway, SR-54, Tyrone Road, and Flat Creek Trail should be heavily investigated.
3. No multi-use connectivity is shown. The Fayette County Master Path Plan has recommended greenway and side path installations along SR-54 and Veterans Parkway with projects FTP-404 & FTP-414 (Page 32 attached). This Development should attempt to meet, at a minimum, these goals.

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 not well 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 proposed open space/wetlands preservation area, and utilization of green infrastructure in surface parking areas. 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	CITY OF FAYETTEVILLE
FAYETTE COUNTY	TOWN OF TYRONE	CITY OF PEACHTREE CITY
CITY OF SOUTH FULTON		

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 #3813

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Fayetteville
 Individual completing form: David E. Rast, ASLA
 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: Project Excalibur
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): North of SR 54, east of Tyrone RD and Flat Creek TRL, and west of Veterans PKWY (33.446781, -84.5222)
 Brief Description of Project: 7,000,000 SF data center complex on +/-615-acres, including 16 buildings with 6,600,000 SF of data center space and 400,000 SF of office space

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 16 buildings totaling +/- 7,000,000 SF (overall)

Developer: National Acquisition Company, LLC

Mailing Address: 12851 Foster ST

Address 2:

City: Overland Park State: KS Zip: 68213

Telephone: 703.861.7245

Email: carter.cromley@qtsdatacenters.com

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

If yes, property owner:

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

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: Southeastern Data Center

Project ID: 3160

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

Rezoning

Variance

Sewer

Water

Permit

Other

Conceptual site plan approval

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

(not selected)

Yes

No

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

Estimated Project Completion Dates:

This project/phase: 2023-2025

Overall project: 2032

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DRI #3813

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Fayetteville
Individual completing form: David E. Rast, ASLA
Telephone: 770.719.4156
Email: drast@fayetteville-ga.gov

Project Information

Name of Proposed Project: Project Excalibur
DRI ID Number: 3813
Developer/Applicant: National Acquisition Company, LLC
Telephone: 703.861.7245
Email(s): carter.cromley@qtsdatacenters.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: \$6,500,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$19,000,000,000

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)? 0.57 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)? 0.53 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?city extending sewer to the property line, Applicant to extend an additional +/-2,500 LF to connect to city sewer system

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: 4,336 | AM: 608 | PM: 576

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:Pls. refer to Traffic Study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 732 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?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:There will be multiple stormwater ponds spread around the site to capture discharge. Existing stream buffers will be maintained throughout the site.

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:

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PROJECT EXCALIBUR DRI
City of Fayetteville
ARC Natural Resources Department Review Comments

January 10, 2023

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 shows an unnamed tributary to Sandy Creek running roughly southwest to northeast starting in the southern portion of the property, then along the eastern edge of the property, along with Sandy Creek (not identified on the plans) at the northern boundary of the property. The site plan also shows a several streams flowing into the primary tributary or directly into Sandy Creek. In addition to the watershed protection buffers referenced above, the City of Fayetteville also has a stream buffer ordinance requiring a 50-foot undisturbed buffer and a 75-foot impervious setback. The site plan shows, and identifies, these buffers, along with the 25-foot State Erosion and Sedimentation buffer, on all streams shown on the site plan. No 100- and 150-foot watershed protection buffers are shown on any streams. There is one stream crossing shown on the site plan, which is exempt from the City buffers, but in several areas, roads and structures appear close to the buffers. Any intrusions into the buffers may require a variance under the City stream buffer ordinance. If any other stream on the property is subject to the City watershed protection buffers, they should be shown on the plans. Any intrusions into those buffer will also require variances.

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 #3813
DRI Title Project Excalibur
County Fayette County
City (if applicable) Fayetteville, GA
Address / Location The proposed site is located North of SR 54, east of Tyrone Road and Flat Creek Trail, and west of Veterans Parkway in Fayetteville, GA.

Proposed Development Type:

A DRI Review of proposal to construct 400,000 SF of office space and 6,600,000 SF of data center in 16 buildings on a 615 acre site off of Tyrone Road and Highway 54 in the City of Fayetteville in Fayette County. The site is currently entirely wooded and traversed by several streams.

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 January 17, 2023

TRAFFIC STUDY

Prepared by Kimley-Horn
Date November 1, 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 Atlanta Region's Plan; pages 13-14 in the traffic 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)*

Site Driveway A will provide 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*)

Site Driveway A will provide access via a roadway 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

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.

Donald Shockey

From: phillip.trocquet@tyrone.org
Sent: Friday, January 13, 2023 9:50 AM
To: Donald Shockey
Subject: RE: 2023 Project Excalibur DRI 3813 - Preliminary Report+Comments Request
Attachments: Fayette County CTP.pdf; Fayetteville Comp Plan Transportation Excerpt.pdf

Hey Donald,

Overall, very supportive of the project and investment in the City. Just a couple of transportation-related comments from me that I believe should be considered:

1. Although the Trilith DRI is now complete, significant coordination between the two developments should be encouraged. Particularly regarding interparcel connectivity or road networking. None is shown. Given that Trilith's expansion has already been approved by Fayetteville, we hope this is not a moot point.
2. Traffic Connections between Veterans Parkway, SR-54, Tyrone Road, and Flat Creek Trail should be heavily investigated.
 - a. Traffic dispersion through multiple connections is the best long-term sustainable traffic solution, not just for this development, but for Trilith and the surrounding area as infill occurs.
 - b. It has been stated that these need to be secure developments; perhaps any road networks or connections can favor the external boundaries of the site.
 - c. If costs are an issue, at least right-of-way dedication can be established to provide long-term traffic management flexibility for the City and County.
 - d. Fayetteville's recently update Comp Plan seems to allude to better networking and connectivity of streets with an emphasis on not focusing all traffic on the city's major arterial roads (Pg. 19-23).
 - e. The Fayette County Comprehensive Transportation Plan recommends new roadway connections starting on page 20 with project FTP-135 being a Veterans to Tyrone Rd. Connector road. This, at a minimum should be pursued to alleviate long-term congestion at the 54/Veterans/Lester intersection.
3. No multi-use connectivity is shown. The Fayette County Master Path Plan has recommended greenway and side path installations along SR-54 and Veterans Parkway with projects FTP-404 & FTP-414 (Page 32 attached). This Development should attempt to meet, at a minimum, these goals.

Thanks!

Phillip Trocquet, AICP
Asst. Town Manager, Town of Tyrone
Community Development | Public Works

Office: (770) 487-4038
Direct/Text: (770) 881-8322
www.tyronega.gov



From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Thursday, January 5, 2023 2:37 PM

To: Robin Cailloux <RCailloux@peachtree-city.org>; chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>; Andrew

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Subject: 2023 Project Excalibur DRI 3813 - Preliminary Report+Comments Request

Development of Regional Impact (DRI) – Preliminary Report/Comments Request

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a DRI review of **2023 Project Excalibur DRI 3813** as detailed in the attached **Preliminary Report/Comments Request**.

As a representative of a nearby local government or other potentially affected party, ARC requests that you or your staff review the **Report** and provide ARC any comments no later than Friday **January 20, 2023**.

Project Description: A DRI Review of proposal to construct 400,000 SF of office space and 6,600,000 SF of data center in 16 buildings on a 615 acre site off of Tyrone Road and Highway 54 in the City of Fayetteville in Fayette County. The site is currently entirely wooded and traversed by several streams.

Please submit comments to Donald Shockey at dshockey@atlantaregional.org. You may also view the Preliminary Report and Transportation Impact Study via the [ARC Plan Reviews webpage](#) beginning tomorrow by entering the project title in the search field. For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Donald P. Shockey, AICP, LEED GA

Plan Review Manager, Community Development

Atlanta Regional Commission

P | 470.378.1531

DShockey@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303



SITE SUMMARY:

CURRENT ZONING:	BP
SITE AREA:	615.36 ACRES
ROW DEDICATION (FLAT CREEK):	0.96 ACRES
ROW DEDICATION (TYRONE):	2.74 ACRES
ADJUSTED SITE AREA:	611.66 ACRES

LAND LOTS 23, 24, 25, 40, 41, and 42.
7th DISTRICT

ALL BUILDINGS ARE ASSUMED TO BE 2-STORIES. DC-4 & DC-5 MAY BE 3 STORIES.

EXISTING LAND USES:

SINGLE FAMILY HOME WITH AGRICULTURE

PROPOSED LAND USES & DENSITIES:

15 PROPOSED BUILDINGS INCLUDING:	
DATA CENTER	6,600,000 SF
DATA CENTER OFFICE	400,000 SF

DENSITY: 11,444 SF PER ACRE
FLOOR AREA RATIO: 0.26

SITE PARKING:

MINIMUM REQUIREMENTS: 0 SPACES
MAXIMUM SPACES: AS ALLOWED BY MAXIMUM IMPERVIOUS
ON-SITE.

PROVIDED SPACES: 1,420 TOTAL SPACES
DC-1 & DC-2: 150 SPACES PER BUILDING
DC-3 THROUGH DC-16: 80 SPACES PER BUILDING

SITE PLAN LEGEND:

— — — — — PROPERTY LINE

— — — — 100 FT UNDISTURBED SETBACK

HEAVY DUTY ASPHALT PAVEMENT

 HEAVY DUTY CONCRETE PAVEMENT

EXISTING WETLANDS
 WETLANDS OF THE STATE
 WETLANDS OF THE NATION

SITE CONTACTS:

OWNER:

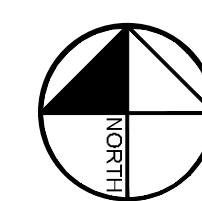
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12851 FOSTER STREET
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ATLANTA, GA 30308
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GRAPHIC SCALE IN FEET

A horizontal scale bar with tick marks at 0, 150, 300, and 600 feet. The bar is divided into alternating black and white segments, with each segment representing 75 feet.

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ISSUES

1	11/9/2022	DRI SITE PLAN
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REVISIONS

Project Excalibur

GA HWY 54, Fayetteville, GA 30214

DRI #3813

KEYPLAN

A diagram showing a 4x4 grid of squares. The top-left square is labeled L1-01, the top-right square is labeled L1-02, the bottom-left square is labeled L1-03, and the bottom-right square is labeled L1-04. The grid is composed of four rows and four columns of squares. The labels are positioned in the center of their respective squares.

Sheet Name

DRI OVERALL SITE PLAN

JOB 014828001
DATE 09/01/2022
SHEET

C0-20



C0-21

