DRI REGIONAL REVIEW FINDING

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

DATE: August 18, 2024

TO: Mayor Mario Avery, City of Fairburn
ATTN TO: Denise Brookins, Planning and Zoning Director, City of Fairburn
FROM: Mike Alexander, COO, Atlanta Regional Commission
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: **Fairburn Technology**
Submitting Local Government: City of Fairburn
Date Opened: August 1, 2024 **Date Closed:** August 18, 2024

Description: A DRI review of a proposal to construct a data center project with 1,190,000 million Sf of space in three two-story buildings and supporting facilities on a 60-acre site on Bohannon Road in the City of Fairburn in Fulton County.

Comments:

Key Comments:

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not 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."

The project could be better aligned with Developing Suburbs policies through retention of a meaningful amount of undisturbed areas, dedication of a portion of the substantial revenue generated by the project to acquiring natural space elsewhere in the city, and utilization of a design and construction approach that preserves existing trees to the greatest extent possible.

ARC recommends a careful examination by City of Atlanta Watershed of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the City of Fairburn and City of Atlanta Watershed require the installation of advanced

"waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

The City of Fairburn has a water supply watershed ordinance that includes the Line Creek watershed that follows the Part 5 Criteria. The project will need to meet the relevant requirements of the City of Fairburn Water Supply Watershed ordinance.

Given the project's removal of large amounts of currently forested area, it is strongly recommended that some of the large amount of revenue generated by the project be earmarked for the acquisition/preservation of natural forested areas elsewhere in the City.

The project will need to comply with the City of Fairburn tree ordinance which requires replacement of trees of a certain size removed or an equivalent payment of recompense.

The City of Fairburn provided comments and questions detailed below related to project power and water consumption, fire suppression, substation details, size and placement of security and sound barriers, zoning and land use, and HVAC and generator system components and operations. The request to rezone the property from AG to M1 Light Industrial is not consistent with the City's Future Land Use Plan and will require a use permit and update to the Future Land Use designation. Given the project's proximity to nearby residential developments, the developer should include details regarding sound, proposed updates to the existing infrastructure (transportation, utilities, etc.) during the rezoning public hearing and meetings.

The project will generate a total of 1,178 daily new vehicular trips; minor roadway modifications are proposed to address this impact.

<u>General Comments</u>

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.

There are growing concerns about the impacts of high levels of energy and water consumption generated by the tremendous increase in the number of data center projects in the Atlanta region. ARC therefore recommends that the applicable water provider carefully examine its capacity to meet peak-day project demands, in addition to other current and projected peak-day demands. ARC also recommends the use of advanced "waterless" cooling technologies or "near waterless" technology for data center projects to reduce the burden on the drinking water supplies and increase the resiliency of both the project and the potable water system.

Transportation and Mobility Comments

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

The project will generate a total of 1,178 daily new vehicular trips. A range of roadway modifications are proposed to address this impact.

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 Resource Group Comments

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes could create a large peak demand from the City of Atlanta Watershed for water and Fulton County Public Works for Sewer. The application proposes 0.06 MGD of water supply demand and 0.015 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by City of Atlanta Watershed of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the City of Fairburn and City of Atlanta Watershed require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

The proposed project property is partly within the Line Creek Water Supply Watershed which is a public water supply source for both the City of Newnan in Coweta County and for Fayette County. It 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. More than 7 miles upstream, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Fairburn has a water supply watershed ordinance that includes the Line Creek watershed that follows the Part 5 Criteria. The project will need to meet the relevant requirements of the City of Fairburn Water Supply Watershed ordinance.

Other Environmental Comments

The project will require removal of a large forested area which creates heat and stormwater impacts as climate change accelerates. The project can mitigate these impacts somewhat by utilizing a design and construction approach that preserves existing trees to the greatest extent possible and by dedicating a portion of the substantial revenue generated by the project to acquiring natural space elsewhere in the city. The City of Fairburn has a tree ordinance which will require replacement of trees removed or an equivalent payment of recompense.

Multiple stormwater retention ponds are proposed which will require removal of large numbers of trees. An effort should be made to reduce the footprint of these ponds through deepening or consolidation. It is strongly recommended that some of the large amount of revenue generated by the project be earmarked for the acquisition and preservation of natural areas elsewhere in the City.

The project can support The Atlanta Region's Plan by incorporating regional environmental policy solutions 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.

GDOT Aviation Comments

Comments received from GDOT Aviation are attached.

City of Fairburn Comments

Comments received from the City of Fairburn are attached.

UTILITY (POWER)- Please provide the annual expected Mega Watt load anticipated for the completed project. Staff will also require details on consumption (kWh) and other items.

UTILITY (WATER) – Water is City of Atlanta. Sewer is Fulton County. The applicant will need to provide the basis of Design Data for Water System Addition and Expansion to the City of Atlanta and Fairburn officials. Additional details will be required.

FIRE DEPARTMENT -What will happen with the 8 in water line and hydrants on Bohannon Dr. Can Atlanta Water provide enough capacity for all expected needs to include fire protection systems?

OPERATIONS –

- Please provide the expected data and components for the substation to be built as a part of this project.

- Provide details on how the substation is going to be connected to the buildings?
- What portions of the development will be specifically constructed below the Bohannan road grade level? Will it be underground?
- What is the size of the HVAC units and Generators?
- How tall are the sound/security walls? How tall are they in relation to buildings?

BUILDING OFFICIAL- Provide required fire separation distance per the 2018 IBC.

PLANNING AND ZONING -The current zoning district (AG) does not permit the proposed use. The request to rezone the property from AG to M1 Light Industrial is not consistent with the City's Future Land Use Plan. The request will also require a use permit and update to the Future Land Use designation.

There is close proximity to residential developments, the developer should include details regarding sound, proposed updates to the existing infrastructure (transportation, utilities, etc.) during the rezoning public hearing and meetings.

The Public Works Department will have additional comments after the DRI review is complete.

<u>The Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs</u>

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 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 a meaningful amount of undisturbed areas, utilization of a development approach sensitive to tree canopy preservation, replacement of tree canopy elsewhere in the City, and careful consideration of the impact on nearby residents. City of Fairburn 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 TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF PALMETTO
COWETA COUNTY
GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
TOWN OF TYRONE
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF SOUTH FULTON
FAYETTE 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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4213

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 Fairburn
Individual completing form:	Denise Brookins
Telephone:	7708435718
E-mail:	sbrookins@fairburn.com

*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:	Fairburn Technology Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	8125 Bohannon Drive Fairburn, GA 30213
Brief Description of Project:	Proposed 1,190,000 SF of data center space in three (3) buildings on an approximately 59.6-acre site.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	1,190,000 SF of data center space in three (3) buildings
Developer:	Bohannon Road Venture, LLC.
Mailing Address:	600 Peachtree St NE, Suite 3000
Address 2:	
	City:Atlanta State: Ge Zip:30308
Telephone:	(770) 714-4592
Email:	sbrookins@fairburn.com
Is property owner different from developer/applicant?	○ (not selected) ◉ Yes ○ No
If yes, property owner:	Richard L Benton, Catherine Benton, Brian Dickson, Jonathan William Glisson, Guy & Phyllis Lassiter,
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: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2028 Overall project: 2028

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4213

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 Fairburn
Individual completing form:	Denise Brookins
Telephone:	7708435718
Email:	sbrookins@fairburn.com

Project Information

Name of Proposed Project:	Fairburn Technology Center
DRI ID Number:	4213
Developer/Applicant:	Bohannon Road Venture, LLC.
Telephone:	(770) 714-4592
Email(s):	sbrookins@fairburn.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:	$970 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5.5 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:	City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 60,000 gallons of water per day

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:
City of Atlanta records indicate that there is an existing 12 inch water main located BOC along the west side of Bohannon Rd. This water main is owned and maintained by the City of Atlanta. A basis of design document will be required to be completed and a fire flow test performed at the site location, to determine if the system can support the water service request.

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: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.015 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.) Up to 1,178 daily trips, 149 AM peak hour trips, 125 PM peak hour trips, based on ITE estimates

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No

If yes, please describe below:Please refer to the traffic study prepared by Kimley-Horn and Associates. The project trips are based on ITE estimates, and the development is expected to generate less trips based on the anticipated employee counts.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 200 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?	53.8%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The development will utilize stormwater detention ponds that will provide water quality, channel protection, and overbank flood protection to mitigate the impacts of stormwater management

Environmental Quality

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

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(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:
Approximately 0.49 acres of wetlands are expected to be impacted. Plans have been submitted to the Army Corps of Engineers for review and approval of a Nationwide Permit.

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From: Denise Brookins
To: Donald Shockey
Subject: Re: 2024 Fairburn Technology Center DRI 4213 - Preliminary Report and Comments Request
Date: Friday, August 16, 2024 4:44:16 PM

City Comments:

UTILITY (POWER)- Please provide the annual expected Mega Watt load anticipated for the completed project. Staff will also require details on consumption (kWh) and other items.

UTILITY (WATER) – Water is City of Atlanta. Sewer is Fulton County. The applicant will need to provide the basis of Design Data for Water System Addition and Expansion to the City of Atlanta and Fairburn officials. Additional details will be required.

FIRE DEPARTMENT -What will happen with the 8 in water line and hydrants on Bohannon Dr. Can Atlanta Water provide enough capacity for all expected needs to include fire protection systems?

OPERATIONS –

- Please provide the expected data and components for the substation to be built as a part of this project.
- Provide details on how the substation is going to be connected to the buildings?
- What portions of the development will be specifically constructed below the Bohannan road grade level? Will it be underground?
- What is the size of the HVAC units and Generators?
- How tall are the sound/security walls? How tall are they in relation to buildings?

BUILDING OFFICIAL- Provide required fire separation distance per the 2018 IBC.

PLANNING AND ZONING -The current zoning district (AG) does not permit the proposed use. The request to rezone the property from AG to M1 Light Industrial is not consistent with the City's Future Land Use Plan. The request will also require a use permit and update to the Future Land Use designation.

There is close proximity to residential developments, the developer should include details regarding sound, proposed updates to the existing infrastructure (transportation, utilities, etc.) during the rezoning public hearing and meetings.

The Public Works will have additional comments after the DRI review is complete.

Best regards,

Denise Brookins

From: Donald Shockey <DShockey@atlantaregional.org>
Sent: Friday, August 2, 2024 4:09 PM
To: chuck.mueller@dnr.state.ga.us <chuck.mueller@dnr.state.ga.us>; gaswcc.swcd@gaswcc.ga.gov <gaswcc.swcd@gaswcc.ga.gov>; hhill@gefa.ga.gov <hhill@gefa.ga.gov>; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org <kmoore@gaconservancy.org>;

FAIRBURN TECHNOLOGY CENTER DRI
City of Fairburn
Natural Resources Review Comments

August 12, 2024

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes could create a large peak demand from the City of Atlanta Watershed for water and Fulton County Public Works for Sewer. The application proposes 0.06 MGD of water supply demand and 0.015 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by City of Atlanta Watershed of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the City of Fairburn and City of Atlanta Watershed require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

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

Water Supply Watersheds
The proposed project property is partly within the Line Creek Water Supply Watershed which is a public water supply source for both the City of Newnan in Coweta County and for Fayette County. It 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. More than 7 miles upstream, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Fairburn has a water supply watershed ordinance that includes the Line Creek watershed that follows the Part 5 Criteria. The project will need to meet the relevant requirements of the City of Fairburn Water Supply Watershed ordinance.

Stream Buffers

Neither the USGS coverage for the project area nor the proposed project site plan show any streams on the project property. The submitted site plan shows an existing pond and adjacent wetlands surrounded by the State 25-foot Sediment and Erosion Control buffer as well as a 50-foot undisturbed buffer and a 75-foot impervious surface setback. Buffers beyond the State Sediment and Erosion Control buffer are not specifically required on non-water supply ponds under either the Part 5 Criteria or the Fairburn Stream Buffer Ordinance.

Any unmapped streams on the property may also be subject to the Fairburn 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.

From: Hood, Alan C.
To: Donald Shockey
Subject: RE: 2024 Fairburn Technology Center DRI 4213 - Preliminary Report and Comments Request
Date: Tuesday, August 13, 2024 10:21:02 AM
Attachments: image001.png

Donald,

The proposed a data center project with 1,190,000 million Sf of space in three two-story buildings and supporting facilities on a 60-acre site on Bohannon Road in the City of Fairburn in Fulton County is more than 10 miles from any civil airport. It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). Those submissions for any associated cranes may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

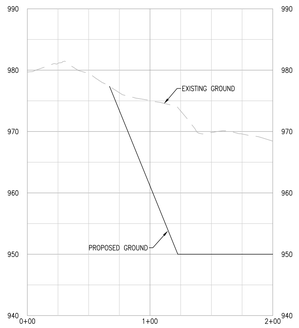
Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager

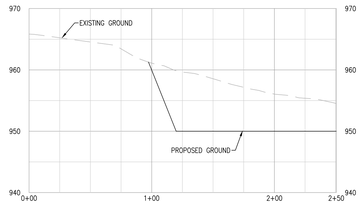
GDOT Georgia Department of Transportation

Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office
Website: https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx

From: Donald Shockey <DShockey@atlantaregional.org>
Sent: Friday, August 2, 2024 4:10 PM
To: 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>; Amy Goodwin <AGoodwin@atlantaregional.org>; Andrew Smith <ASmith@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson <DJohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Eleanor Swensson <ESwensson@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jillian Willis <JWillis@atlantaregional.org>; Jim Santo



SIGHT DISTANCE PROFILE
Sight Line A

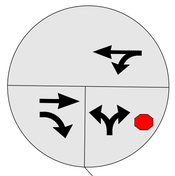


SIGHT DISTANCE PROFILE
Sight Line B

SIGHT LINE PROFILES

PROFILE LEGEND	
0 50 100	HORIZONTAL SCALE: 1"=50'
0 5 10	VERTICAL SCALE: 1"=10'
	EXISTING GRADE

NOTE: NO SHARED PARKING, CARPOOL, AND VANPOOL SPACES ARE PROPOSED
NO ADJACENT/ON-SITE TRANSIT STOPS PRESENT
NO PROGRAMMED PROJECT ADJACENT TO THE SITE
NO JURISDICTIONAL BOUNDARIES NEAR THE SITE



TOTAL WETLANDS IMPACT: ±0.49 AC

CONCEPTUAL SITE PLAN

0 50 100 200 400
SCALE: 1 = 100

TRAFFIC ENGINEER
HARRISON FORDER, P.E.
KIMLEY-HORN AND ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

CIVIL ENGINEER
JOHN WISE
PAULSON MITCHELL, INC.
85-A MILL STREET, SUITE 200
ROSWELL, GA 30075
770-650-7685

APPLICANT
BOHANNON ROAD VENTURE, LLC
600 PEACHTREE STREET NE, SUITE 3000
ATLANTA, GA 30308
770-714-4592

VICINITY MAP
SCALE: NTS

SITE ANALYSIS	
BUILDING A:	±440,000 S.F.
AUTO SPACES REQUIRED:	59 SPACES
AUTO SPACES PROVIDED:	62 SPACES
LOADING SPACES REQUIRED:	4 SPACES
LOADING SPACES PROVIDED:	8 SPACES
BUILDING B:	±295,000 S.F.
AUTO SPACES REQUIRED:	40 SPACES
AUTO SPACES PROVIDED:	45 SPACES
LOADING SPACES REQUIRED:	4 SPACES
LOADING SPACES PROVIDED:	6 SPACES
BUILDING C:	±455,000 S.F.
AUTO SPACES REQUIRED:	61 SPACES
AUTO SPACES PROVIDED:	61 SPACES
LOADING SPACES REQUIRED:	6 SPACES
LOADING SPACES PROVIDED:	8 SPACES
TOTAL BUILDING AREA:	±1,190,000 S.F.
BUILDING LOT COVERAGE	±45.8%
IMPERVIOUS AREA:	±1,398,238 S.F. (32.1 AC) (±53.8%)
TOTAL SITE AREA:	±59.68 ACRES

LAND PLANNERS
ENGINEERS • SURVEYORS
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LANDSCAPE ARCHITECTS
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VOICE 770.650.7685
FAX 770.650.7684
www.paulsonmitchell.com
PAULSON MITCHELL INCORPORATED

PROJECT:
FAIRBURN TECHNOLOGY CENTER
DRI # 4213
BOHANNON ROAD & BOHANNON DRIVE
CITY OF FAIRBURN, GEORGIA

FOR:
BOHANNON ROAD VENTURE, LLC

PRELIMINARY SITE PLAN DISCLAIMER:

SITE PLAN IS BASED ON CLIENT PROVIDED INFORMATION POSSIBLY INCLUDING BUT NOT LIMITED TO THE FOLLOWING: TAX MAPS, USGS MAPS, GIS INFORMATION, SCANNED/DIGITAL BOUNDARY SURVEY, SCANNED/DIGITAL TOPOGRAPHICAL SURVEY, SCANNED/DIGITAL AS-BUILT PLAN, SCANNED/DIGITAL ALTA SURVEY, AND/OR PREVIOUS CONSTRUCTION PLANS BY PMI/OTHERS. ALL ZONING INFORMATION SHOWN IN THE TITLEBLOCK TO THE RIGHT HAS BEEN RESEARCHED BUT NOT VERIFIED WITH THE JURISDICTION.

SITE PLAN BOUNDARY AND EXISTING CONDITIONS ARE ONLY AS ACCURATE AS THE INFORMATION PROVIDED.

ZONING INFORMATION

ZONING CLASSIFICATION	
JURISDICTION:	CITY OF FAIRBURN
EX. ZONING:	AG (AGRICULTURAL)
OVERLAY DISTRICT:	--
PR. ZONING:	M-1 (LIGHT INDUSTRIAL)
BUILDING SETBACKS	
FRONT:	35'
MAJOR SIDE:	20'
MINOR SIDE:	20'
REAR:	30'
BUFFERS	
LANDSCAPE STRIP:	40' ABUTTING R/W; 5' PERIMETER
ZONING BUFFER:	--
STATE STREAM BUFFER:	25'
COUNTY STREAM BUFFER:	50' UNDISTURBED
CITY STREAM BUFFER:	75'
PARKING SUMMARY	
DATA CENTER REQ.:	1 SPACE PER 7,500 G.F.A
STALL:	10' X 18'
LANDSCAPE ISLAND SPACING:	1 PER 12 SPACE
LANDSCAPE REQ'S.	
MAXIMUM IMPERVIOUS ALLOWED:	__%
MAXIMUM BUILDING COVERAGE:	60%
ENVIRONMENTAL	
FLOOD PLAIN PRESENT (YES):	FEMA/FULTON GIS
STREAMS PRESENT (YES):	NWI/FULTON GIS
WETLANDS PRESENT (YES):	NWI/ FULTON GIS
TOPOGRAPHY DATA:	FULTON COUNTY GIS

2023229 CP13.dwg 07.12.24

CONCEPTUAL SITE PLAN

SHEET **CP-13A**

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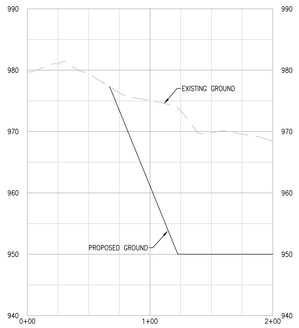
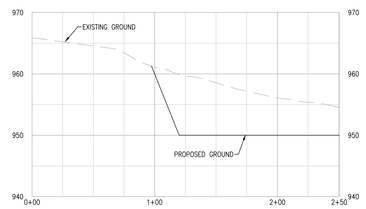


SIGHT DISTANCE PROFILE
Sight Line A



SIGHT DISTANCE PROFILE
Sight Line B

SIGHT LINE PROFILES

PROFILE LEGEND	
0 25 50	HORIZONTAL SCALE: 1"=50'
0 5 10	VERTICAL SCALE: 1"=10'
	EXISTING GRADE

NOTE: NO SHARED PARKING, CARPOOL, AND VANPOOL SPACES ARE PROPOSED
NO ADJACENT/ON-SITE TRANSIT STOPS PRESENT
NO PROGRAMMED PROJECT ADJACENT TO THE SITE
NO JURISDICTIONAL BOUNDARIES NEAR THE SITE

TRAFFIC ENGINEER
HARRISON FORDER, P.E.
KIMLEY-HORN AND ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

CIVIL ENGINEER
JOHN WISE
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APPLICANT
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ATLANTA, GA 30308
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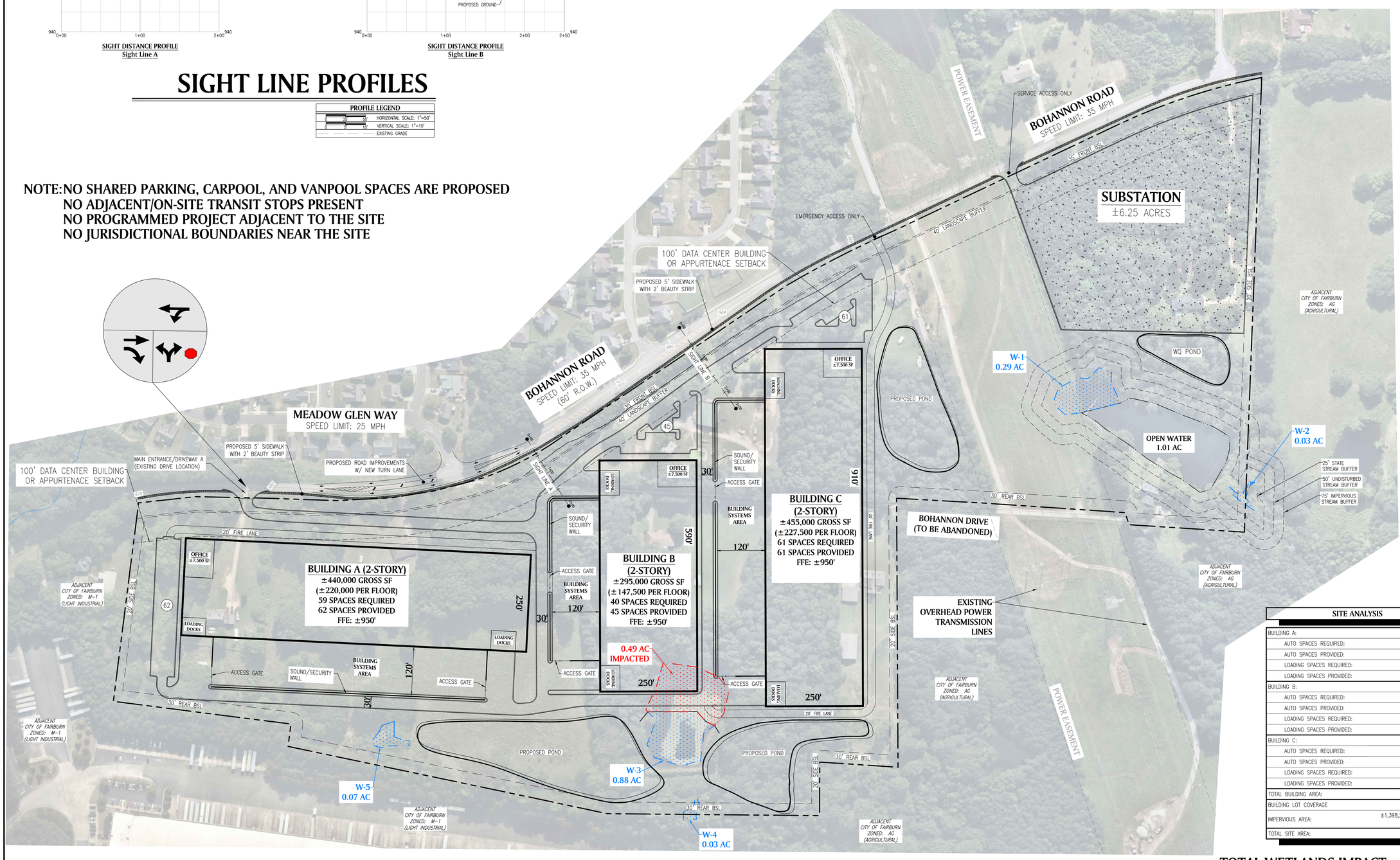
VICINITY MAP
SCALE: NTS



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BUILDING LOT COVERAGE	±45.8%
IMPERVIOUS AREA:	±1,398,238 S.F. (32.1 AC) (±53.8%)
TOTAL SITE AREA:	±59.68 ACRES

TOTAL WETLANDS IMPACT: ±0.49 AC

CONCEPTUAL SITE PLAN

0 50 100 200 400
SCALE: 1 = 100

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JURISDICTION:	CITY OF FAIRBURN
EX. ZONING:	AG (AGRICULTURAL)
OVERLAY DISTRICT:	--
PR. ZONING:	M-1 (LIGHT INDUSTRIAL)

BUILDING SETBACKS

FRONT:	35'
MAJOR SIDE:	20'
MINOR SIDE:	20'
REAR:	30'

BUFFERS

LANDSCAPE STRIP:	40' ABUTTING R/W: 5' PERIMETER
ZONING BUFFER:	--
STATE STREAM BUFFER:	25'
COUNTY STREAM BUFFER:	50' UNDISTURBED
CITY STREAM BUFFER:	75'

PARKING SUMMARY

DATA CENTER REQ.:	1 SPACE PER 7,500 G.F.A
STALL:	10' X 18'
LANDSCAPE ISLAND SPACING:	1 PER 12 SPACE

LANDSCAPE REG'S.

MAXIMUM IMPERVIOUS ALLOWED:	__%
MAXIMUM BUILDING COVERAGE:	60%

ENVIRONMENTAL

FLOOD PLAIN PRESENT (YES):	FEMA/FULTON GIS
STREAMS PRESENT (YES):	NWI/FULTON GIS
WETLANDS PRESENT (YES):	NWI/ FULTON GIS
TOPOGRAPHY DATA:	FULTON COUNTY GIS

2023229 CP13.dwg 07.15.24

CONCEPTUAL SITE PLAN

SHEET **CP-13A**

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#4213
DRI Title	Fairburn Technology Center
County	Fulton County
City (if applicable)	**Fairburn**
Address / Location	**8125 Bohannon Road**

Proposed Development Type:

A DRI review of a proposal to construct a data center project with 1,190,000 million Sf of space in three two-story buildings and supporting facilities on a 60-acre site on Bohannon Road in the City of Fairburn in Fulton County.

Build Out: 2028

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	N/A
Date	August 15, 2024

TRAFFIC STUDY

Prepared by	Kimley-Horn
Date	July 1, 2024

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)*

On page 10 of 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)*

No access to the site is provided 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 access to the site is provided 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) MARTA

Bus Route(s) 188

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

MARTA

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: Chattahoochee Hill Country Regional Greenway Trail

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.