

DATE: March 6, 2025

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**TO:** Mayor Edward Johnson, City of Fayetteville  
**ATTN TO:** David Rast, Community Development Director, City of Fayetteville  
**FROM:** Mike Alexander, COO, Atlanta Regional Commission  
**RE:** Development of Regional Impact (DRI) Review

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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:** Fayetteville City Center DRI 4306

**Submitting Local Government:** City of Fayetteville

**Date Opened:** February 18, 2025

**Date Closed:** March 6, 2025

**Description:** A DRI review of a proposal to construct a mixed-use project with 34,000 SF of retail, a 12,000 SF food market, 120-room hotel, 14,000 SF loft/office, 700 multi-family units, 48 townhome units and 39 single-family lots on a 38.5-acre tract adjoining the City Hall – City Center Park complex in downtown Fayetteville in Fayette County.

## **Key Comments**

*The project is substantially aligned with applicable Established Suburbs and Town Center growth policy recommendations; the former emphasize the importance of preserving single-family neighborhoods with appropriate infill development while the latter promotes the development of walkable Main Street development patterns.*

*The project's mix of residential, retail, hospitality and office uses is supportive of regional placemaking and multi-modal transportation policies.*

*Some segments of the proposed road network that cross the stream appear to be redundant. Additional valuable natural open space could be created by consolidating these elements.*

*The project is expected to generate approximately 10,072 new trips of which 7,852 are new vehicular trips; a number of roadway improvements to mitigate these trips are proposed.*

*The project is strongly aligned with Town Center recommendations although the connection to the city's historic main street area will need to be strengthened to ensure that existing downtown businesses benefit from the new development.*

*The submitted site plan shows and identifies the 25-foot State Erosion and Sedimentation buffer and the City's 50-foot undisturbed stream buffer and 75-foot impervious setback. The City's 100-foot vegetative buffer and 150-foot impervious wak on all perennial streams in the water supply watershed district are also shown. If the larger buffers are governing, the smaller stream buffers do not need to be shown.*

*Seven of the proposed single-family home lots are located almost entirely within the protected stream buffers along with a two-story retail and office building. Both may require variances from the City. Stream buffers provide a minimal level of water quality protection and are recommended to be preserved to the greatest extent possible.*

*Comments received from Fayette County are attached.*

*Comments received from GDOT District 3 are attached.*

### **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 11-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, or designations, to all areas in the region. This location is designated as Established Suburbs and Town Center; corresponding growth policy recommendations are detailed at the end of these comments.

The project's mix of residential, hospitality, retail, and office uses is supportive of regional placemaking and multi-modal transportation policies.

Some segments of the proposed road network that cross the stream appear to be redundant. Additional valuable natural open space could be created by consolidating these elements.

### **ARC Transportation and Mobility Comments**

ARC Transportation and Mobility comments are attached. The proposal is partially consistent with ARC's MTP. The project is located in an area that is close to schools, parks, and civic uses, and the proposed site plan incorporates multimodal connections to these surrounding uses when possible. Sidewalks and bike sharrows are used throughout and help,improve connectivity to the area. The existing stream should be avoided when possible to minimize,environmental impact.

Marked and signalized street crossings should be implemented on crossings by the school to enhance safety. Surface parking lots should be minimized and parking should be consolidated where possible. EV parking options should be explored

Though not specifically designated as a multi-use path, the proposed trail connects to the existing sidewalks and walking area in the City Center Park which promotes greater connectivity to parks, greenspace, and civic uses.

The project is expected to generate approximately 10,072 new trips of which 7,852 are new vehicular trips; a number of roadway improvements to mitigate these trips are proposed.

### **ARC Natural Resources Group Comments**

ARC's Natural Resource comments are attached.

#### *Water Supply Watershed 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 City of Fayetteville has water supply watershed protection requirements in Article 2, Division 1, Sections 302.1. – 302.6 of the City Unified Development Code, which require a 100-foot vegetative buffer and 150-foot impervious setback on all perennial streams in the water supply watershed district. The City also has a Watershed Protection District for the Pye Lake watershed which is within the Whitewater Creek watershed and includes the entire project property. The District requirements are described in Article 2, Division 2, Section 302.17 of the City Unified Development Code and includes the entire project property and requires stormwater management and flood protection measures to minimize impacts to the lake and its “Southern Tributary”. But it is not clear if “Southern Tributary” is the watershed or the stream that feeds into Pye Lake, though no stream is shown on the map of the watershed shown in Section 302.17.

#### *Stream Buffers*

Both the USGS coverage for the project area and the proposed project site plan show an intermittent tributary to Pye Lake and Ginger Cake Creek Sandy Creek running roughly southeast to northwest in the northeastern portion of the project property. The stream is not named on the USGS coverage or the site plan, but, as discussed in the preceding section, may be named “Southern Tributary”. The submitted site plan shows and identifies the 50-foot undisturbed buffer and a 75-foot impervious setback required by the City of Fayetteville Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation buffer. The site plan also shows and identifies the 100-foot water supply watershed perennial stream undisturbed

buffer and the 150-foot water supply watershed impervious surface setback. If the City is requiring the water supply watershed buffers, the stream buffer ordinance buffers should not be shown. If the water supply watershed buffers are not required, they should be removed.

If the City 50-foot buffer and 75-foot buffer are the correct buffers, the only clear intrusions into the buffers are two road crossings and sidewalk crossings, which are allowed under the city stream buffer ordinance. However, one retail commercial building is shown nearly at the edge of the 75-foot impervious setback and that setback also extends into seven single-family lots. Any intrusions into the setback, including grading as well as impervious surfaces, may require variances. If the watershed buffer and setback are required, both the proposed retail building and the seven single-family lots will be entirely within the 150-foot setback and will require variances or need to be relocated.

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*

No stormwater management system is shown on the project site plan. The application form lists the following protection measures: "Existing stream buffers to be protected, bioretention areas, bioswales, permeable pavers, underground detention ponds with infiltration". The final project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

#### **Environmental Comments**

Additional retention of wooded and stream adjacent areas would be desirable and in keeping with regional goals regarding preserving natural stormwater systems and heat island effect mitigation. 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.

Incorporation of green stormwater and heat island mitigation designs for the extensive surface car parking spaces proposed and use of an ecosystem-based design for the stormwater detention areas would be supportive of regional environmental policies.

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.

#### **Fayette County Comments**

Comments received from Fayette County are attached.



## **GDOT Comments**

Comments received from GDOT are attached.

### **Atlanta Region's Plan Growth Policy Considerations: Established Suburbs, Town Centers**

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

Town Centers are anchored by the Main Streets of our cities within the region. Some may be county seats or employment centers, but all are anchored by a Main Street. Many of these Town Centers have detailed masterplans such as LCI plans that provide guidance on development, transportation, and economic development. As a result of these plans, many communities have seen a resurgence of Town Centers that should be connected to the regional transportation network. They should have a variety of transportation options available to residents, employees, and visitors. Land-use conflicts may occur if new development is taller and denser than existing development, however, local plans and policies should support efforts to encourage town centers to become accessible mixed-use centers with employment, retail, residential, and cultural amenities.

The project is partially aligned with Established Suburbs recommendations in that it provides a substantial amount of new housing that doesn't negatively impact existing single-family neighborhoods. The project is more strongly aligned with Town Center recommendations although the connection to the city's historic main street area will need to be strengthened to ensure that existing downtown businesses benefit from the new development.

City of Fayetteville leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses 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  
FAYETTE COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GEORGIA CONSERVANCY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
CITY OF FAYETTEVILLE

For questions, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto: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 #4306

#### 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 Rast  
Telephone: 7707194156  
E-mail: [drast@fayetteville-ga.gov](mailto: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: Fayetteville City Center  
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 335 Grady AVE Fayetteville, GA 30214  
Brief Description of Project: 38.5-acre mixed use development to include +/-34,000SF retail, +/-12,000 SF market/grocery, 120-room hotel, +/-14,000SF loft/office, 700-units multi-family, 48 townhomes and 39 single-family detached residential

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): +/-34,000SF retail, +/-12,000 SF market/grocery, 120-room hotel, +/-14,000SF loft/office, 700-units

Developer: Nelson

Mailing Address: 5200 Avalon BLVD

Address 2:

City: Alpharetta State: GA Zip: 30009

Telephone: 770.209.9393

Email: [lwakefield@nelsonww.com](mailto:lwakefield@nelsonww.com)

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

If yes, property owner: City of Fayetteville

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: 2027

Overall project: 2030

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## Developments of Regional Impact

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### 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 Rast

Telephone: 7707194156

Email: drast@fayetteville-ga.gov

#### Project Information

Name of Proposed Project: Fayetteville City Center

DRI ID Number: 4306

Developer/Applicant: Nelson Worldwide

Telephone: 770.209.9393

Email(s): lwakefield@nelsonww.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: \$225,000,000

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

Property tax: \$2,674,710 (est.)/Sales tax: unknown (not enough)

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 Fayetteville

What is the estimated water supply demand to be generated by the project,

0.1681

measured in Millions of Gallons Per Day (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:

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

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:

As identified in the Methodology Meeting Packet prepared by NV5 as submitted on December 17, 2024.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in 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:

Existing stream buffers to be protected, bioretention areas, bioswales, permeable pavers, underground detention ponds with infiltration

### 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:

Project site located within Pye Lake Watershed (local) and is subject to the provisions of Sec. 302.17 of the city's Unified Development Ordinance (UDO).

**Submit Application**

Save without Submitting

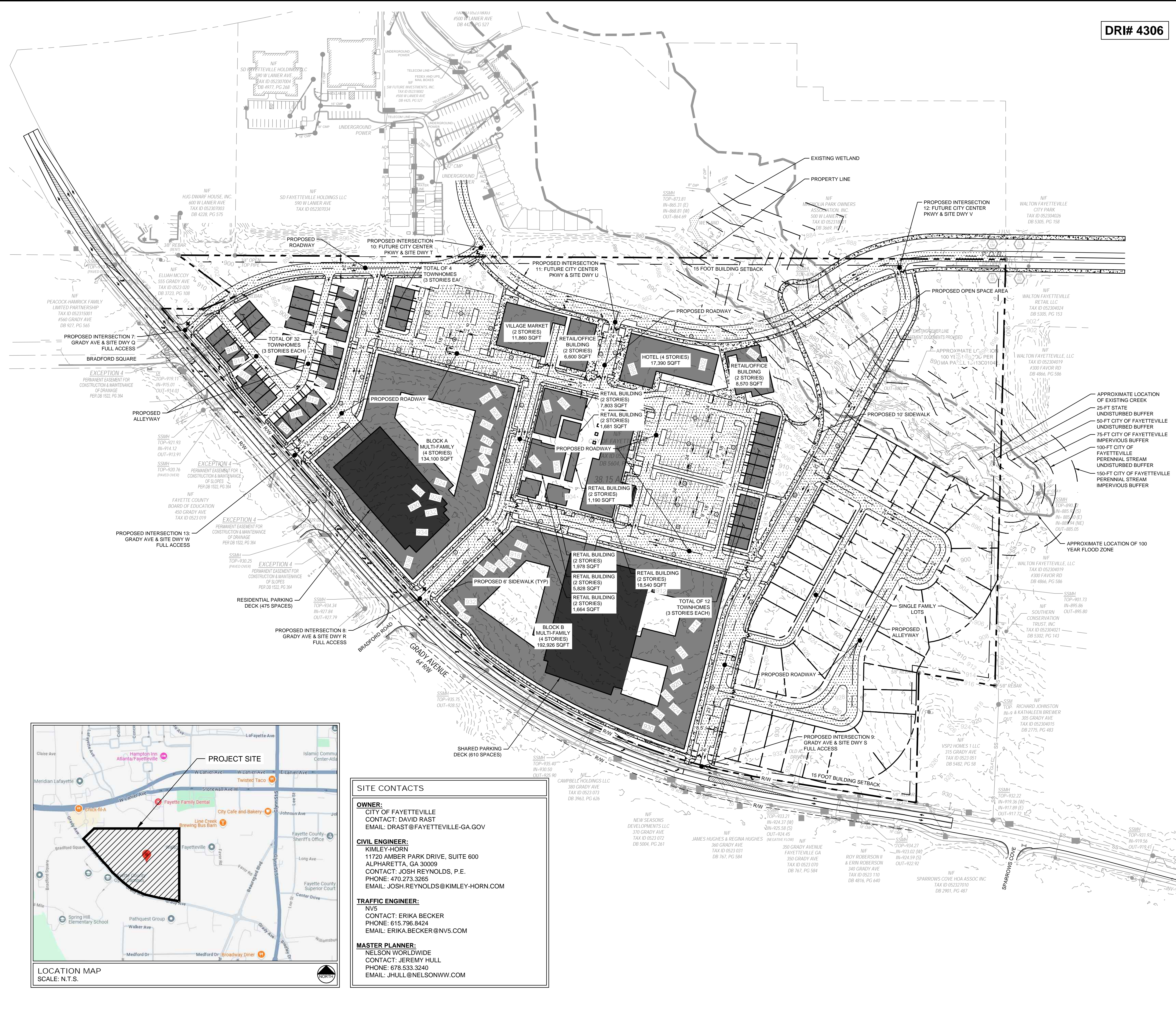
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DRI# 4306

SITE DEVELOPMENT SUMMARY	
SITE SUMMARY	
CURRENT ZONING:	MO (MEDICAL OFFICE)
PROPOSED ZONING:	DMU-MUC
SITE AREA:	38.15 ACRES
IMPERVIOUS AREA:	23.59 ACRES (61.8%)
PERVIOUS AREA:	14.56 ACRES (38.2%)
TOTAL DISTURBED AREA:	32.62 ACRES
BUILDING SETBACK:	
FRONT:	15 FT
SIDE:	10 FT
BACK:	25 FT
PROPOSED LAND USES & DENSITIES	
MULTIFAMILY RESIDENTIAL	700 UNITS
RETAIL/MARKET	46,000 SF
HOTEL	120 ROOMS
OFFICE	14,000 SF
SINGLE FAMILY RESIDENTIAL	87 UNITS
DENSITY	10,718 SF PER ACRE
FLOOR AREA RATIO	0.25
PARKING SUMMARY	
MINIMUM PARKING:	0 SPACES (TOTAL)
MAXIMUM PARKING:	
MULTIFAMILY (700 UNITS)	(1.5/BEDROOM)
(2 BEDROOMS PER UNIT)	
RETAIL (46,000 SF)	(1/250 SF)
HOTEL (120 ROOMS)	(1/ROOM)
OFFICE (21,000 SF)	(1/250 SF)
*TOWNHOMES (48 UNITS)	(1.5/BEDROOM)
(2 BEDROOMS PER UNIT)	
*SINGLE FAMILY LOTS (39 UNITS)	(1.5/BEDROOM)
(2 BEDROOMS PER UNIT)	
* DRIVEWAYS ARE ASSUMED PARKING FOR TOWNHOMES AND SINGLE FAMILY LOTS, AND NOT TAKEN INTO ACCOUNT FOR TOTAL PARKING	
PROPOSED PARKING:	1,495 SPACES (TOTAL)
MULTIFAMILY PARKING DECKS	1,085 SPACES
RETAIL/HOTEL PARKING LOTS	232 SPACES
PUBLIC ON-STREET PARKING	178 SPACES
BICYCLE, CAR/VANPOOL AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED LOCAL CODE REQUIREMENTS	

- SITE NOTES
1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY NELSON WORLDWIDE, DATED 11.11.2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
  2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY FALCON DESIGN CONSULTANTS, DATED 08.30.2023.
  3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
  4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
  5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
  6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

SITE NOTES	
---	PROPERTY LINE
---	15 FT BUILDING SETBACK LINE
[Pattern]	STANDARD DUTY ASPHALT PAVEMENT
[Pattern]	HEAVY DUTY ASPHALT PAVEMENT
[Pattern]	STANDARD DUTY CONCRETE PAVEMENT
[Pattern]	HEAVY DUTY CONCRETE PAVEMENT
[Pattern]	CONCRETE SIDEWALK
(10)	PARKING COUNT

SITE CONTACTS	
OWNER:	CITY OF FAYETTEVILLE CONTACT: DAVID RAST EMAIL: DRAST@FAYETTEVILLE-GA.GOV
CIVIL ENGINEER:	KIMLEY-HORN 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 CONTACT: JOSH REYNOLDS, P.E. PHONE: 470.273.3265 EMAIL: JOSH.REYNOLDS@KIMLEY-HORN.COM
TRAFFIC ENGINEER:	NV5 CONTACT: ERIKA BECKER PHONE: 615.796.8424 EMAIL: ERIKA.BECKER@NV5.COM
MASTER PLANNER:	NELSON WORLDWIDE CONTACT: JEREMY HULL PHONE: 678.533.3240 EMAIL: JHULL@NELSONWW.COM

PREPARED BY

**Kimley»Horn**

11720 AMBER PARK DRIVE  
PARKWAY 400, SUITE 600  
ALPHARETTA, GEORGIA 30009 © 2025 KIMLEY-HORN AND ASSOCIATES, INC.

PROJECT

**CITY OF FAYETTEVILLE**

**FAYETTEVILLE CITY CENTER**

0

DRI SITE PLAN

12/10/2024

EWR

DATE

BY

PARCEL NUMBER 0523 018

DISTRICT 02

335 GRADY AVE

FAYETTEVILLE, GA 30214

GSWCC NO. (LEVEL II)

0000057727

DRAWN BY

EWR

DESIGNED BY

JCR

REVIEWED BY

JCR

DATE

12/10/2024

PROJECT NO.

TITLE

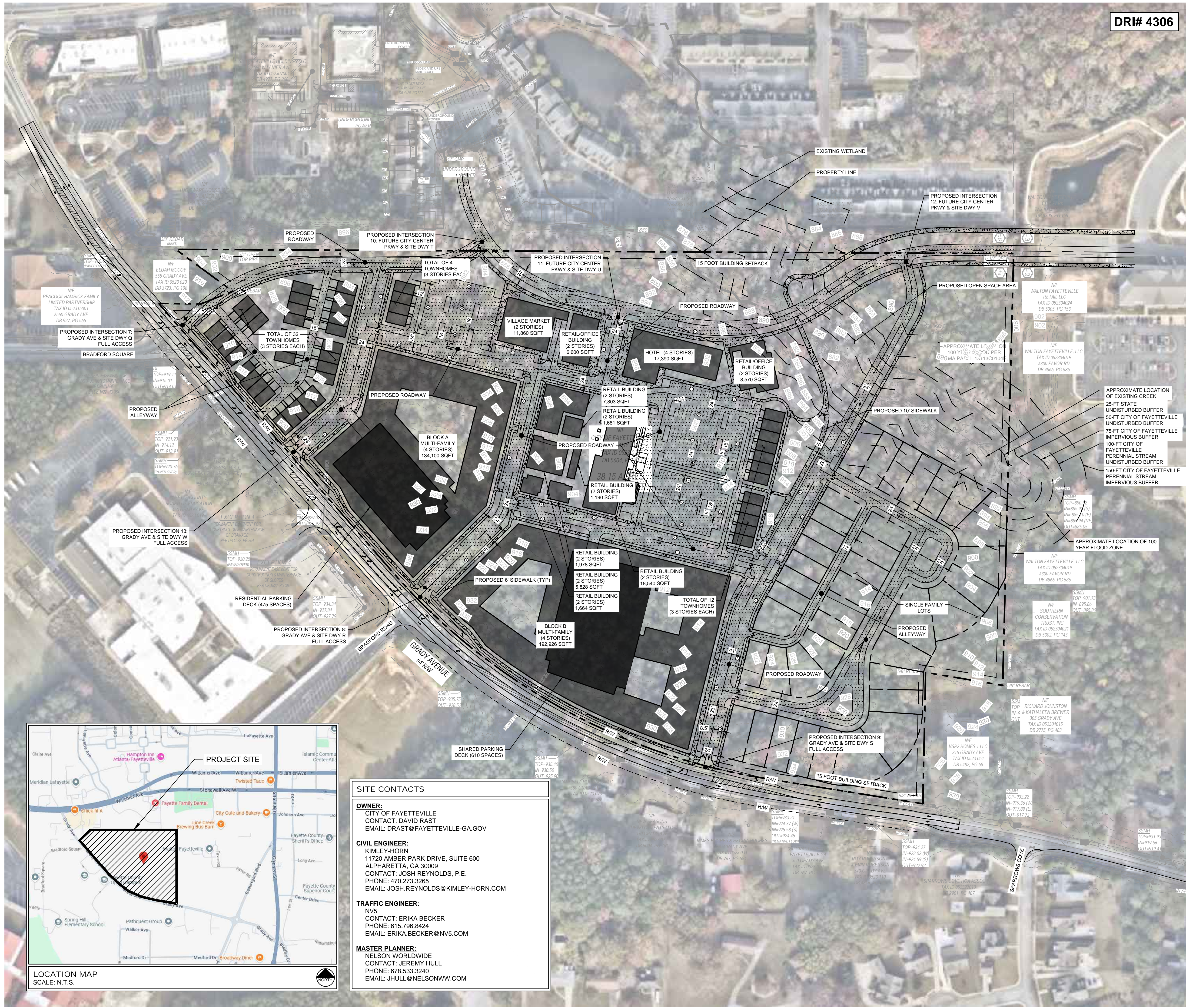
DRI SITE PLAN

SHEET NUMBER

C2.00



Drawing name: K:\ALP\_PRJ\000\_335 Grady Ave Mixed Use\CAD\Plansheets\C2.00 - DRI SITE PLAN.dwg C2.00 SITE PLAN - IMAGE Feb 03, 2025 4:56pm by: josh.reynolds



DRI# 4306

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[Pattern]	HEAVY DUTY ASPHALT PAVEMENT
[Pattern]	STANDARD DUTY CONCRETE PAVEMENT
[Pattern]	HEAVY DUTY CONCRETE PAVEMENT
[Pattern]	CONCRETE SIDEWALK
(10)	PARKING COUNT

SITE CONTACTS	
<b>OWNER:</b>	CITY OF FAYETTEVILLE
	CONTACT: DAVID RAST
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PREPARED FOR

CITY OF FAYETTEVILLE

PROJECT

FAYETTEVILLE CITY CENTER

PROJECT

335 GRADY AVE  
FAYETTEVILLE, GA 30214

PREPARED BY

**Kimley»Horn**

11720 AMBER PARK DRIVE  
PARKWAY 400, SUITE 600  
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0 DRI SITE PLAN  
12/10/2024 EWR  
DATE BY

0 DRI SITE PLAN  
12/10/2024 EWR  
DATE BY

ISSUANCE AND REVISION DESCRIPTIONS

PARCEL NUMBER 0523 018  
DISTRICT 02

GSWCC NO.  
(LEVEL II) 0000057727

DRAWN BY EWR

DESIGNED BY JCR

REVIEWED BY JCR

DATE 12/10/2024

PROJECT NO.

TITLE

DRI SITE PLAN

SHEET NUMBER

C2.00

811

Know what's below.  
Call before you dig.



## Development of Regional Impact

### *Assessment of Consistency with the ARC Metropolitan Transportation Plan*

*Prepared by: Shelby Stamback, ARC Transportation Access and Mobility Division    February 21, 2025*

#### **DRI INFORMATION**

**2025 Fayetteville City Center DRI 4306 – Fayetteville, Fayette County, Georgia**

#### **Metropolitan Transportation Plan Projects**

**Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

Yes, the transportation analysis incorporated all current MTP projects in the study area.

#### **REGIONAL NETWORKS**

**1. Will the project be directly served by any roadways identified as Regional Thoroughfares? 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

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

**3. If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.**

☒ NOT APPLICABLE

☐ RAIL SERVICE WITHIN ONE MILE

**Rail TOD Comments** - Describe the proposed development program uses and densities and the degree to which they support transit ridership. Identify development program modifications that could improve the transit supportiveness of the project.

The project adds a significant amount of residential and commercial activity. If a transit program were to exist in the area, the project would support it.

4. If project is within one mile of existing or planned fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions

☒ NOT APPLICABLE      ☐ Yes

**BRT TOD Comments** - Describe the proposed development program uses and densities and the degree to which they support transit ridership. Identify development program modifications that could improve the transit supportiveness of the project.

The project adds a significant amount of residential and commercial activity. If a transit program were to exist in the area, the project would support it.

5. If the development site is within one mile of an existing or planned multi-use path or trail, provide information on accessibility conditions

☒ NOT APPLICABLE

☐ YES

Though not specifically designated as a multi-use path, it is great that the proposed site connects to the existing sidewalks and walking area in the City Center Park. This promotes greater connectivity to parks, greenspace, and civic uses.

#### **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

1. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?

Yes, the site provides for the construction of publicly accessible local road or drive aisle connections or bike/ped connections with adjacent parcels.

2. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

Yes, the site plan enables pedestrians and bicyclists to move between destinations within the development site safely and conveniently. Streets are marked as bike sharrows and sidewalks are implemented and connected throughout the development. Street markings should be marked and signaled where possible, particularly by the school.

3. 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?

Many of the uses will not produce significant amounts of truck traffic. The uses that may involve more truck traffic, such as the market, are located in an accessible location close to the main proposed roadway.

4. Does the site plan include provisions for electric vehicle charging?

No, the site does not include provisions for electric vehicles charging.

## **RECOMMENDATIONS**

- 1. Do the transportation network recommendations outlined in the transportation study adequately mitigate the project's vehicular impact?**

The proposal is partially consistent with ARC's MTP. The project is located in an area that is close to schools, parks, and civic uses, and the proposed site plan incorporates multimodal connections to these surrounding uses when possible. Sidewalks and bike sharrows are used throughout and help improve connectivity to the area. The existing stream should be avoided when possible to minimize environmental impact. Marked and signalized street crossings should be implemented on crossings by the school to enhance safety. Surface parking lots should be minimized and parking should be consolidated where possible. EV parking options should be explored.

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

None at this time.

**FAYETTEVILLE CITY CENTER DRI**  
**City of Fayetteville**  
**Natural Resources Review Comments**

**March 4, 2025**

ARC recognizes that the water supply resources in the Upper Flint Basin are limited and mixed-use developments such as this project can have significant water supply demands. The application proposes 0.1681 MGD of water supply demand and 0.1808 MGD of estimated sewage flow for this project, and it is unclear if these figures represent an annual average or daily maximum flow need. Given that a significant portion of Fayetteville's water supply is provided by the Fayette County Water System, ARC encourages the City of Fayetteville to work with the County Water System to ensure that sufficient capacities exist to supply the project by the time of project completion.

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 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 City of Fayetteville has water supply watershed protection requirements in Article 2, Division 1, Sections 302.1. – 302.6 of the City Unified Development Code, which require a 100-foot vegetative buffer and 150-foot impervious setback on all perennial streams in the water supply watershed district. The City also has a Watershed Protection District for the Pye Lake watershed which is within the Whitewater Creek watershed and includes the entire project property. The District requirements are described in Article 2, Division 2, Section 302.17 of the City Unified Development Code and includes the entire project property and requires stormwater management and flood protection measures to minimize impacts to the lake and its "Southern Tributary". But it is not clear if "Southern Tributary" is the watershed or the stream that feeds into Pye Lake, though no stream is shown on the map of the watershed shown in Section 302.17.

**Stream Buffers**

Both the USGS coverage for the project area and the proposed project site plan show an intermittent tributary to Pye Lake and Ginger Cake Creek Sandy Creek running roughly southeast to northwest in the northeastern portion of the project property. The stream is not named on the USGS coverage or the site plan, but, as discussed in the preceding section, may be named "Southern Tributary". The submitted site plan shows and identifies the 50-foot undisturbed buffer and a 75-foot impervious setback required by the City of Fayetteville Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation buffer. The site plan also shows and identifies the 100-foot water supply watershed perennial stream undisturbed buffer and the 150-foot water supply watershed impervious surface setback. If the City is requiring the water supply watershed buffers, the stream buffer ordinance buffers should not be shown. If the water supply watershed buffers are not required, they should be removed.

## **FAYETTEVILLE CITY CENTER DRI**

### **ARC Natural Resources Comments**

**Page Two**

**March 4, 2025**

If the City 50-foot buffer and 75-foot buffer are the correct buffers, the only clear intrusions into the buffers are two road crossings and sidewalk crossings, which are allowed under the city stream buffer ordinance. However, one retail commercial building is shown nearly at the edge of the 75-foot impervious setback and that setback also extends into seven single-family lots. Any intrusions into the setback, including grading as well as impervious surfaces, may require variances. If the watershed buffer and setback are required, both the proposed retail building and the seven single-family lots will be entirely within the 150-foot setback and will require variances or need to be relocated.

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**

No stormwater management system is shown on the project site plan. The application form lists the following protection measures: "Existing stream buffers to be protected, bioretention areas, bioswales, permeable pavers, underground detention ponds with infiltration". The final project design 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](http://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.



# DRI 4306 – Fayette County Comments

## Planning & Zoning

140 Stonewall Avenue West, Suite 202, Fayetteville, GA 30214  
770-305-5421

**PROJECT NAME:** Fayetteville City Center

**PROJECT LOCATION:** Grady Avenue, Fayetteville, GA

**ACREAGE:** 38 acres

**PROJECT DESCRIPTION:** A DRI review of a proposal to construct a mixed-use project with 34,000 SF of retail, a 12,000 SF food market, 120-room hotel, 14,000 SF loft/office, 700 multi-family units, 48 townhome units and 39 single-family lots on a 38.5-acre tract adjoining the City Hall - City Center Park complex in downtown Fayetteville in Fayette County.

**EXISTING USE:** Undeveloped

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☐ **Planning & Zoning**

- Recommend coordination with the City's multi-use path project from Tiger Trail to the Ridge Nature Preserve.

☐ **Water System**

- FCWS needs to understand Fayetteville's water demand projections for the next 20 years to plan appropriately.
- How has land use plan/density projections changed since 2019?
- What is projection of water consumption during peak demand with this development?
- What will additional water needs be for firefighting or is additional storage capacity being added?
- Will Fayetteville/developer provide additional water storage capacity?
- How will this additional usage affect wholesale consumption?
- Will Fayetteville/developer provide additional water storage capacity?

☐ **Public Works** - Comments on the 1/17/25 Traffic Impact Study for DRI 4306, prepared by NV5 Engineers and Consultants, Inc.

- Per the TIS and trip distribution projections, no County intersections or road segments were included in the study.
- The background growth rate of 0.7% is lower than that used on other DRIs recently in Coweta County. How sensitive are the LOS values to the background growth rate? Would a rate of 1.0 or 1.2% change conclusions and recommendations?
- Table 2 – there are no County plans to advance the West Fayetteville Bypass Phase III. It is not an active or planned project. It can be removed from the list of Planned Improvements.
- To what extent was the construction of Creek Road factored into the LOS determinations?
- Were roundabouts considered at any location in lieu of a traffic signal?

- Section B.6 of the TIS indicates that 49% of the project's traffic (28% from SR 54 and 21% from SR 85) go through the 54/85 intersection at the Old Court House. Should this intersection be included in the evaluation given the existing issues and the large project impact?
- A suggestion to require pedestrian improvements along Grady and with special focus on walkability to the BOE facilities along Grady. Are at-grade crossings sufficient for long-term student access from the development to the school?
- Although not indicated in the TIS, Fayette County is concerned about indirect impact to County roads, such as Ebenezer Church Road and Redwine Road. Current traffic patterns show drivers are apt to use Ebenezer Church Road in lieu of SR 54 for east-west movement when congestion on SR 54 increases. The added traffic from this development will encourage drivers to use alternate roads.
- Similar to comments made for large DRIs recently in Coweta, Fayette County encourages a coordinated review of this DRI with GDOT and the City of Fayetteville to discuss key assumptions, impacts, and mitigation measures.

☐ **Environmental Health Department**

- The hotel and food market (depending on the business plan) will affect our office due to the permitting and inspections required for these facilities. I don't see it having an overwhelming effect on us, but the food could have the most impact.

☐ **Fire/EMA** – no comments.

☐ **Fayette County School System**

- The development will significantly impact the school system on the elementary level. Spring Hill Elementary is at capacity so the additional students generated by this development will cause the school system to redraw attendance lines to accommodate these additional students.
- We have adequate space for middle and high school students in this attendance zone.
- Another concern will be the increased traffic on Grady Avenue, which is already very congested with traffic to two schools and the county transfer station off Bradford Square. The city and county governments should revisit the idea of constructing a new road from the transfer station out to State Highway 54. This road would eliminate the large tractor trailer trucks going to and from the transfer station each day on Grady Avenue.
- It would also be a good idea to include the proposed Pedestrian Path in this design.



**From:** [Hood, Alan C.](#)  
**To:** [Donald Shockey](#)  
**Subject:** RE: 2024 Fayetteville City Center DRI 4306 - Preliminary Report and Comments Request  
**Date:** Tuesday, March 4, 2025 11:35:11 AM  
**Attachments:** [image001.png](#)

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Donald,

This proposal to construct a mixed-use project with 34,000 SF of retail, a 12,000 SF food market, 120-room hotel, 14,000 SF loft/office, 700 multi-family units, 48 townhome units and 39 single-family lots on a 38.5-acre tract adjoining the City Hall - City Center Park complex in downtown Fayetteville in Fayette County, is more than 8 miles from both Atlanta Speedway Airport (HMP) and Atlanta Regional Airport-Falcon Field (FFC). It is located outside of the 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*



*Aviation Programs*

600 West Peachtree Street NW

6<sup>th</sup> Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

Website: <https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx>

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**Sent:** Tuesday, February 18, 2025 10:33 PM

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**From:** [Trevorrow, Daniel J](#)  
**To:** [Donald Shockey](#)  
**Cc:** [Brittany Williams](#); [Peek, Tyler](#); [Ives-Powell, Crystal](#); [chindman@fayetteville-ga.gov](mailto:chindman@fayetteville-ga.gov); [pmallon@fayettecountyga.gov](mailto:pmallon@fayettecountyga.gov)  
**Subject:** RE: 2024 Fayetteville City Center DRI 4306 - Preliminary Report and Comments Request  
**Date:** Tuesday, March 4, 2025 1:13:17 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[2024 Fayetteville City Center DRI 4306 - Preliminary Report and Comments Request.pdf](#)

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Good afternoon, Donald,

Please see below GDOT's comments on the preliminary report and associated traffic study for DRI 4306.

- A growth rate of 0.7% seems low given other known pending developments in the area and the background growth rate used for other DRIs in the region. Consider using more than GDOT TADA counters to determine growth rate.
- Distribution map shows 2% of generated trips coming from south on Beauregard – the same percentage as assumed from Sharon Dr and LaFayette Ave. Given the roadway network connectivity Beauregard provides and the housing developments down there, I think more traffic is likely to come to the development from south on Beauregard than from Sharon or LaFayette. The volumes may be low enough to be negligible to the outcome of the analyses.
- I'm surprised that the intersections on the Fayetteville downtown square aren't included in the study intersections, I think they should be considered.
- The proposed signal on Grady at Bradford Sq is ~800ft from SR 54. GDOT's preferred minimum signal spacing in an urban area is 1000ft. It looks like more traffic volume is anticipated to access this development via the driveway opposite the Bradford Rd/School Driveway intersection, and that the traffic on Bradford Sq is likely driving the need for a traffic signal and not the development's traffic. Given Fayette County's proposal to connect 1<sup>st</sup> Manassas Mile to SR 54 and pull traffic off of Grady, will signalization still be needed at Bradford Sq, or should it be considered on Grady at Bradford Rd instead?
- The traffic study states that Beauregard will be realigned into the proposed City Center Pkwy connection as a right-in/right-out. As part of permitting the City Center Pkwy connection to SR 85/92, GDOT will not allow turning traffic from Beauregard onto City Center Pkwy to cut over into the left/thru' lanes to cross SR 85/92 or make the left to go north, unless Beauregard is sufficiently spaced from SR 85/92. If it is not, then traffic volume will need rerouting to Grady at SR 85/92 and GDOT may require improvements at that traffic signal. Improvements to Grady between the Beauregard roundabout and the SR 85/92 traffic signal should be considered in that scenario.
- The site plan doesn't show the connection to LaFayette Ave. When is that connection proposed to be made? If it is not part of the initial roadway network installation, the traffic volume will need rerouting through SR 54 @ Grady and be accounted for in the study.

Regarding the signal warrant analyses for City Center Pkwy @ SR 85/92 and Fischer Ave., is that accounting for this DRI development? Will this DRI development pull any traffic away from the EBL at that signal, since there will be direct connectivity to Grady @ SR 54 and LaFayette Ave @ SR 54, no longer requiring traffic to exit the City Center Park area onto SR 85/92 to turn at the square.

- Note, during GDOT permitting for work required at any State Route intersection, Intersection Control Evaluation (I.C.E.) will be required as part of the traffic study, which includes analyses of different options such as different signal configurations.

Thanks,

**Daniel J. Trevorrow, P.E.**  
*District Traffic Engineer*



District Three – Thomaston  
115 Transportation Blvd  
Thomaston, GA 30286  
706.646.7591 phone

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**From:** Donald Shockey [DShockey@atlantaregional.org](mailto:DShockey@atlantaregional.org)

**Sent:** Friday, February 21, 2025 3:50 PM

**To:** Amy Goodwin [AGoodwin@atlantaregional.org](mailto:AGoodwin@atlantaregional.org); Andrew Smith [ASmith@atlantaregional.org](mailto:ASmith@atlantaregional.org); Ansley Goddard [AGoddard@atlantaregional.org](mailto:AGoddard@atlantaregional.org); Arin Yost [AYost@atlantaregional.org](mailto:AYost@atlantaregional.org); Danny Johnson [DJohnson@atlantaregional.org](mailto:DJohnson@atlantaregional.org); David Haynes [DHaynes@atlantaregional.org](mailto:DHaynes@atlantaregional.org); Jillian Willis [JWillis@atlantaregional.org](mailto:JWillis@atlantaregional.org); Jim Santo [JSanto@atlantaregional.org](mailto:JSanto@atlantaregional.org); Jim Skinner [JSkinner@atlantaregional.org](mailto:JSkinner@atlantaregional.org); Jonathan Philipsborn [JPhilipsborn@atlantaregional.org](mailto:JPhilipsborn@atlantaregional.org); Kristin Allin [KAllin@atlantaregional.org](mailto:KAllin@atlantaregional.org); Lauren Blaszyk [LBlaszyk@atlantaregional.org](mailto:LBlaszyk@atlantaregional.org); Mike Alexander [MAlexander@atlantaregional.org](mailto:MAlexander@atlantaregional.org); Ranata Mattison [RMattison@atlantaregional.org](mailto:RMattison@atlantaregional.org); Reginald James [RJames@atlantaregional.org](mailto:RJames@atlantaregional.org); Roshani Thakore [RThakore@atlantaregional.org](mailto:RThakore@atlantaregional.org); Samyukth Shenbaga [SShenbaga@atlantaregional.org](mailto:SShenbaga@atlantaregional.org); Wei Wang [WWang@atlantaregional.org](mailto:WWang@atlantaregional.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>; Abbie Dean <adean@srta.ga.gov>; Brittany Williams <bwilliams@srta.ga.gov>; bkeller@fayettecountyga.gov; Chris Stanley <cstanley@fayettecountyga.gov>; dbell@fayettecountyga.gov; Philip Mallon <pmallon@fayettecountyga.gov>; David Rast <drast@fayetteville-ga.gov>; jbrown@fayetteville-ga.gov; ngilbert@fayetteville-ga.gov; Hood, Alan C. <achood@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Vicks, Cleopatra C <cvicks@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Regis, Edlin <eregis@dot.ga.gov>; glynych@hntb.com; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Weiss,