



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Mar 31 2006

ARC REVIEW CODE: R603151

TO: Mayor Betty Hannah
ATTN TO: James B. Williams, City Administrator
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Fairburn

Name of Proposal: Fairburn Renaissance Mixed Use Development

Review Type: Development of Regional Impact

Date Opened: Mar 15 2006

Date Closed: Mar 31 2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development includes a mix of residential and commercial in the City of Fairburn. The proposed development meets many of ARC's Regional Development Policies: providing development strategies and infrastructure investment to accommodate forecast population and employment growth more efficiently, increasing the share of new development to transportation corridors, and increasing mixed use development. The City of Fairburn and the Georgia Department of Transportation have been working together to make improvements to the State Route 74 Corridor for several years. One of the outcomes of this collaboration was the development of a Thoroughfare Plan which included an Access Management Plan for this particular portion of SR 74. This plan would generate two new median openings along SR 74 which would have City's streets constructed at the proposed openings. As the plan is implemented by the City, future access for both northbound and south bound traffic along SR 74 would be limited and no new driveways would be allowed onto SR 74. See attached comments from GDOT. The site plan includes good connectivity within the site. The plan proposes a main boulevard throughout the site which will allow users several options for entering and exiting the site. The development also includes a future park and ride lot to be located adjacent to the theater where shared parking opportunities are available. ARC encourages collaborative efforts to provide alternatives to single occupancy commutes.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
TOWN OF TYRONE
FAYETTE COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF UNION CITY
CLAYTON COUNTY
CITY OF PEACHTREE CITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF PALMETTO
COWETA COUNTY
FULTON COUNTY SCHOOLS

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

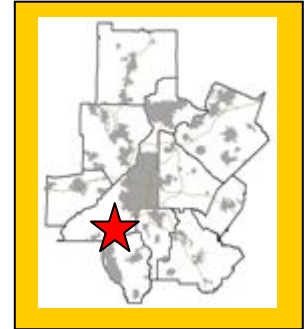
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	March 15, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Fairburn Renaissance #976
Final Report Due:	April 14, 2006		Comments Due By:	March 29, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Fairburn Renaissance mixed use development is located on 139.41 acres in the City of Fairburn. The proposed development will consist of 201 townhomes, 655,208 square feet of retail, 72,800 square feet of restaurant space, a 68,000 square foot theater, and 29,600 square feet of office. Access to the site is proposed at multiple locations along Senoia Road (Ga Hwy 74), Milam Road, and the proposed Harris Road extension.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned C-2 (commercial) and RCT (residential/condominium/townhome). The proposed zoning will remain the same. The DRI trigger for the development is a request for permit. Information submitted for the review states that the proposed zoning is consistent with The City of Fairburn's Future Land Use Map which designates the area as a commercial and residential mix.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2005	Oakley Township Expansion
2003	South Park, Building 2, Phase 3
2003	South Park Mixed Use
2002	Adesa Auto Auction
2001	Oakley Township
2000	Fairburn Wastewater Treatment Facility
1998	Meadow Glyn
1996	CSX Intermodal Facility
1985	South Park

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently mostly undeveloped and wooded land. Information submitted for the review states that there are three vacant single family homes on the site.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development includes a mix of residential and commercial in the City of Fairburn. The proposed development meets many of ARC's Regional Development Policies: providing development strategies and infrastructure investment to accommodate forecast population and employment growth more efficiently, increasing the share of new development to transportation corridors, and increasing mixed use development.

The City of Fairburn and the Georgia Department of Transportation have been working together to make improvements to the State Route 74 Corridor for several years. One of the outcomes of this collaboration was the development of a Thoroughfare Plan which included an Access Management Plan for this particular portion of SR 74. This plan would generate two new median openings along SR 74 which would have City's streets constructed at the proposed openings. As the plan is

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implemented by the City, future access for both northbound and south bound traffic along SR 74 would be limited and no new driveways would be allowed onto SR 74. See attached comments from GDOT.

The proposed development is increasing mixed use development in a growing part of the region. ARC forecasts a population of over 78,000 residents in south Fulton County. The incorporation of commercial, office, and entertainment use near new and existing residential uses is essential to accommodating the expected growth efficiently.

Information submitted for the review states that the proposed development includes 25 acres of open space with the intent of this open space becoming a future city park. There are trails proposed throughout the proposed open space that connect new and existing residential uses to the commercial portion of the development. ARC encourages the incorporation of the proposed park and trail system into a larger citywide park and greenspace effort.

The site plan includes good connectivity within the site. The plan proposes a main boulevard throughout the site which will allow users several options for entering and exiting the site. The development also includes a future park and ride lot to be located adjacent to the theater where shared parking opportunities are available. ARC encourages collaborative efforts to provide alternatives to single occupancy commutes.

Modifications to the site plan should reflect creating more of a pedestrian environment along the boulevard. Placing the building up on the street along Renaissance Boulevard with second story office will further help to create a walkable environment throughout the development. Parking would then be moved behind the buildings. This is demonstrate along the street where Shop F, H, G and I are located, terminating at the theater.

The residential portion of the development includes interconnected streets and small lots for the townhomes. It is important to encourage pedestrian safety within the development. If the development proposes front loaded townhomes with 2 car garages, ARC strongly recommended that the site plan be revised to reflect rear auto entry townhomes and alley access or increase the lot size so that no more than 50% of the lot width is dedicated to the automobile.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in the City of Fairburn in Fulton County east of Interstate 85.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the City of Fairburn's boundaries; however, the site is less than half a mile from Fulton County, and three miles from the City of Union City. It is also less than a mile from Fayette County and less than three miles from the Town of Tyrone. Finally, the site is approximately 3.5 miles from the City of Palmetto and Coweta County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$150,781,200 million with an expected \$1,045,818 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

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The proposed development will increase housing opportunities close to employment. Commercial development is occurring along Highway 74 with residential development occurring on secondary streets.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Water Supply Watersheds and Stream Buffers

The project property is located within the Whitewater Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving Fayette County and the City of Fayetteville. The USGS regional coverage shows a perennial (solid blue line) tributary to Whitewater Creek starting on the property and running through the eastern portion of the site. According to the December 2005 update of the City of Fairburn Comprehensive Plan, the City has adopted water supply watershed regulations as required under the minimum planning criteria of Part 5 of the Georgia Planning Act. Under the Part 5 minimum water supply watershed planning criteria, a 75-foot impervious surface setback and 50-foot undisturbed vegetative buffer are required on perennial (solid blue line) streams more than seven miles upstream of a public water-supply intake and these buffers are required under any alternate criteria. No buffers beyond the State E & S 25-foot buffer are shown. The project needs to conform to the City requirements, including meeting ordinance buffer and impervious surface requirements.

For all applicable streams on the property, the proposed project must meet the requirements of the City's stream buffer ordinance, which, according to the City, has been adopted as one of the stormwater ordinances required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. Any work in these buffers must meet ordinance requirements or a variance must be approved by the City.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in these buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

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Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	92.33	157.88	1606.54	9971.64	90760.39	113.57	20.31
Forest/Open	23.76	1.90	14.26	213.84	5583.60	0.00	0.00
Townhouse/Apartment	23.32	24.49	249.76	1562.44	14108.60	17.72	3.26
TOTAL	139.41	184.27	1870.56	11747.92	110452.59	131.29	23.58

Total Estimated Impervious: 64% in this analysis

The current site plan does not clearly indicate how stormwater runoff will be managed. In order to address post-construction stormwater runoff quality and quantity, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual.

Where possible, the project should utilize the stormwater better site design concepts included in the Manual. Stormwater runoff from the site must be treated to remove at least 80% of the average annual total suspended solids (TSS) loading. An Excel design tool (GSMM Site Development Review Tool) is available at www.northgeorgiawater.org that can be used to evaluate the site for meeting this requirement.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

The retail and office portions of the site are proposed to have two full access driveways on SR 74, two full access driveways along Milam Road and two full access driveways on the proposed Harris Road extension. The residential part of the site is proposed to have one full access driveway on Harris Road extension and one full access driveway on Plantation Drive.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?



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A&R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
796,008 sq ft Retail Space	331	212	543	1,182	1,280	2,462	26,154	1,733	1,600
29,600 sq ft Office Space	62	9	71	19	93	112	522	7	7
201 Townhouses	15	75	90	71	36	107	1,162	54	47
Reductions	-13	-9	-22	-305	-332	-637	-1030	-363	-335
TOTAL NEW TRIPS	395	287	682	967	1,077	2,044	26,808	1,431	1,319

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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V/C Ratios



2005 AM Peak



2005 PM Peak



2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend						
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3	LOS B: 0.31 - 0.5	LOS C: 0.51 - 0.75	LOS D: 0.76 - 0.90	LOS E: 0.91 - 1.00	LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio

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data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FA-257	COASTLINE ROAD	Bridge Upgrade	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025
FA-106	SR 846 (COLLINSWORTH ROAD / PALMETTO ROAD)	Roadway Capacity	2030
FA-263	SR 74 CORRIDOR STUDY	Study	2015
FA-264	SANDY CREEK ROAD EXTENSION	Roadway Capacity	2025
FS-086	I-85 SOUTH FRONTAGE ROAD ALONG WEST SIDE	Roadway Capacity	2030
FS-202B,C,D	OAKLEY INDUSTRIAL BOULEVARD EXTENSION	Roadway Capacity	2020
FS-AR-182	I-85 SOUTH	Interchange Upgrade	2025

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Fairburn Renaissance Center Mixed-Use Development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 74 at Senoia Road

- Signalize this intersection.

SR 74 at I-85 Southbound

- Add an additional westbound left turn lane creating triple left turn lanes on I-85 southbound ramp.
- The bridge over I-85 should be widened from two lanes to three lanes on the southbound side.
- The southbound side should include triple through lanes for receiving the westbound left turners from the I-85 ramp.
- The additional southbound through lane on SR 74 should be extended to Oakley Industrial Boulevard to the South.

SR 74 at Meadow Glen Parkway

- Signalize this intersection.

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SR 74 at Sandy Creek Road

- Signalize this intersection.
- Add separate westbound left and right turn lanes.

SR 92 at Westbridge Road

- Add a canalized dedicated southbound right-turn lane on Westbridge Road.
- Add 200 feet of acceleration lane receiving the southbound right turners on SR 92 westbound.
- Add a dedicated eastbound left-turn lane and a westbound right-turn lane.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

US 74 at Senoia Road

- Signalize this intersection.

SR 74 at I-85 Southbound Ramp

- Add an additional westbound left-turn lane making triple left turn lanes on the I-85 Southbound Ramp as per Georgia DOT standards.
- Add an additional northbound left-turn lane on SR 74.
- Add a southbound right-turn lane on SR 74.

SR 74 at Milam Road/Landrum Road

- Add a dedicated westbound right-turn lane on Milam Road.

SR 74 Sandy Creek Road

- Signalize this intersection.

SR 74 at Palmetto Tyrone Road.

- Add a dedicated eastbound and westbound left-turn lane on Palmetto Tyrone Road.

SR 92 at Westbridge Road

- Add a canalized dedicated southbound right-turn lane on Westbridge Road.
- Add a dedicated eastbound left-turn lane and a westbound right-turn lane.

SR 74 at Harris Road Extension

- Add a median break at this intersection.
- Signalize this intersection.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

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MARTA bus route # 89 and 289 service the Shannon Mall, located approximately four miles from the proposed development. Route #89 runs Monday through Friday from 5:21 a.m. till 11:57 p.m. with headways every 30 minutes. Service is provided on Saturday from 6:19 a.m. till 11:57 p.m. with headways every 40 minutes and on Sunday from 8:07 a.m. till 11:51 p.m. with headways every 60 minutes. Route #289 provides service Monday through Friday from 5:30 a.m. till 7:46 p.m. with headways every 25 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
TMA and Parking Management/supply restrictions Program	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		14%

The development is proposing a shared parking between the theatre and a potential park n ride lot.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

According to the impact analysis in the traffic study, the proposed project demonstrates a burden onto a currently congested roadway network. It is suggested that all recommended improvements be implemented prior to completion of this project. Additionally, it is also suggested the developer work to include the proposed park and ride lot to establish transit service directly to the project site. The combination of the projects mixed-use character, relatively high density for the area and proximity to the SR 74/I-85 interchange, makes this location a prime candidate for future transit.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.162 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

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Final Report Due:	April 14, 2006		Comments Due By:	March 29, 2006

The capacity of the Camp Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

*₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.194 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 400,402 tons of solid waste per year and the waste will be disposed of by a private waste management company.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

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None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 202 housing units that will include multi-family residential.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 105.10. This tract had a 26.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 76 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

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* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Haley Fleming

From: Graham, Harry [Harry.Graham@dot.state.ga.us]
Sent: Thursday, March 30, 2006 4:46 PM
To: Haley Fleming
Subject: RE: Fairburn Renaissance

Haley:

Thanks for the reminder.

The Department of Transportation has been working dutifully with the City of Fairburn on a proposal to make certain improvement to State Route 74 in South Fulton County for quite some time. The City first approached the Department with a proposal to extend Harris Road over to State Route 74 some time back in 2002. We reviewed their concept for this and agreed that it could potentially provide some alternatives for traffic in the general area.

Attached to this proposal was the possibility that there would be some future large development that would also become a part of the landscape located to the east of State Route 74 and south of the Harris Road extension.

Mr. Williams, the City Manager, kept the city's plans for this proposal rather close to his vest. He had specific ideas for what he and the City wanted here and did not want to disclose any of those proposals until he had a full buy-in by the City and the Council. One he had their vote of confidence and certain council approvals, he approached the Department further.

Based on those early communications, The Department understood that the City would be seeking a single entity to put forth a community type environment which met the vision of the City. The Department was approached with an Offer to develop a Thoroughfare Plan which included an Access Management plan for a portion of SR 74. Part of that plan would generate two new median opening along this 55 MPH roadway which would have new City street constructed at these proposed median openings. Each of these new streets plus an existing city Street (Meadow Glen Pkwy) would be considered for signalization. The thoroughfare and access management plan being proposed and to eventually be implemented by the City would limit all future access for both Northbound and Southbound traffic, to the existing and proposed city streets. There would be no other/new driveways allowed onto State Route 74.

The plan put forth through the proposed Fairburn Renaissance development is a fulfillment of the commitment set out by the City of Fairburn in their effort to bring a City envisioned type development as well as implement their thoroughfare and access

management plan as discussed. Although median opening spacing as proposed does not currently meet the Department's spacing requirements for a 55 MPH roadway, the Department has agreed to consider reducing the speed to 45 MPH due to the developing commercial nature of this roadway.

The Department is proud to have had an opportunity to work with the City in bringing this Development to the threshold of reality. We are pleased to have had an opportunity to work with the City of Fairburn in shaping their thoroughfare an access management plan. We are most pleased to see that this access management plan has been fully enforced with the proposal put forth by the Fairburn Renaissance Development. We consider this relationship between the City and State, one that has realized transportations benefit for the residents of the City of Fairburn, Fulton County, City of Tyrone, City of Peachtree City and the people of the State of Georgia.

Harry Graham
District Traffic Operations Manager
Georgia Department of Transportation
Office of Traffic Operations, District 7
404-463-4961 Office
770-986-1016 Fax
harry.graham@dot.state.ga.us

From: Haley Fleming [mailto:Haley@atlantaregional.com]
Sent: Thursday, March 30, 2006 4:02 PM
To: Graham, Harry
Subject: Fairburn Renaissance

Harry,

We would really really like a response to the coordination between the agencies concerning the Fairburn Renaissance DRI by tomorrow? Any chance of that happening?

Thanks!

Haley

M. Haley Fleming, AICP

Senior Planner

Atlanta Regional Commission

40 Courtland Street, NE

Atlanta, Georgia 30303

P 404-463-3311

3/31/2006

March 29, 2006

Mr. Mike Alexander
Review Coordinator
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Dear Mr. Alexander,

We at the Fulton County School System appreciate the opportunity to review and provide comment regarding the proposed Fairburn Renaissance development. We believe that intergovernmental cooperation is a fundamental component of successful regional planning. We utilize the information you provide us to forecast student enrollment and plan for their instructional needs.

The attached table details our estimates regarding the numbers of students the proposed development may generate as well as the state capacity and projected enrollment of schools that currently serve the area.

Please feel free to call me at my office (404) 763-5525 if you have any questions regarding this or any other matter.

Sincerely,

Sara Wade
Planning Specialist

FULTON COUNTY REZONING
FULTON COUNTY SCHOOL SYSTEM
MARCH 2006

<u>PETITION</u>	<u>USE</u>	<u># UNITS</u>
Fairburn Renaissance	SF	0
	TR	201
	MF	0

2006-07 HOME SCHOOL	ESTIMATE # STUDENTS GENERATED			CAPACITY ^A	PROJECTED ENROLLMENT ^B			PROJECTED UNDER/OVER STATE CAPACITY ^C			# PORTABLE CLASSROOMS	CURRENT FACILITY MEET DEMAND?
EVOLINE C. WEST ES	42	TO	67	750	986	to	1,048	236	to	298	5	NO
BEAR CREEK MS	19	TO	37	1,075	1,602	to	1,702	527	to	627	8	NO
CREEKSIDE HS	14	TO	19	1,850	2,377	to	2,524	527	to	674	21	NO
TOTAL	75	TO	123									

			Average	Avg. + 1 Std. Dev.	
CREEKSIDE HS REGION					
One single family unit generates:	0.2765	to	0.3972	elementary school students per unit.	
One single family unit generates:	0.1462	to	0.2206	middle school students per unit.	
One single family unit generates:	0.1873	to	0.2635	high school students per unit.	
One multifamily or apartment unit generates:	0.1729	to	0.3036	elementary school students per unit.	
One multifamily or apartment unit generates:	0.1024	to	0.1739	middle school students per unit.	
One multifamily or apartment unit generates:	0.0923	to	0.1646	high school students per unit.	
One townhome unit generates:	0.2083	to	0.3324	elementary school students per unit.	
One townhome unit generates:	0.0966	to	0.1822	middle school students per unit.	
One townhome unit generates:	0.0689	to	0.0948	high school students per unit.	
TOTAL REVENUES			LOCAL AND OTHER REVENUE SOURCES		STATE REVENUES
\$8,497			\$5,793		\$2,705

^A Updated Georgia Department of Education state capacity.

^B Projected enrollment is for fall of the 2006-07 school year

^C Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity

Your DRI ID NUMBER for this submission is: **976**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/13/2005 5:29:24 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Fairburn
*Individual completing form and Mailing Address:	James B. Williams, City Administrator City Hall 56 Malone Street Fairburn, GA 30213
Telephone:	770/964-2244
Fax:	770/969-3484
E-mail (only one):	mgr@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 Renaissance Mixed Use Center	
Development Type	Description of Project	Thresholds
	890000sf Retail plus 201 Town Houses on 137 Acres.	View Thresholds
Developer / Applicant and Mailing Address:	Landmark Properties Ed Pilarz, President and Project Coordinator 6 West Hubbard St. Suite 600 Chicago, Illinois 60610	
Telephone:	312/893-2700	
Fax:	312/893-2710	
Email:	epilarz@lndmrk.com	
Name of property owner(s) if different from developer/applicant:	Landmark Properties and Cliftwood Development	
Provide Land-Lot-District Number:	LL 27, 28, 12, 13 in 9F District	
What are the principal streets or roads providing vehicular access to the site?	GA 74, Milam Road, Plantation Road	
Provide name of nearest street(s) or intersection:	GA 74/ Milam Road and Plantation Road/Harris Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	NA /	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://www.FultonAssessor.org	
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	Adjacent to Unincorporated Fulton County
If no, provide the following information:	
In what additional jurisdictions is the project located?	NA
In which jurisdiction is the majority of the project located? (give percent of project)	Name: NA (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: NA
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: NA
	Project ID: NA
	App #: NA
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Fairburn
What is the name of the wastewater treatment supplier for this site?	City of Fairburn
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	80 percent
Estimated Completion Dates:	This project/phase: 2009 Overall project: 2009

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	2006 Update

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	Y
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): 2 New Median Cuts on Ga 74; 3 New Traffic Signals on Ga 74; 1 Existing Intersection Improvement at Milam Road; 3 New Access Drives at Median Cuts; and a New Harris Road Extension from Plantation Road to GA 74.	Y

Submitted on: 3/9/2006 11:20:41 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Fairburn
Individual completing form:	James B. Williams
Telephone:	770/964-2244
Fax:	770/969-3484
Email (only one):	mgr@fairburn.com

Proposed Project Information

Name of Proposed Project:	Fairburn Renaissance Mixed Use Center
DRI ID Number:	976
Developer/Applicant:	Landmark Properties, Ed Pilarz
Telephone:	312/893-2700
Fax:	312/893-2710
Email(s):	epilarz@lndmrk.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$150,781,200
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,045,818
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): N/A	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Fairburn/City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.194 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County, Camp Creek Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.162 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: N/A	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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.)	1431
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Harris Road Extension; Accel/Decel Lanes; Signalization; Internal Circulation; Median Cuts.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	400,402
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below: N/A	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	83 Percent
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention Pond as required for runoff and water quality; Use of BMP; Use of boulevards with landscaped islands.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
Approximately 1,448 lineal feet of stream will be piped, and 3.13 acres of wetlands will be filled.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?

Y

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

1. Floodplains?

N

2. Historic resources?

N

3. Other environmentally sensitive resources?

N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

