PLANNING COMMISSION MEETING
July 28, 2022 at 7:00 PM

950 Senoia Road, Tyrone, GA 30290

David Nebergall, Chairman

Dia Hunter, Vice Chairman
Jeff Duncan, Commissioner
Phillip Trocquet, Town Planner
Carl Schouw, Commissioner
Scott Bousquet, Commissioner
Patrick Stough, Town Attorney

AGENDA

Social Distancing will be observed, and seating is limited. The meeting can be accessed live at www.tyrone.org/youtube. If you do not plan to attend, please send any agenda item questions or comments to Town Manager Brandon Perkins (bperkins@tyrone.org).

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

1. Approval of Minutes from July 14th, 2022

IV. PUBLIC HEARING

2. Consideration to hear a revision of a development plan as part of the Light Industrial (M1) Planned Industrial Park (PIP) overlay of parcel 0726-068 from applicant East Group Properties LP on behalf of the owner, Hobgood Family, LP. **Phillip Trocquet, Community Development**

V. NEW BUSINESS

VI. STAFF COMMENTS

VII. COMMISSION COMMENTS

VIII. ADJOURNMENT

Town of Tyrone

Planning Commission Meeting Minutes

July 14th, 2022

7:00 PM

Present:

Chairman, David Nebergall

Vice-Chairman, Dia Hunter

Commission Member, Scott Bousquet

Commission Member, Jeff Duncan

Town Attorney, Patrick Stough

Assistant Town Manager, Phillip Trocquet

Absent:

Commission Member, Carl Schouw

Call to Order:

Chairman Nebergall called the meeting to order at 7:00 pm. The meeting was also available via YouTube Live.

Approval of Agenda:

Commissioner Duncan made a motion to approve the agenda. Motion was seconded by Commissioner Bousquet. Motion passed 3-0.

Approval of Minutes:

1. Commissioner Duncan made a motion to approve the minutes with conditions from May 12th, 2022. Motion was seconded with conditions by Chairman Nebergall. Motion passed 4-0.

New Business:

2. Consideration of a lot split final plat from Scanlon Engineering on behalf of Better Way Ministries. **Phillip Trocquet, Asst. Town Manager**

Mr. Trocquet stated that applicant Better Way had submitted a final plat to split 1862 SR-74 into two separate lots. He said that they are associated with New City Church and were planning to use the land as a new church for New City Church on the southern portion of the split lot. The Town's technical review committee (TRC) had substantively completed its review of this proposal.

Mr. Trocquet said that it was staff's determination that the proposed plat be approved with the following conditions:

1. Any outstanding minor TRC comments be resolved.
2. Any non-conforming structures be demolished before official signing and recording of the plat.

He said that the proposed lot configuration was consistent with the Future Development Map which would place this property within the Community Gateway Character area which encourages high traffic management, architectural, and landscaping standards. Staff had received GDOT preliminary approval of a curb cut along SR-74 which was requested as part of a previous review. Such preliminary approval does satisfy staff's concerns regarding access management.

Mr. Trocquet noted that the plat proposed shared access for both lots. He also noted that the existing zoning was agricultural residential and would remain that way. He said that the existing land use was vacant, to the north and south it was office institutional, to the east it was unincorporated residential property and to the west was Rivercrest subdivision, which was zoned conditional duplex residential. He said that the property was 15 acres, and the plat was consistent with the Town's zoning and subdivision regulations.

Commissioner Bousquet asked if there would any issues with what they were proposing for the north lot, given the existing zoning classification.

Mr. Trocquet stated that the ultimate intention of Better Way was to put offices on the northern lot, but as the current zoning does not allow that, so they would have to rezone that property. He noted that for the purposes of a lot split, the split is consistent with zoning ordinances. He said that even though it is zoned agricultural residential, churches can go into that zoning on the southern lot if they meet certain conditions.

Chairman Nebergall asked about the applicant's application with GDOT for the curb cut. Mr. Trocquet noted that they had not yet received full approval, but with their site plan review they would have to show proof of a permit from GDOT.

Mr. Trocquet then pulled up the tax map and took a look at Laurelmont Drive. He said that there was a reserve strip there that was owned by the Rivercrest Homeowners Association. He said that it was there to prohibit other access to Laurelmont. He said he did not know how it was approved back in the day since the ordinance now prohibits reserve strips, as they end up privatizing public roads. He said that the town would prefer that the applicant get an easement from the homeowners association so that a preexisting curb cut could be used, especially since that is a signalized intersection. Ultimately, would be up to the private property owners to come to an agreement with that.

He said that GDOT has given no indication that a church in that location would be detrimental to traffic flow, and that if GDOT was not concerned, then the Town wasn't either.

Vice Chairman Hunter asked for clarification on the buffers in that area. Mr. Trocquet said that the church would incur a 50-foot buffer.

Vice Chairman Hunter made a motion to approve the plat with the two recommendations from staff. Seconded by Commissioner Duncan. Motion passed 4-0.

Staff Comments

Mr. Trocquet noted that he had taken a new role with the Town and he was now the Assistant Town Manager. Commissioner Bousquet asked if he had gotten any additional resources to assist him in his new role. Mr. Trocquet said that the Community Development department does now share a new vehicle.

Commission Comments

Vice Chairman Hunter asked about the Downtown Development Authority (DDA). Mr. Trocquet said that there was a SPLOST referendum coming up in 2023 and that there was an advisory committee formed to filter down proposed projects. He said that there were also several projects in place for this fiscal year. A crosswalk would be put in from Town Hall to Shamrock Park. All crosswalks downtown would be upgraded as well. Streetscaping was planned for the area near Spezzanos and Partners Pizza. The new playground in Shamrock Park should be installed by the beginning of August. Golf cart path improvements were also planned.

Commissioner Duncan asked about the traffic circle at the Palmetto Road/Spencer Road intersection. Mr. Trocquet stated that they were in the beginning of the land acquisition process, and that would most likely begin this fiscal year.

Chairman Nebergall asked about the cart path from Senoia Road to Maple Shade. Mr. Trocquet said that that area was part of the preliminary SPLOST list. There was also a four way stop planned in that area at the Rockwood Road, Crabapple Road, and Senoia Road intersection.

Commissioner Duncan asked about the rezoning request for 458 Senoia Road. Mr. Trocquet stated that Town Council partially approved the zoning request and that the applicant's next step would be to submit a site plan for the property.

Commissioner Bousquet asked about more cart path connections to Peachtree City.

Vice Chairman Hunter asked about the rezoning application at Jenkins Road. Mr. Trocquet stated that the DRI was wrapping up and an application would hopefully be before Planning Commission soon.

Commissioner Duncan asked about the intersection at HWY 85 and HWY 74. Mr. Trocquet said that the estimated completed date was to be 2027, but that he would have to double check on other details.

Vice Chairman asked about the Red Door building. Mr. Trocquet said that the applicant had just submitted an application, and it should be in front of them soon.

Adjournment

Meeting ended at 7:41pm.

Chairman David Nebergall

Phillip Trocquet, Asst. Town Manager

TOWN OF TYRONE - GEORGIA - EST. 1911

PLANNING DATE
07/28/2022

COUNCIL DATE
08/18/2022

P&Z STAFF REPORT

PREPARED BY:
Phillip Trocquet, Asst. Town Manager | Community Development
ptrocquet@tyrone.org | (770) 881-8322

DOCKET/APPLICATION #	APPLICANT	ADDRESS/PARCEL #
RZ-2022-005	East Group Properties	Parcel 0725-014

SUMMARY & HISTORY

Applicant East Group Properties, L.P. has submitted a petition on behalf of the owner, Hobgood Family, L.P. for a revision of development plan rezoning petition for parcel 0725-014. This parcel was rezoned from O-I to M-1 (Light Industrial) PIP (Planned Industrial Park) with a specific development plan for movie media production studios and ancillary businesses in 2017. This property was also associated with DRI 2830 which reviewed both the studio development plan and mixed use development plan for the 43 acre tract to the north.

The applicant's expressed intent is to revise the approved development plan for studios to a development plan for multi-flex light industrial buildings within a planned technology/business park environment. The proposed development also shows the inclusion of a multi-use path along the rear property line for connectivity to northern subdivisions The proposed development plan reflects 5 such buildings ranging from 102,600 s.f. to 178,200 s.f. A Development of Regional Impact analysis, traffic study, rough architectural examples, and visual line of site rendering is included with this development plan.

STAFF DETERMINATION

Staff determines this development plan revision to be generally consistent with the Town's Comp Plan & ordinance. If Planning Commission chooses to recommend approval, staff recommends the following conditions be considered:

1. *Architectural and landscaping requirements listed in he development plan meet that of Sec. 113-191 (Quality Growth Development District Special Requirements) - specifically finish construction and perimeter berming requirements.*
2. *That all transportation improvement comments from GRTA's DRI determination and the DRI Transportation Analysis within the Town's limits be incorporated with GDOT approval.*
3. *Any proposed structures/impervious surface areas located within designated environmental buffer zones be prioritized for preservation or conservation come time for site plan and land disturbance approval of such areas.*

SOURCE: FAYETTE COUNTY TAX ASSESSOR

EXISTING ZONING	PROPOSED ZONING	EXISTING LAND USE	SURROUNDING ZONING	SITE IMPROVEMENTS	PROPERTY ACREAGE
M-1 Planned Industrial Park (PIP) Movie Media Productions	M-1 Planned Industrial Park (PIP) Business/Tech. Park	Light Industrial	**North:** CMU **South:** C-1 **East:** E-I & AR **West**: M-2	Abandoned Homes Barn Agricultural Implements	60.889

COMPREHENSIVE PLAN & FUTURE DEVELOPMENT MAP COMPATABILITY

This petition is generally consistent with the Town's Comprehensive Plan and Future Development strategy. The property lies within the Community Gateway Character area which promotes the development of future medical, entertainment, and other emerging high tech industries as well as business headquarters through high-quality architectural and landscaping standards that protect the scenic nature of the SR-74 corridor. The proposed development plan focuses on incorporating such landscaping, berming, and screening elements listed in the comprehensive plan. Current architectural renderings do not reflect the Town's material requirement, but do highlight high architectural standards. If material requirements are adhered to, staff considers such renderings to meet the standard of the Comprehensive Plan. The lower traffic count of this development compared with previous approvals reflects a lower-intensity transportation impact with fewer access points on SR-74. A cart path constructed to Town Standards has also been reflected in the development plan furthering the goals of the Town's multi-use connectivity goals in the Comp Plan.

ZONING ORDINANCE COMPATABILITY & IMPACT ASSESSMENT

1. **Will Zoning permit suitable uses with surrounding properties?** *The proposed development plan suggests appropriate uses for SR-74 and the Community Gateway Character area and surrounding properties if appropriately screened, buffered, and constructed to the architectural guidelines listed in the ordinance.*
2. **Will Zoning adversely affect adjacent properties?** *The proposed development plan has the potential to adversely affect adjacent properties from a traffic perspective, although a traffic study reflecting a lower impact from the previously approved zoning has been submitted. Comment from the Fayette County Board of Education has been acquired with no objection to the proposed development. Appropriate traffic and transportation improvements have been outlined by the Development of Regional Impact (DRI).*
3. **Does the property have reasonable economic use as currently zoned?** *It is staff's determination that the property does have reasonable economic use under the current development plan.*
4. **Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?** *Given the traffic capacity of SR-74 and Jenkins Rd, it is staff's opinion that if no traffic improvements are constructed, the development could pose an excessive burden on road infrastructure. If the proposed traffic improvements listed in the DRI are implemented, this would address this issue. The proposed development suggests an average 9,250 GPD sewer and water usage which is not burdensome on the Town's existing sewer or water capacity. Stormwater facilities built to appropriate standards and regulated by a recorded maintenance agreement will be required to ensure feasible impact on the Town's preexisting stormwater infrastructure.*

HOBGOOD BUSINESS TECHNOLOGY PARK & STUDIO

60.9 acres, Light Industrial (M-1)

July 28, 2022

Executive Summary:

EastGroup Properties is under contract on 60.9 acres located along the east side of Highway 74 between Sandy Creek Road and Jenkins Road. The subject property is currently zoned M-1 with a Planned Industrial District (PID) overlay. The existing PID places a limitation whereby tenants and end-users shall be related to the movie production industry. EastGroup is pleased to present the following opportunity to the Town of Tyrone and its local businesses to benefit from a 5-building, 738,882 square foot business technology park and studio. Architectural and design elements will be consistent with the Town's standards. We expect to attract mostly smaller tenants (30,000 to 60,000 square feet) in industries such as technology, health care, aviation, movie production, homebuilder showrooms, and others.

With this application, we are requesting a development plan amendment that would allow for a broader range of industries to lease space in the proposed business park. On February 24, 2022 the Planning Commission for the Town of Tyrone unanimously approved this development plan, but it was later requested that a DRI be completed prior to a review by Town Council. In summary, the proposed development plan (i) maintains the property's current M-1 zoning, (ii) is in line with the Town of Tyrone's Comprehensive Land Use Plan, (iii) produces less traffic than the prior development plan (traffic study comparison included herein), and (iv) benefits the Town of Tyrone and its citizens by providing a much-needed business park that will attract and keep companies and their employees in town limits.

Description of Ownership and Zoning:

The property is currently owned by Hobgood Family, LP and is under contract for acquisition by EastGroup Properties. EastGroup Properties, Inc. is a publicly traded (NYSE: EGP) real estate investment trust (REIT) focused on the development, acquisition, and operation of multi-tenant business parks. EastGroup has a regional office in Atlanta and owns 51 million square

feet located across the Sunbelt. As stated above, the subject property is currently zoned M-1 with a Planned Industrial District (PID) overlay district, and the development plan proposed herein maintains the current M-1 zoning.

It is also important to point out that EastGroup Properties is a long-term owner. As a REIT we do not sell properties after developing them like most real estate developers. It is expected that we would own this property for decades, and as such, we become true stakeholders within the communities in which we develop. One outcome of this long-term ownership view is that we invest heavily in quality construction materials, superior architectural standards, and well above code-minimum landscaping.

Proposed Development:

EastGroup proposes to develop on a spec basis (with no preleasing requirements) a business technology park with five (5) buildings totaling 738,882 square feet. The buildings are constructed with tilt-up, cast in place concrete panels that will contain architectural features and attractive paint schemes for visual enhancement. The front elevations will show extensive storefront glass and above-code minimum landscaping in addition to a landscaped berm along Highway 74. Across EastGroup's portfolio, the typical tenant is between 30,000 and 60,000 square feet. The front elevations are single-story with glass across the front of the office and showroom areas. The buildings will be designed with multiple entries since we will typically have multiple tenants per building. The business park will feature a mixture of business types. We expect to serve companies in the following industries: technology, health care, aviation, movie production, homebuilder showrooms, and others. Service courts will be in the rear and will be screened using landscaping. Park and building signage will conform to the Town standards to ensure uniformity.

EastGroup has engaged Eberly & Associates to assist with civil engineering as well as Randall-Paulson Architects to help with the architectural design of the park. EastGroup Properties is committed to ensuring that the project maintains the aesthetic standard which Tyrone's residents demand and deserve. This project's design is an intentional blending of quality and innovative design concepts along with the natural beauty of Tyrone.

Environmental Stewardship:

The overall Project will be developed with substantial green space incorporated into the overall design. The frontage of the property along Jenkins Road and Highway 74 will be meticulously landscaped and bermed to maintain the natural elements and character of the area. Stormwater management ponds and enhanced swales will provide bio- filtration and attenuation of surface runoff. The facilities and surrounding landscape will be designed to incorporate indigenous materials. Energy efficient construction methods will be implemented. Stream buffer impacts will comply with all permitting requirements from the appropriate jurisdictions.

Ingress and Egress:

The Project will have two points of vehicular access on Highway 74, with one being the main entrance that will front Highway 74. A secondary ingress will be fronting Jenkins Road, a minor arterial road.

Parking:

The vehicle circulation and parking plan/layout is based on the engineer's design experience and comparative analysis of permanent parking constructed for similar projects. The project is expected to include approximately 700 parking spaces, which will allow for automotive parking and an additional parking area that will accommodate service trucks as necessary.

Operations:

The business park will consist of a variety of industries. At no time are the operations associated with the park anticipated to cause unnecessary traffic congestion along Jenkins Road or Highway 74. Furthermore, all operations shall strictly comply with all applicable public safety standards and the life safety code, including, but not limited to, building capacity restrictions. All operations will be designed to, and shall comply with, Fayette County and Tyrone ordinances and all other applicable local, state, or federal regulations, and procedures will be in place to ensure a safe and healthy environment for the people working on site. It should be noted that EastGroup met in-person with the

representatives of the Fayette County School Board, who indicated that they were supportive of the proposed development and foresaw no significant conflicts of interest.

Traffic Study:

Kimley-Horn and Associates, Inc., a third-party, professional traffic consultant, studied the proposed development and reported that this project "is expected to generate less daily traffic, and significantly less peak hour traffic" than the previously approved studio plan. The presence of internal traffic circulation, available parking, and staggered arrival and departure times of employees located at the park will act to reduce the traffic impact. Our business parks are one of the lowest traffic generators of any commercial use. The number of cars is typically double the number of service vehicles, and the service vehicles will typically have a high percentage of panel truck (UPS and FedEx) for local deliveries. The chart below compares the traffic study from the 2018 Approved Movie Studio to EastGroup's proposed development.

Summary of Kimley-Horn's Traffic Study

2018 Approved Movie Studio vs 2022 Proposed Tech Park & Studio

Project Name	Square Feet	Daily Traffic	AM Peak Hour	PM Peak Hour
2018 Approved Movie Studio	462,500	1,240	148	136
2022 EastGroup's Tech Park & Studio	738,882	1,212	114	116
Percent Change in Traffic		-2%	-23%	-15%

Source: Kimley Horn's traffic report and memo dated 1/10/22 for DRI review by Atlanta Regional Commission (ARC)

TAKEAWAYS:

1. EastGroup's proposed site plan generates less traffic than the approved movie studio site plan.
2. EastGroup's proposed site plan creates 23% less AM Peak Hour traffic and 15% less PM Peak Hour traffic than the approved movie studio site plan.
3. Prior to the movie studio, the zoning was Office-Institutional (O-I). An office park of similar size would generate six times the traffic (1,212 daily trips versus 7,394 daily trips).
4. EastGroup's proposed site plan complies with the long-term comp plan for the Town of Tyrone.

Development of Regional Impact (DRI):

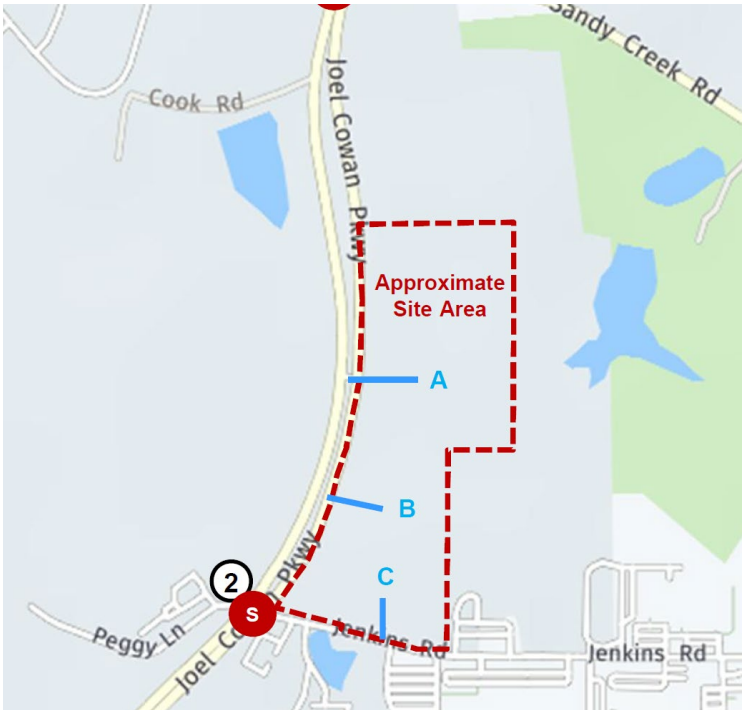
On June 28, 2022 the Georgia Regional Transportation Authority (GRTA) completed its Notice of Decision and **approved the proposed development with the following conditions**:

General Conditions of Approval to GRTA Notice of Decision:

- Pedestrian, Bicycle and Transit Facilities
  - Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

- Joel Cowan Parkway (SR 74) at Site Driveway A
  - On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Joel Cowan Parkway (SR 74) at Site Driveway B
  - On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
  - Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.
- Jenkins Road at Site Driveway C
  - On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.



It should be noted that EastGroup Properties is addressing GRTA's conditions with the proposed site plan herein. It is unfortunate that the Atlanta Regional Commission (ARC) mischaracterized the proposed development as a warehouse distribution facility. As described throughout our application, the proposed development is a high-quality business technology park that will comply with and fulfill the Community Gateway goals and requirements.

Demand and Market Overview:

There is currently a significant lack of flex space in the Fayette County submarket to support Fayette's rapidly growing industries. As such, Fayette County's current vacancy rate is below 2% of like kind product. The tenant mix that we consistently see in the Atlanta South market looking for space are 1) film production companies and film support 2) technology companies needing both office and warehouse space under one roof, 3) pharmaceutical companies needing lab, pharmacy, and warehouse space under one roof, 4) aviation companies that would typically locate to Hartsfield, but prefer to be closer to their labor and executive base in Fayette county, and 5) local companies that need the ability to grow their businesses. This development would serve as a local "relief valve" for existing industries in Fayette County that desperately need additional space to expand operations. Currently, if an existing industry in Fayette needs 20,000 to 50,000 square feet, they would have no choice but to expand into a neighboring county.

Proposed Development Schedule:

EastGroup's improvements will be constructed through a process that is generally phased as follows:

Approval Phase: Prepare and submit required documents for local Governmental Authority approvals for the Project, including all permitting and zoning requirements.

Site Grading and Infrastructure Phase: This phase will include site grading, the installation of site utilities, sewer system, and stormwater management system, as well as the construction of the access roads.

Construction Phase: This phase is expected to take place over two years and will consist of constructing the business tech park on a spec basis, meaning there are no preleasing requirements for the development. It should be noted that the Hobgood Family (current owner and seller) maintains its intention to provide for a mixed-use development (to comply with the prior DRI) on its roughly 42-acre site just north of this proposed 60.9 acre development.

Community Impact:

EastGroup's business parks attract tenants in a variety of industries that will create local jobs for the residents of Tyrone in many different industries, including the technology industry, health

care industry, aviation industry, movie/production industry, retail and commercial services, and other professional services. EastGroup will also support the local economy by creating and maintaining jobs through the construction, operation, and maintenance of the 738,882 square foot business park. In total this project is expected to create 2,000 – 3,000 jobs (i.e. construction, tenant employees, supporting businesses, etc.).

Additionally, annual property taxes would help fund local schools, roadways, emergency services, libraries, and other local needs. This project is expected to generate $7 million in property taxes over a 10-year period with $1.3 million allocated to the Town of Tyrone. Leasing our facilities to top-tier companies will bring significant economic development, tax revenue, and job creation to the Town of Tyrone.

Tyrone Comprehensive Plan:

The Hobgood Family and EastGroup Properties believe that the proposed 738,882 square foot business tech park and studio development is in conformity with the policy and intent of Comprehensive Land Use Plan for the Town of Tyrone. The property is located within the "Hwy 74 Community Gateway", which states that M-1 zoning is an "appropriate zoning classification" for the area. The Plan states that the Community Gateway "will be planned with the highest-quality architectural and landscape standards", which we believe is demonstrated in the numerous photos provided as part of this application. The Plan also describes the Community Gateway as an area regarded as a "prime location for future medical, entertainment, and other emerging high-tech industries", which fits well with EastGroup's current portfolio of tenants described in the supplemental materials with this application.

EASTGROUP PROPERTIES

TOWN OF TYRONE BUSINESS TECH PARK & STUDIO

BUILDING DESIGN AND USE

- **Technology Park and Studio**
- **Office areas will range from 10% to 80% of the space**
- **The front elevations are single-story, high-quality office buildings with service courts in the rear**
- **These elevations will have glass across the front for the office and showroom areas**
- **Service courts are screened using landscaping**
- **Buildings will be built on a spec basis so the exact use will be known when space is leased**
- **Buildings are designed with multiple entries for flexibility, allowing us to target smaller tenants**
- **The average tenant size in our national portfolio is 30,000 SF**
- **Low traffic generation compared to other uses**

COMMUNITY IMPACT

- **EastGroup is a long-term owner and will not sell the buildings**
- **Our business parks attract tenants in a variety of industries such as Technology, Studio, Aviation, Bio-Medical, Home Builders and Pharmaceutical fullfillment centers with high paying jobs**
- **The business park will feature quality architectural design with uniform signage and enhanced landscaping**
- **Spaces will include office areas and/or showrooms along the front of the buildings facing Highway 74 and Jenkins Road**
- **Traffic to the park is not all at peak hours which minimizes local congestion**
- **Our business parks support the local economy and labor force by creating and maintaining jobs through construction, operation and maintenance**
- **Leasing our facilities to these types of companies will bring significant economic development, tax revenue, and job creation**
- **EastGroup will work closely with the local Economic Development Authority to bring job opportunities to the local community (projected at 2,000 - 3,000 new jobs)**
- **Annual property taxes would help fund local schools, roadways, emergency services, libraries and other local needs**

EASTGROUP PROPERTIES

TENANT SNAPSHOT

GEORGIA, FLORIDA AND NORTH CAROLINA

Retail
- Tesla
- Best Buy
- Coca-Cola
- Nike
- Wayfair
- Fanatics

Pharmaceutical / Medical
- Prime Therapeutics
- Walgreens
- Aetna Specialty Pharmacy
- CarePlus Health Plans

Food Service
- Premier Beverage
- The ICEE Company
- Madrona Foods
- Heritage Food
- Propac
- Masipack

Technical Services
- Level 3
- Peak 10
- AT&T Services
- Evolve Media Group
- Toshiba
- UDT

Tradeshow
- Freeman Expositions
- Artistic Entertainment Services
- Skyline Displays
- Hollywood Rentals
- PSAV
- AVmedia

Entertainment
- Universal Studios
- Oceaneering International
- Dynamic Attractions
- Norwegian Cruise Line

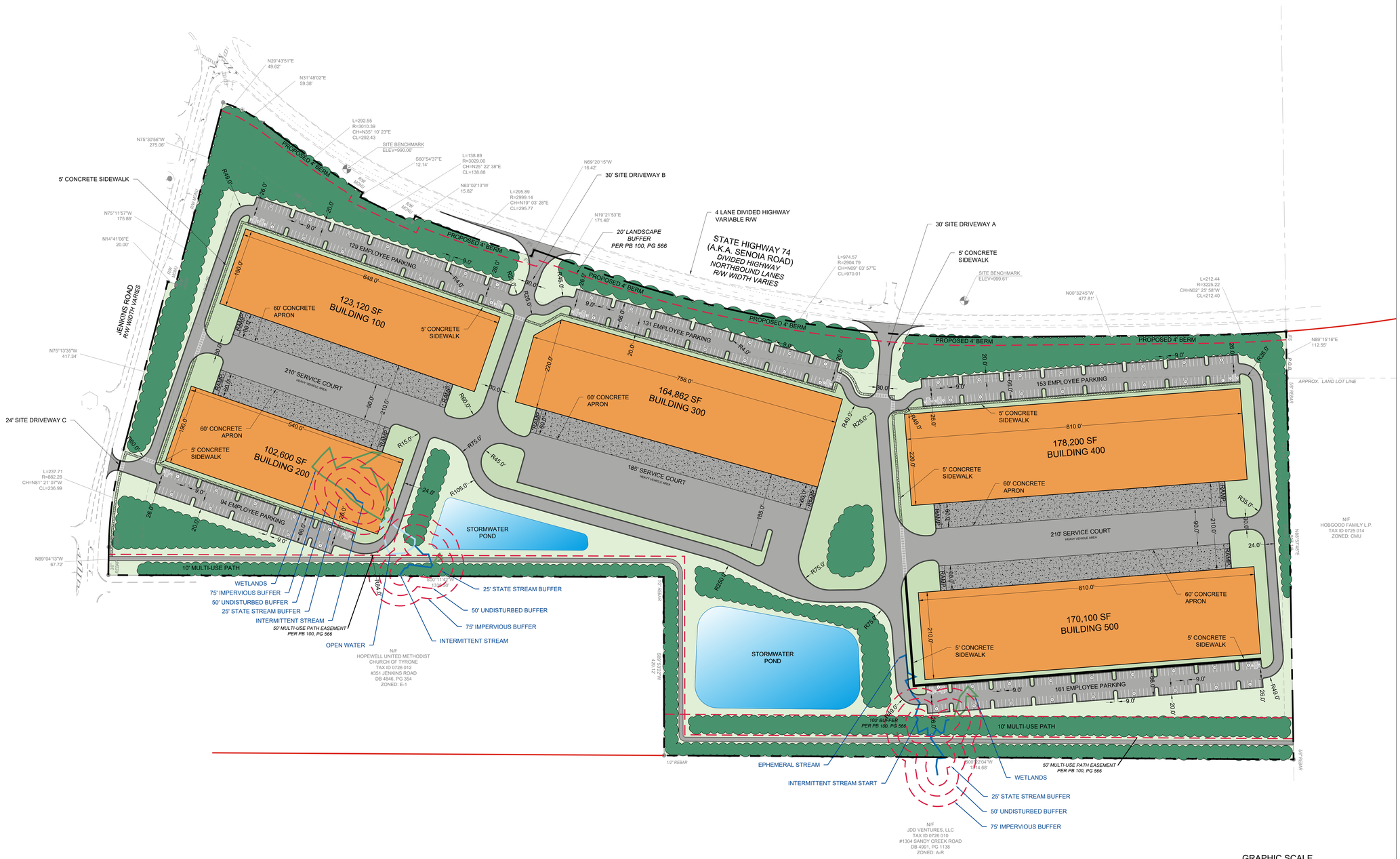
Home Builders
- The Home Depot
- Lowe's
- Toll Brothers
- The Ryland Group

Aviation Related
- Lockheed Martin
- Comtech
- USPS
- FedEx
- UPS

PROJECT INFORMATION

BUILDING 100: 123,120 SF
BUILDING 200: 102,600 SF
BUILDING 300: 164,862 SF
BUILDING 400: 178,200 SF
BUILDING 500: 170,100 SF

TOTAL: 738,882 SF



GRAPHIC SCALE

100 0 50 100 200 500

(IN FEET)
1 INCH = 100 FT.

MAGNETIC

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2951 FLOWERS ROAD SOUTH, STE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT:
EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

REVISIONS:

SCHEMATIC LAYOUT

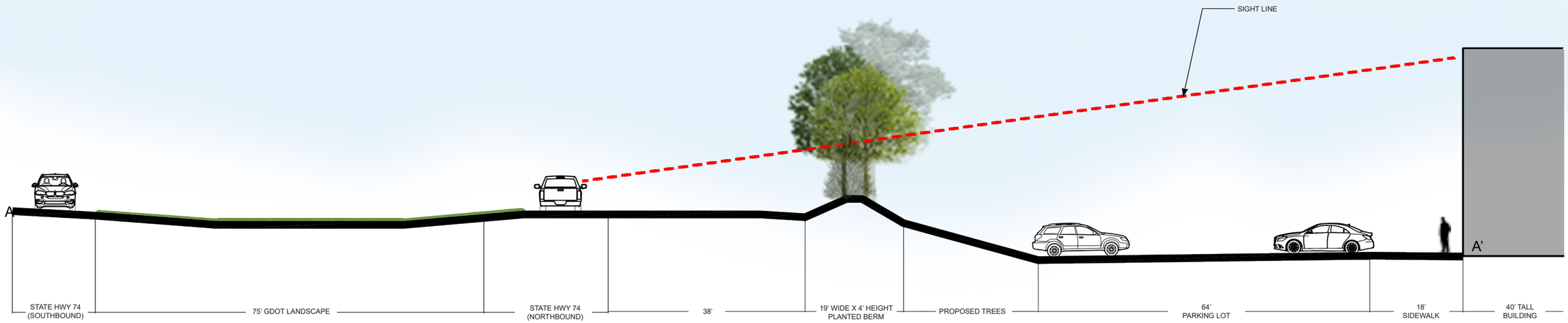
SCALE:	1"= 100'
DATE:	07/07/2022
DRAWN BY:	CELIA KORNEGAY
PROJECT MANAGER:	JOHANNA LINEY, P.E.
QA/QC CHECK:	WESLEY REED, P.E.

PROJECT NO.
22-041

SHEET NO.
C3.0

NOT ISSUED FOR CONSTRUCTION

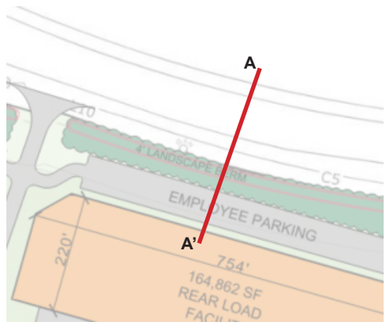
G:\PROJECTS\2022\22-041 EastGroup - Highway 74 Business Tech Park\5.0 Drawing\22-041 30x42 Base - Copy.dwg July 18, 2022



STATE HIGHWAY 74 SIGHT LINE STUDY
EASTGROUP TYRONE, GA

SCALE: 1"=20'-00"

Note: the intent is to provide an attractive berm with intentional landscaping and numerous view corridors that provides screening but also visibility to the buildings



KEY MAP

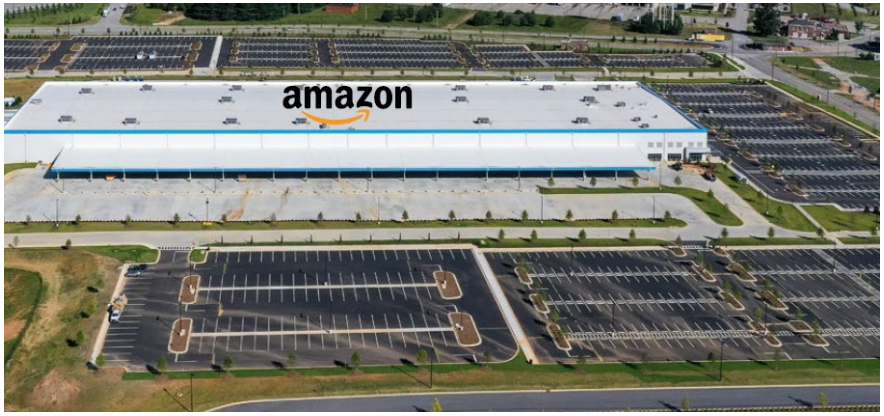
	Who EastGroup ***IS:***	Who EastGroup ***IS NOT:***
Purpose:	Office/studio/showroom/production area in the front with service courts in the back to support business operations	Warehousing and long-term storage with frequent in/out shipments; excessive trailer storage areas
Front Elevation:	High-quality, architecturally-focused buildings with storefront glass along front; multiple entries; above code-minimum landscaping	Very little glass due to low office percentage; predominantly dock doors with outside trailer storage
Building Size:	100,000 SF to 180,000 SF	400,000 square feet to 1,000,000 square feet
Office %:	As high as 80%, as low as 10%	1% to 5%
# of Tenants:	3 to 6 tenants per building is typical	1 (single tenant logistics companies are typical)
Typical Tenant Size:	30,000 square feet to 50,000 square feet	+200,000 square feet
Tenants/Users:	Technology, aviation, pharmaceutical companies, home builder showrooms, retail fulfillment, studio space	Large warehousers and distributors focused on storing and moving inventory
Traffic Generation:	Mostly automobiles and panel trucks with occasional tractor trailers; far lower traffic generator compared to Office, Bulk Warehouse, or Retail users	18-wheeler / tractor trailers; frequent deliveries; high-quantities of Sprinter vans for deliveries

What EastGroup *IS:*

What EastGroup *IS NOT:*

What EastGroup *IS*:

What EastGroup *IS NOT*:



Gateway Commerce Park

Miami, Florida

Horizon Commerce Park

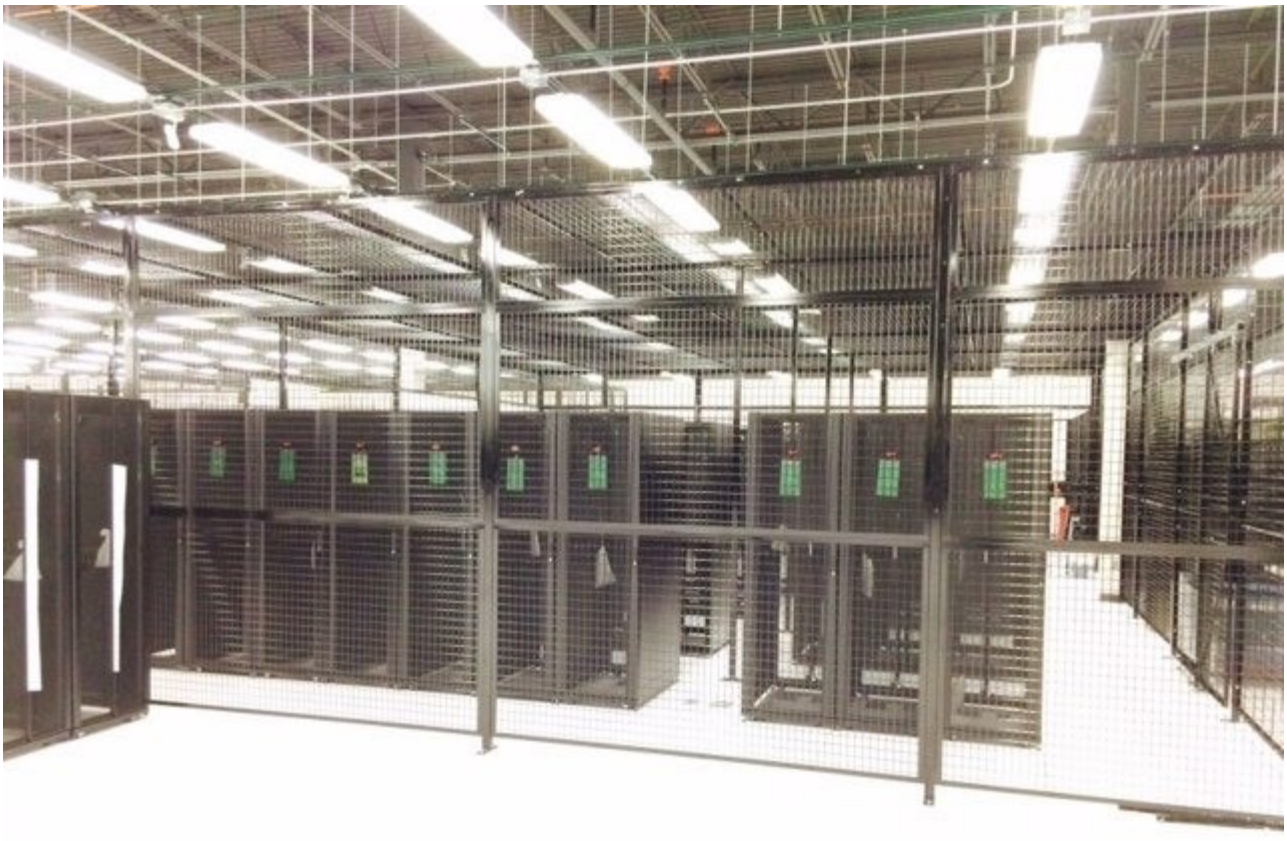
Orlando, Florida

Steele Creek Commerce Park

Charlotte, North Carolina

Home Builders

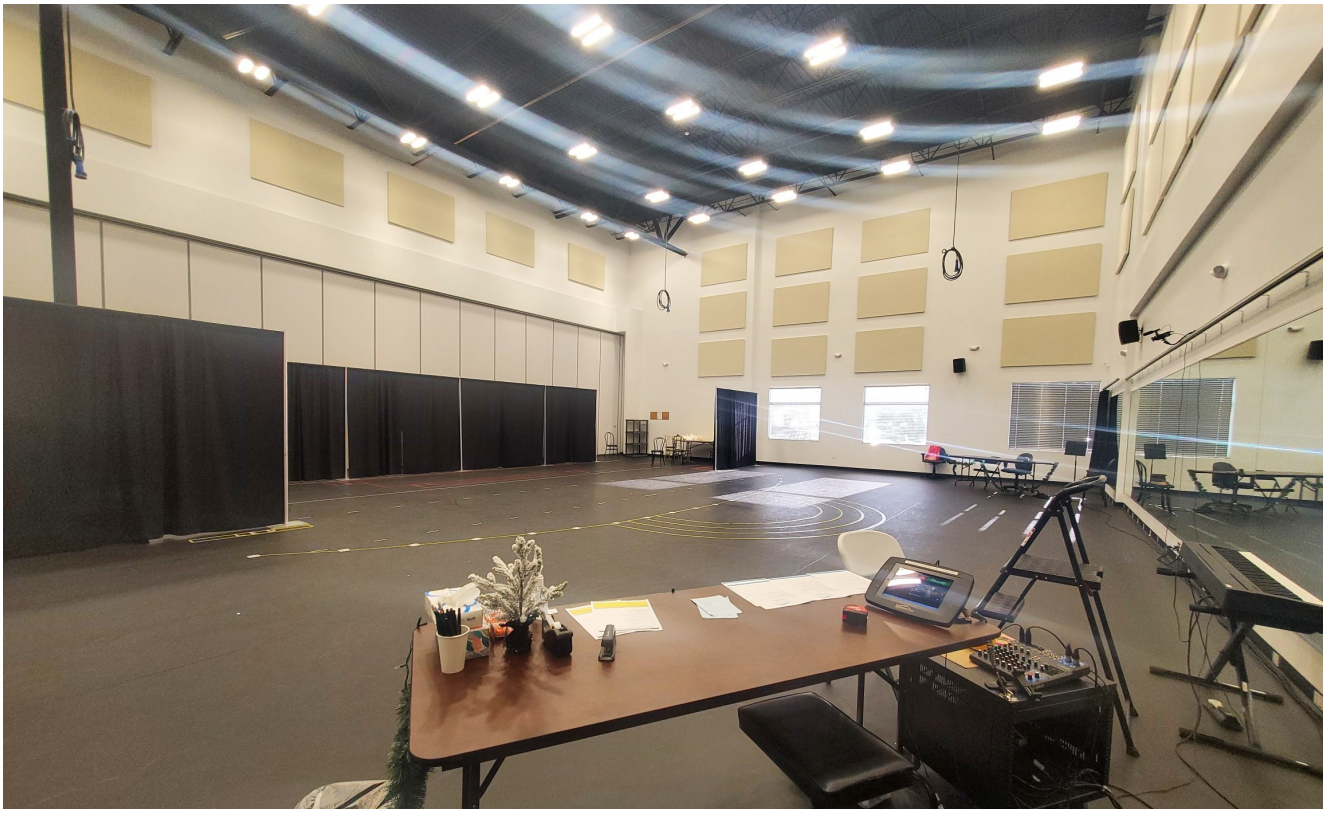
Data Center

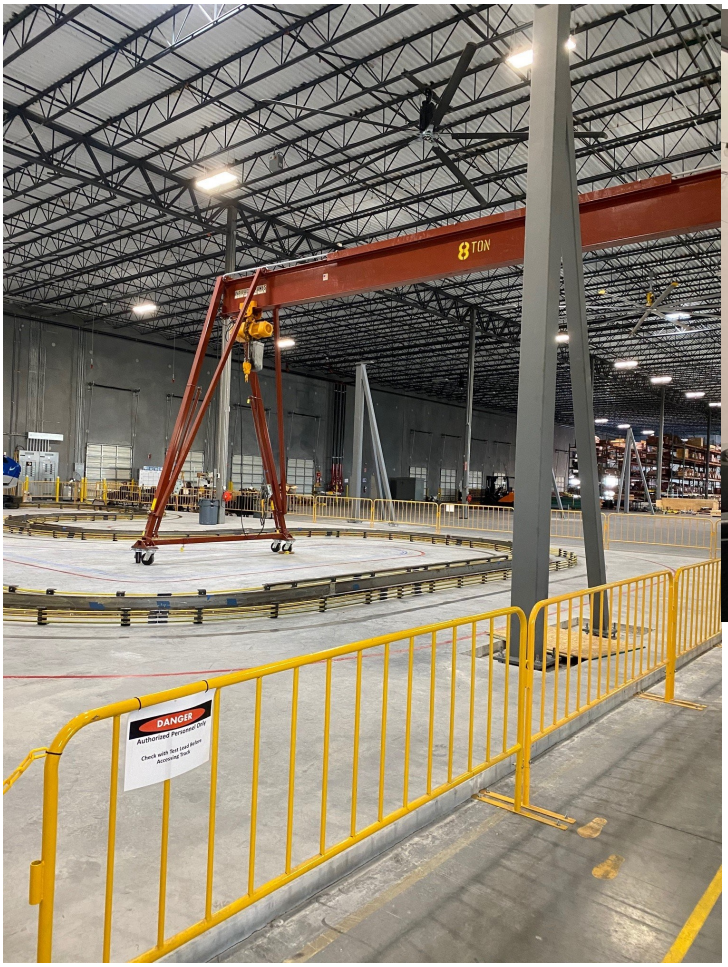


Pharmaceuticals

Medical Technology

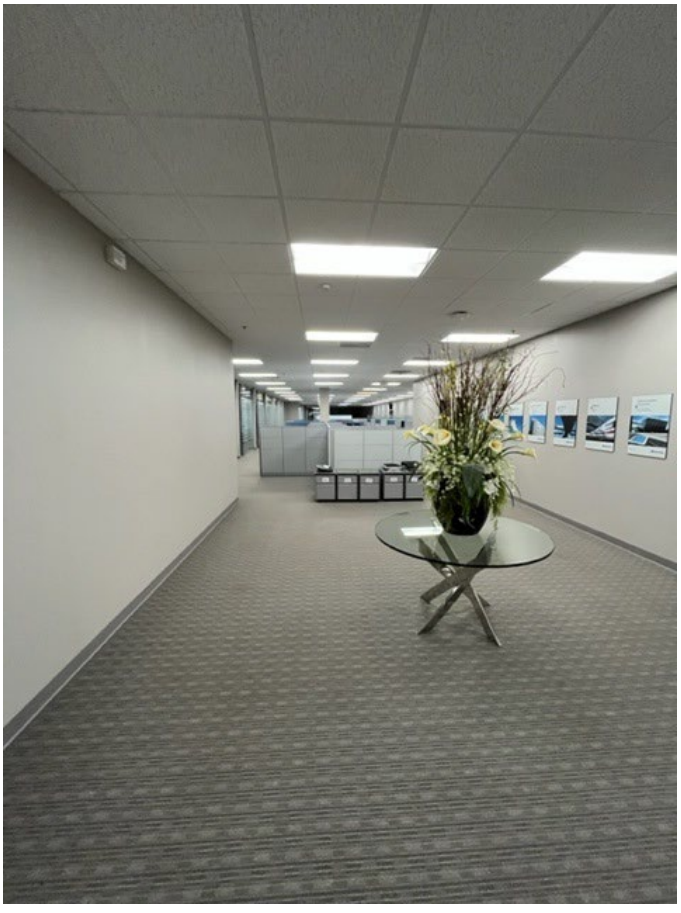
Creative Studio Space for Norwegian Cruise Lines

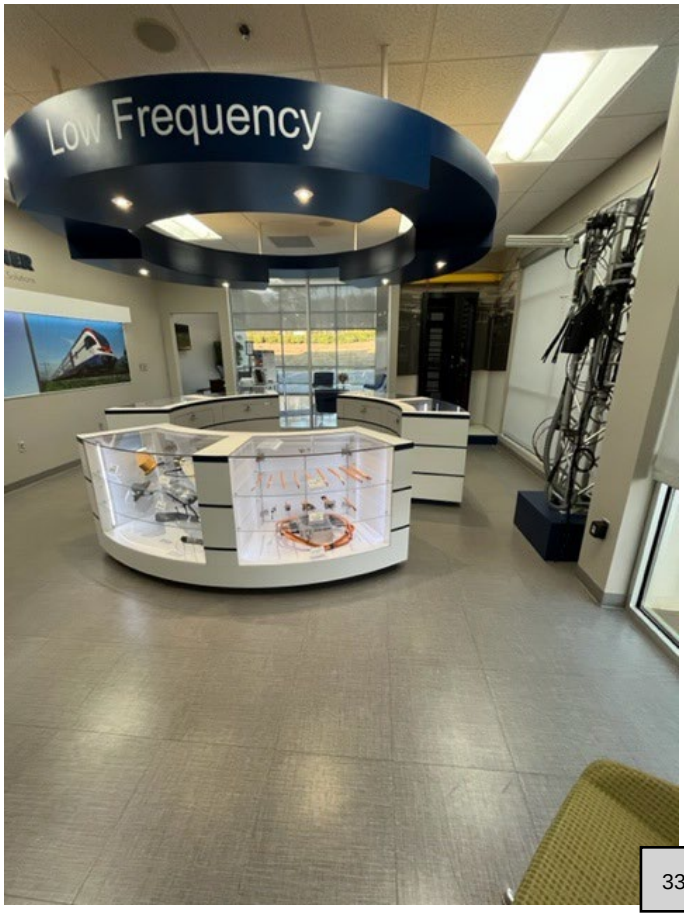




Universal Studios and Disney World Vendors

Other Business Users





ATLANTA REGIONAL COMMISSION

REGIONAL REVIEW FINDING

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

DATE: July 21, 2022

TO: Mayor Eric Dial, Town of Tyrone
ATTN TO: Phillip Trocquet, Town Planner, Town of Tyrone
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: **Highway 74 Business Tech Park DRI 3628**
Submitting Local Government: Town of Tyrone
Date Opened: July 5, 2022 **Date Closed:** July 21, 2022

Description: A DRI review of a proposal to construct 733,882 SF of warehouse distribution facility space in five buildings on a 61 acre site off of SR 74/Joel Cowan Parkway at Jenkins Road in the Town of Tyrone in Fayette County.

Comments:

Key Comments

The project site is designated as Developing Suburbs in ARC's Atlanta Region's Plan. The project is partially aligned – given its retention of over 40% of the site as open space – with the Plan's growth policy recommendation for Developing Suburbs which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned with these recommendations by retaining additional undisturbed natural areas, minimizing stream buffer intrusions, and utilizing undisturbed areas for conservation purposes.

It appears that the headwaters of a mapped stream are located in the area of the southern stormwater pond; the actual location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site.

The site 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 is subject to related regulations on total impervious

cover and stream buffers; Town of Tyrone staff will need to review the local and state watershed regulations to determine what regulations may apply to the project.

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

No sidewalks are shown on the site plan, but the TIS states that sidewalks will be provided between buildings. A multi-use trail is proposed on the east side of the project that will connect to Peachtree City; careful alignment of the trail with connecting segments to the north and south will be key to making it viable.

Incorporation of green stormwater and heat island mitigation designs for the roughly 681 surface car parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The site of this DRI is designated in the Plan as Developing Suburbs. The Plan's general information and policy recommendations for Developing Suburbs areas are provided at the end of these comments.

Transportation and Mobility Comments

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

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 681 parking spaces are provided; no EV charging stations appear to be proposed. Provision of some EV charging spaces would be supportive of regional EV infrastructure goals.

No sidewalks are shown on the site plan. Sidewalks between buildings connecting to a future external sidewalk system or transit opportunities are considered a minimum component of a multi-modal transportation strategy. The proposed multi-use trail on the east side of the project is a positive feature but it will need to be integrated with connecting segments to the north and south to ensure its viability. Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will

cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group full comments are attached.

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback. 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.

The proposed project property is located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County, and which is classified as a small (less than 100 square mile) water supply watershed. Under the Georgia Planning Act of 1989, all development in a small public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD. The Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply intake. Above the 7 miles, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Environmental Comments

The project can better 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.

The Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

As detailed in ARC's Atlanta Region's Plan, Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas

are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of the project is not well aligned with the Atlanta Region's Plan recommendations for Developing Suburbs. The project could be made more responsive to these goals and policies by retaining additional undisturbed area, minimizing stream buffer intrusions, and dedicating undisturbed areas for conservation purposes. Town of Tyrone leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	FAYETTE COUNTY
CITY OF PEACHTREE CITY	CITY OF FAIRBURN	FULTON COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3628

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: Tyrone
Individual completing form: Katherine Crouch
Telephone: 770-487-4038
E-mail: planning@tyrone.org

*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: Highway 74 Business Tech Park
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located NE of the intersection of SR 74 at Jenkins Road. Parcel ID 0726 068
Brief Description of Project: Industrial warehousing - construction of 5 buildings that total approximately 733,882 SF of warehouse distribution facility.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 5 buildings, total of approximately 733,882 SF
Developer: EastGroup Properties, LP
Mailing Address: 3495 Piedmont Road, Building 11, Suite 350
Address 2:
City:Atlanta State: GA Zip:30305
Telephone: 4043012670
Email: john.coleman@eastgroup.net
Is property owner different from developer/applicant? (not selected) Yes No
If yes, property owner: Hobgood Family, LP
Is the proposed project entirely located within your local government's jurisdiction? (not selected) Yes No

If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: 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: 2024 Overall project: 2024

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3628

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:	Tyrone
Individual completing form:	Katherine Crouch
Telephone:	770-487-4038
Email:	planning@tyrone.org

Project Information

Name of Proposed Project:	Highway 74 Business Tech Park
DRI ID Number:	3628
Developer/Applicant:	EastGroup Properties, LP
Telephone:	4043012670
Email(s):	john.coleman@eastgroup.net

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:	$65,000,000 - $75,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$700,000
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site:	Fayette County Water System

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.009 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: Town of Tyrone

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.009 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: The Town currently has enough capacity to service this project although capacity is issued on a first-come, first-serve basis. The Town has limited wastewater capacity and is seeking additional GPD to meet future demands.

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?Sewer gravity lines exists across Jenkins Road roughly 100' away.

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.) 1,212 Daily Trips, 114 AM peak hour trips, 116 PM peak hour trips.

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

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

If yes, please describe below:Please refer to the traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 672 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 58%

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:Two wet extended detention ponds, designed per the Georgia Stormwater Management Manual, will be provided for water quality, channel protection, and detention. Identification of ephemeral, perennial, and intermittent channels/streams will take place with state and Town of Tyrone buffers applied accordingly.

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:
An on-site wetland area will be impacted. The impacts will be permitted with ISACE and mitigated as required. Floodplain areas will be identified and LOMA's applied for if necessary.

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

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

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#3628
DRI Title	Highway 74 Business Tech Park
County	Fayette County
City (if applicable)	Town of Tyrone
Address / Location	Northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road

Proposed Development Type: It is proposed to develop a 738,882 SF Business Tech Park.

Build Out: 2024

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Aries Little
Copied	Marquitrice Mangham
Date	July 7, 2022

TRAFFIC STUDY

Prepared by	Kimley Horn
Date	June 6, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The analysis referenced the I-85 at SR 74 interchange project (FS-AR-182) on page 17. This interchange is in Fairburn, Fulton County, and is the only interchange providing direct access to the Town of Tyrone in Fayette County.

☐ NO *(provide comments below)*

Click here to provide comments.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

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

SR 74 is identified as a regional thoroughfare which Driveways A and B are adjacent to the thoroughfare.

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

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

☐ NO

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

SR 74 is identified as a regional truck route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest station more than one mile away)*

☐ RAIL SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator / Rail Line

Nearest Station — Click here to enter name of operator and rail line

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete

	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☐ Low volume and/or low speed streets provide connectivity
	☐ Route follows high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*
Transit Connectivity	☐ Fixed route transit agency bus service available to rail station
	☐ Private shuttle or circulator available to rail station
	☐ No services available to rail station
	☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*
	Click here to provide comments.

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE *(rail service already exists)*
- ☐ NOT APPLICABLE *(accessing the site by transit is not consistent with the type of development proposed)*
- ☒ NO *(no plans exist to provide rail service in the general vicinity)*
- ☐ YES *(provide additional information on the timeframe of the expansion project below)*
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

Click here to provide comments.

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

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*

☐ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s) Click here to enter name of operator(s).

Bus Route(s) Click here to enter bus route number(s).

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Click here to provide comments.

Bicycling Access*
- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide sufficient connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

There are no transit agencies that provide service within the jurisdiction of the development site.

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

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest path or trail more than one mile away)*

☐ YES *(provide additional information below)*

Name of facility: Click here to provide name of facility.

Distance
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Bicycling Access*
- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets

☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

☐ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☒ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ OTHER *(Please explain)*

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

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

☐ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*

☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*

☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*

☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*

☒ OTHER *(It is proposed to add a 10' multi-use path along the eastside of the project site. Sidewalks will be provided from parking lot to building.)*

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☒ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☒ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☐ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

If trucks enter to the site using Jenkins Road via Driveway C, then the truck will have to pass through the employee parking to reach the service courts.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

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

☐ YES *(see comments below)*

Click here to enter text.

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

HIGHWAY 74 BUSINESS TECH PARK DRI
City of Tyrone
Natural Resources Group Review Comments

June 30, 2022

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

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County, and which is classified as a small (less than 100 square mile) water supply watershed. Under the Georgia Planning Act of 1989, all development in a small public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD. The Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply intake. Above the 7 miles, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Stream Buffers

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback.

Any unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. Any unmapped streams as well as any other waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

PROJECT INFORMATION

ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

DEVELOPER
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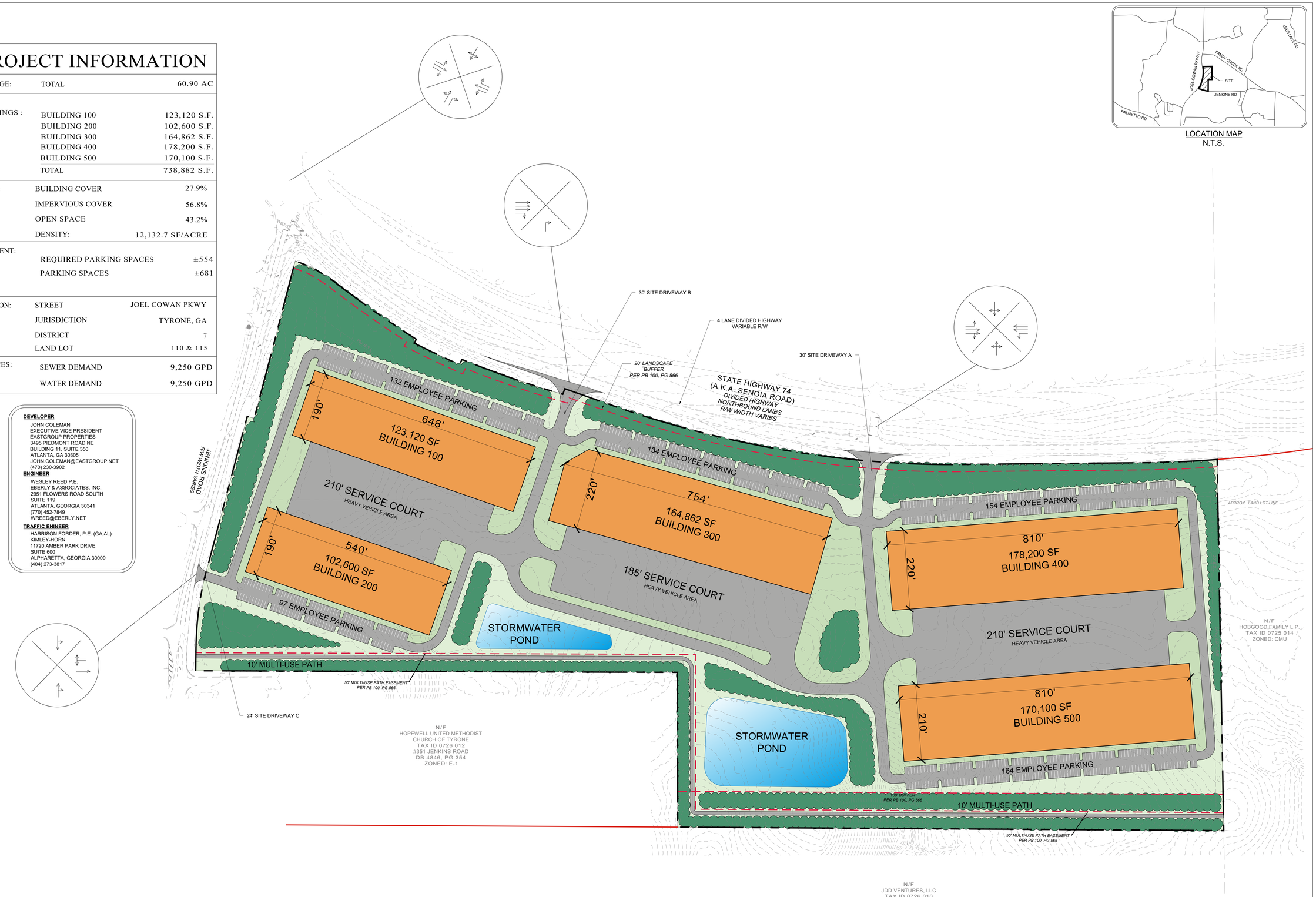

LOCATION MAP
N.T.S.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 INCH = 100 FT.

MAGNETIC

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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT:
EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK
LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HUGHWAY 74

REVISIONS:

05/27/2022	DRI REVISIONS
06/01/2022	DRI REVISIONS

DRI #3628
HIGHWAY 74 BUSINESS TECH PARK

SCALE:	1"= 100'
DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.
22-041

SHEET NO.
DRI

NOT ISSUED FOR CONSTRUCTION

G:\PROJECTS\2022\22-041 EastGroup - Highway 74 Business Tech Park\6.0 Drawing\30x42 Base.dwg June 01, 2022

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EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HUGHWAY 74

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DRI #3628
HIGHWAY 74 BUSINESS TECH PARK

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QA/QC CHECK:	

PROJECT NO.
22-041

SHEET NO.
DRI

NOT ISSUED FOR CONSTRUCTION

G:\PROJECTS\2022\22-041 EastGroup - Highway 74 Business Tech Park\5.0 Drawing\30x42 Base.dwg June 01, 2022

NOTICE OF DECISION

To: Anna Roach, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Kathryn Zickert, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA

To:
(via electronic mail and certified mail) John Coleman
Town of Tyrone, Fayette County, Georgia

From: Heather Aquino, GRTA Interim Executive Director

Copy: Donald Shockey, ARC
(via electronic mail) Chanelle Blaine, Fayette County
Stanford Taylor, GDOT
December Weir, GRTA\ATL
Phillip Trocquet, Town of Tyrone
John Ratliff, East Group
John Coleman, East Group
Wesley Reed, Eberly & Associates
Brian Brumfield, Eberly & Associates
John Walker, Kimley-Horn
Harrison Forder, Kimley-Horn
Rick Lindsey, Lindsey & Lacy, PC

Date: June 28, 2022

Notice of Decision for
Request for Expedited Review of
DRI # 3628 Highway 74 Business Tech Park

The purpose of this notice is to inform John Coleman (the Applicant) and the Town of Tyrone, Fayette County, Georgia (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3628 Highway 74 Business Tech Park (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to Section 4.2.2 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on June 6, 2022. The review package includes the site development plan (Site Plan) dated June 1, 2022, titled "Highway 74 Business Tech Park" prepared by Eberly and Associates, and the Transportation Study dated June 6, 2022, prepared by Kimley-Horn received by GRTA on June 13, 2022, and the DCA Initial and Additional forms filed on March 23, 2022, and June 1, 2022.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures.*

Heather Aquino
Interim Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.

Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

- On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.

Jenkins Road at Site Driveway C (Intersection 6)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures,* a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.

Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

- On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.

Jenkins Road at Site Driveway C (Intersection 6)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

Jenkins Road at Ellison Road (Intersection 3)

- Install a southbound right-turn lane along Ellison Road.
- Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

Transportation Analysis

Highway 74 Business Tech Park
DRI #3628

Town of Tyrone, Fayette County, Georgia

June 2022

Prepared for:

EastGroup Properties, LP

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
014430000

Kimley»Horn

Transportation Analysis

Highway 74 Business Tech Park
DRI #3628

Town of Tyrone, Fayette County, Georgia

June 2022

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Kimley»Horn

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Available Upon Request
Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Highway 74 Business Tech Park* development located in the Town of Tyrone, Fayette County, Georgia. The approximate 60.9-acre site is located in the northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road. The site is currently vacant.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2024 (approximately 2 years).

Table 1: Proposed Land Use and Density	
Warehousing/Technology Park	738,882 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are not included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (LOU dated April 19, 2022).

The site was previously reviewed as the *Founders Studio and Founders Square DRI #2830* in August 2018. The project contemplated a 110-acre mixed-use development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on September 4, 2018, and the GRTA Notice of Decision (NOD) was issued on September 19, 2018. The proposed *Highway 74 Business Tech Park* industrial development is located on 60.9-acres within the original 110-acre site. The remaining acreage is not associated with the new DRI. Upon review of a DRI Determination memorandum dated February 22, 2022, and per a phone conversation on March 2, 2022, ARC concluded a new DRI review would be required for the 60.9-acre *Highway 74 Business Tech Park* development based primarily on a change in the proposed land use type from the previous DRI. It should be noted that the proposed *Highway 74 Business Tech Park DRI #3628* is expected to generate 2% less daily traffic, 23% less AM peak hour traffic, and 15% less PM peak hour traffic than the *Founders Studio and Founders Square DRI #2830.*

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Estimated 2022 conditions represent current traffic volumes that were collected in April 2022. (NOTE: Traffic Count methodology was outlined in a memo approved by GRTA in June 2022).
- Projected 2024 No-Build conditions represent the Estimated 2022 traffic volumes grown for two (2) years using a 2.0% per year growth rate.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Highway 74 Business Tech Park* development.

Projected 2024 No-Build Conditions (System Improvements)

The signalized intersections of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) and Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected No-Build 2024 conditions. However, the eastbound approach of the unsignalized intersection of Jenkins Road at Ellison Road (Intersection 3) is projected to operate at LOS E during the AM peak hour under Projected No-Build 2024 conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS.

In order to improve the approach LOS under the Projected 2024 No-Build conditions, Kimley-Horn considered the following system improvement (shown in red on **Figure 15** and **Figure 16):**

- Jenkins Road at Ellison Road (Intersection 3)
  - Install a southbound right-turn lane along Ellison Road.
    - Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

Projected 2024 Build Conditions

The signalized intersections of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) and Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected Build 2024 conditions. At the unsignalized intersection of Jenkins Road at Ellison Road (Intersection 3), the eastbound approach is projected to operate at LOS F during the AM peak hour under Projected Build 2024 conditions. With the system improvement under Projected 2024 No-Build conditions (listed above), the intersection will operate at an acceptable overall and approach LOS under Build Improved 2024 conditions.

In order to serve the Site Driveways (A, B, and C), additional intersection or site access improvements are needed (shown in blue on **Figure 16**):

- Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)
  - On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
  - Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into Site Driveway B.
- Jenkins Road at Site Driveway C (Intersection 6)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Jenkins Road at Ellison Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (TWSC)	**AM**	Overall LOS	(7.8)											
		Approach LOS	A (8.9)			A (7.3)			C (19.7)			C (18.5)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			95			13		
	PM	Overall LOS	(6.4)											
		Approach LOS	A (8.0)			A (0.0)			B (13.5)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			55			3		
BUILD IMPROVED (TWSC)	**AM**	Overall LOS	(7.9)											
		Approach LOS	A (8.9)			A (7.3)			C (20.1)			C (18.9)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			98			13		
	PM	Overall LOS	(6.7)											
		Approach LOS	A (8.0)			A (0.0)			B (13.9)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			60			3		

With the noted system improvements, the eastbound approach in both No-Build 2024 and Build 2024 scenarios is projected to operate at an acceptable LOS. Therefore, the system improvements are recommended to be conditioned.

Impacted Queue Lengths Exceeding Storage – (Intersection 2)

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
2. Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	NBR	180	82 / 43 (50th) 199 / 109 (95th)	*No-Build (System Improvement):* Consider extending the northbound right-turn lane storage.

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Highway 74 Business Tech Park* development located in the Town of Tyrone, Fayette County, Georgia. The approximate 60.9-acre site is located in the northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road. The project site is currently zoned M1 (Light Industrial) with a PIP (Planned Industrial Park) Overlay. The site is currently compliant with the current zoning classification, with a rezoning being pursued to modify zoning conditions on the property. The rezoning application was approved by Planning Commission on February 24, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

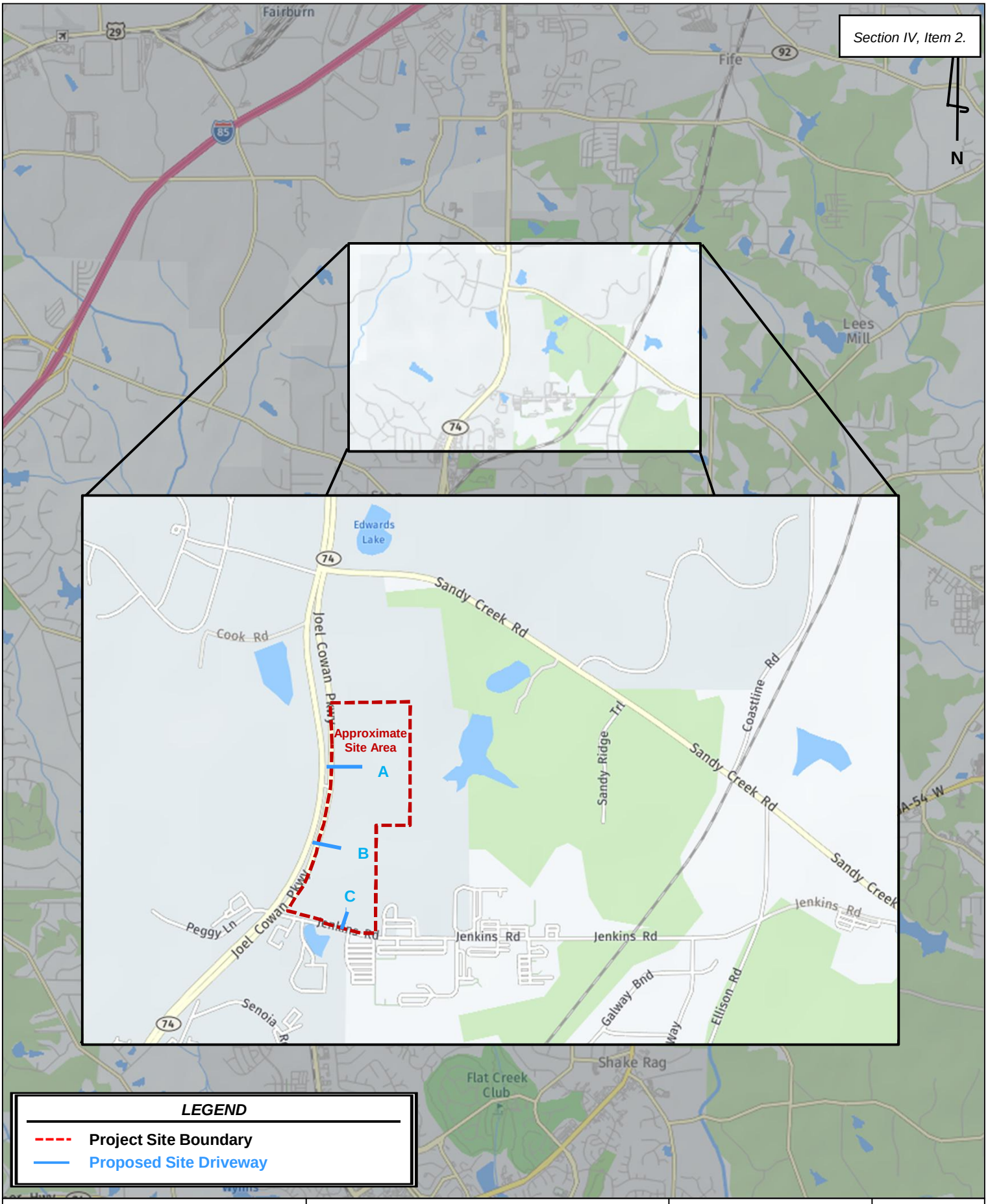
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2024 (approximately 2 years).

Table 2: Proposed Land Use and Density	
Land Use	**Proposed**
Warehousing/Technology Park	738,882 SF

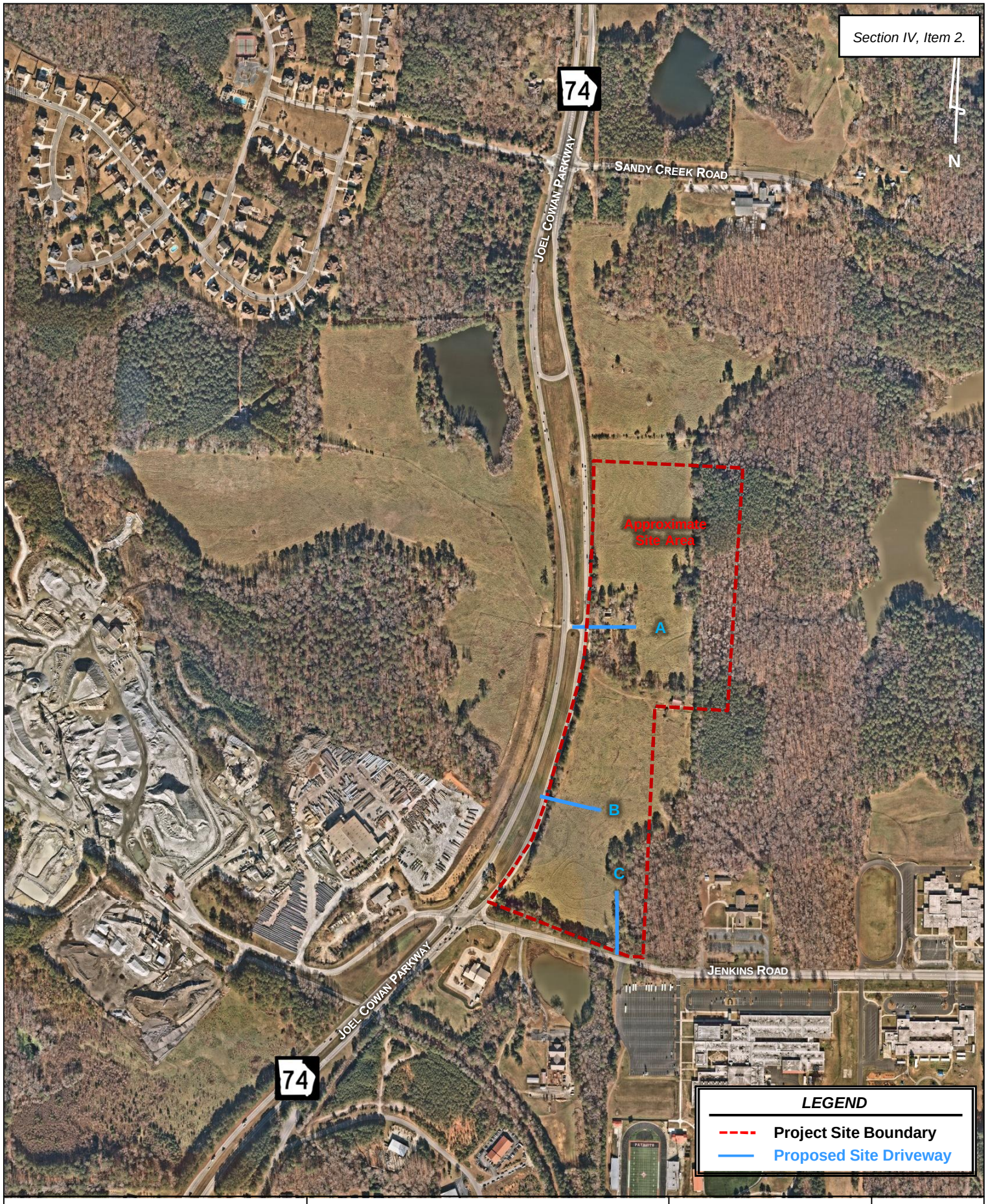
A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of new industrial development within a Developing Suburbs area per the ARC Unified Growth Policy Map. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 23, 2022 by the Town of Tyrone. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated April 19, 2022.

The site was previously reviewed as the *Founders Studio and Founders Square DRI #2830* in August 2018. The project contemplated a 110-acre mixed-use development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on September 4, 2018, and the GRTA Notice of Decision was issued on September 19, 2018. The proposed *Highway 74 Business Tech Park* industrial development is located on 60.9-acres within the original 110-acres site. The remaining acreage is not associated with the new DRI. Upon review of a DRI Determination memorandum dated February 22, 2022, and per a phone conversation on March 2, 2022, ARC concluded a new DRI review would be required for the 60.9-acre *Highway 74 Business Tech Park* development based primarily on a change in the proposed land use type from the previous DRI. It should be noted that the proposed *Highway 74 Business Tech Park DRI #3628* is expected to generate 2% less daily traffic, 23% less AM peak hour traffic, and 15% less PM peak hour traffic than the *Founders Studio and Founders Square DRI #2830.*



Kimley»Horn	***Highway 74 Business Tech Park DRI #3628 Transportation Analysis***	**Site Location Map**	**Figure 1**



Kimley»Horn	***Highway 74 Business Tech Park DRI #3628 Transportation Analysis***	**Site Aerial**	**Figure 2**

1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) new access points:

1. **Site Driveway A** – a proposed, full-movement driveway located along Joel Cowan Parkway (SR 74) at an existing median opening approximately 1,795 feet north of Jenkins Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
2. **Site Driveway B** – a proposed, right-in/right-out (RIRO) driveway located along Joel Cowan Parkway (SR 74) approximately 965 feet north of Jenkins Road that will operate under side-street stop control. Site Driveway B will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
3. **Site Driveway C** – a proposed, full-movement driveway located along Jenkins Road approximately 1,055 feet east of Joel Cowan Parkway (SR 74) that will operate under side-street stop control. Site Driveway C will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.

1.3 Internal Circulation Analysis

Internal, private roadways throughout the site provide access to the building and parking facilities.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	Minimum	Maximum	Proposed
Warehousing	*370* *1 per 2,000 SF of GFA*	N/A	681 employee spaces

Additional parking details are provided on the proposed site plan in Appendix A.

1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage, Joel Cowan Parkway (SR 74), Sandy Creek Road, or Jenkins Road. Similarly, there are no transit stops in the vicinity of the site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Highway 74 Business Tech Park* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in the Town of Tyrone.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *Highway 74 Business Tech Park* development qualifies for a “Heavy Vehicle Enhanced Focus Area” review, due to the development generating heavy vehicles.

1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The following segments are included in the Enhanced Focus Area (highlighted yellow):

- Jenkins Road from Joel Cowan Parkway (SR 74) to Site Driveway C

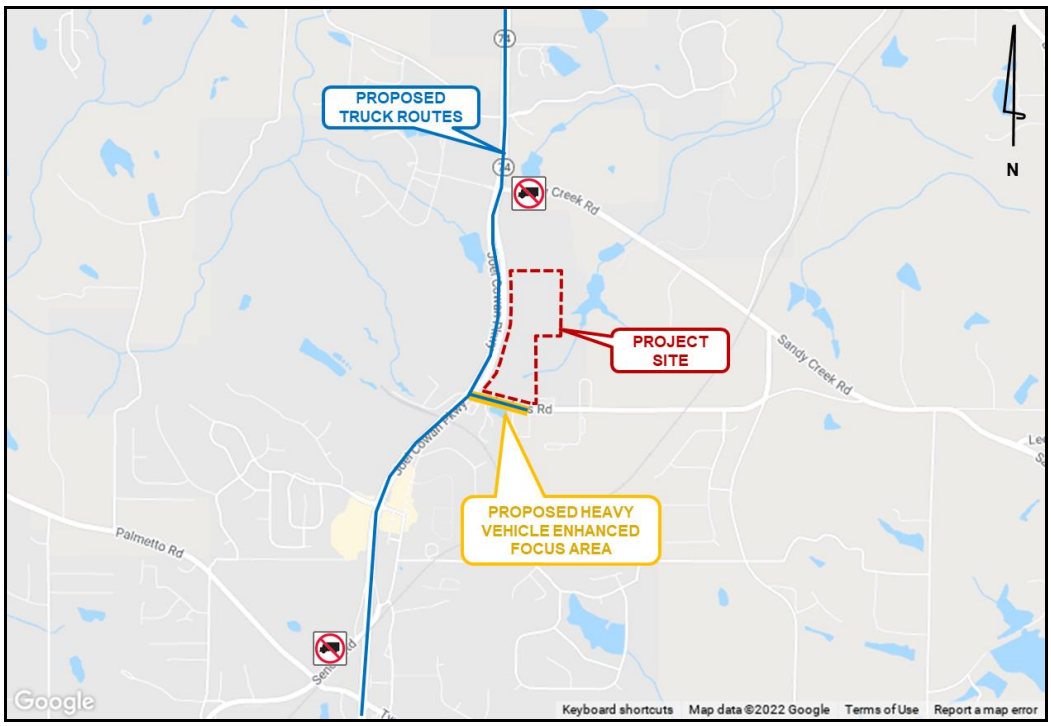


Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on May 27, 2022. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement in the Heavy Vehicle focus area is generally in good condition. Minor pavement distress/cracking was observed in three (3) locations, as outlined in **Table 4**. **Figure 4** shows the pavement cracking along the shoulder, along eastbound Jenkins Road, approximately 90 feet east of Joel Cowan Parkway (SR 74). **Figure 5** shows the minor pavement cracking along eastbound/westbound Jenkins Road, approximately 90 feet east of Joel Cowan Parkway (SR 74). **Figure 6** shows the minor pavement cracking along northbound Joel Cowan Parkway (SR 74), approximately 65 feet south of Jenkins Road.

Table 4: Pavement Condition Observations

Number	Roadway	Location	Observed Distress
1	Jenkins Road	90 feet east of Joel Cowan Parkway (SR 74)	Shoulder/Pavement Cracking
2	Jenkins Road	Intersection of Joel Cowan Parkway (SR 74)	Minor Pavement Cracking
3	Joel Cowan Parkway (SR 74)	Intersection of Jenkins Road	Minor Pavement Cracking

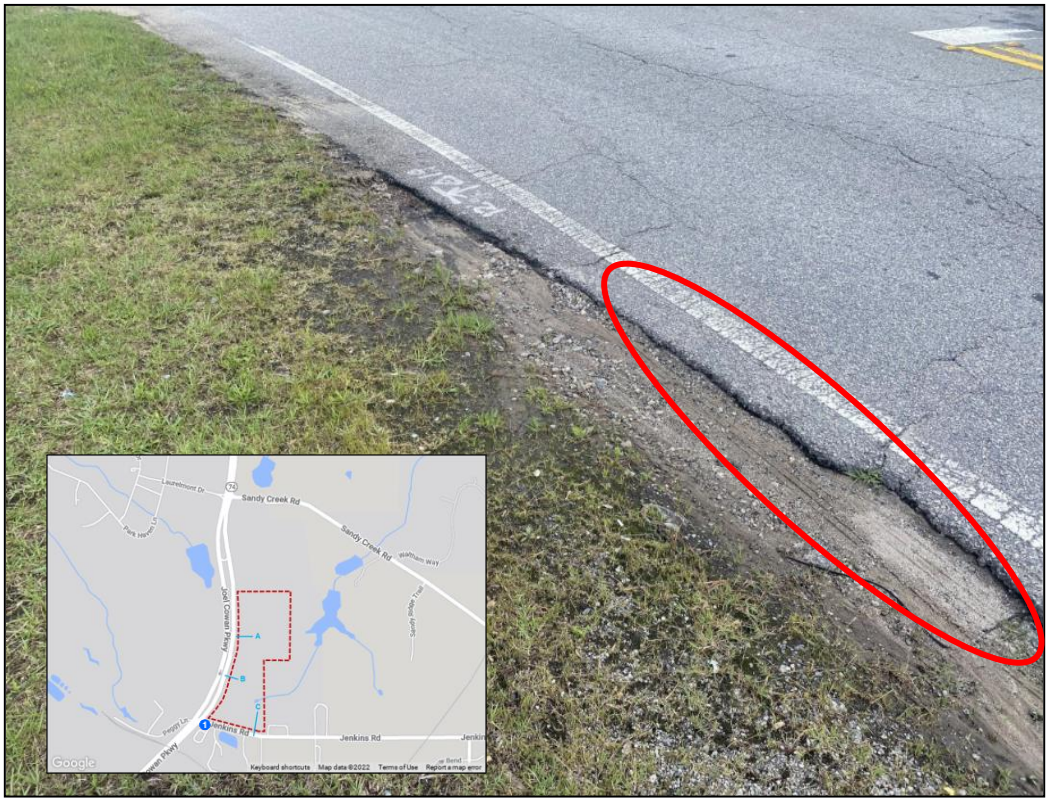


Figure 4: Eastbound Jenkins Road Shoulder/Pavement Cracking

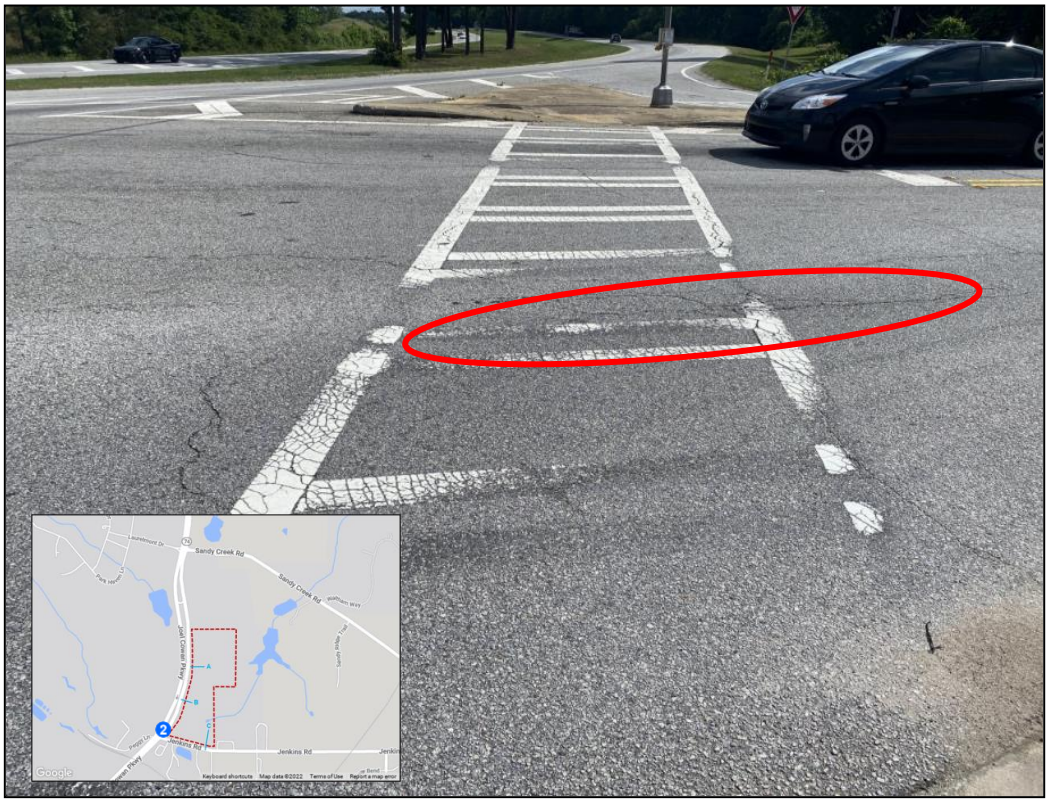


Figure 5: Eastbound/Westbound Jenkins Road Minor Pavement Cracking

Figure 6: Northbound Joel Cowan Parkway (SR 74) Minor Pavement Cracking

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The Town of Tyrone roadway width standards were taken from the Town of Tyrone Unified Development Ordinance document, which notes that "the street paving widths shall be as follows:

1. Major Collector Street – 32 feet, if two lanes, 48 feet if four lanes; minimum median width for divided street 24 feet;
2. Residential Street – 24 feet;
3. Minor Collector Street – 28 feet.

Lane width dimensions were measured on NearMap.

Table 5: Roadway Widths

Roadway	Lane Width	Lane Width Standard (Town of Tyrone)
Joel Cowan Parkway (SR 74)	12 ft	12 ft desirable
Jenkins Road	12 ft	12 ft desirable

1.7.4 Corner Radii

The corner radii of one study intersection was analyzed along the Enhanced Focus Area:

1. Joel Cowan Parkway (SR 74) at Jenkins Road

Note: The *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for trucks as 75 feet.

1. Joel Cowan Parkway (SR 74) at Jenkins Road (Entering)

Figure 7 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a northbound right-turn from Joel Cowan Parkway (SR 74) onto Jenkins Road. The existing curb radius is approximately 75 feet. The WB-67 truck slightly impedes with the westbound traffic along Jenkins Road to make the maneuver.

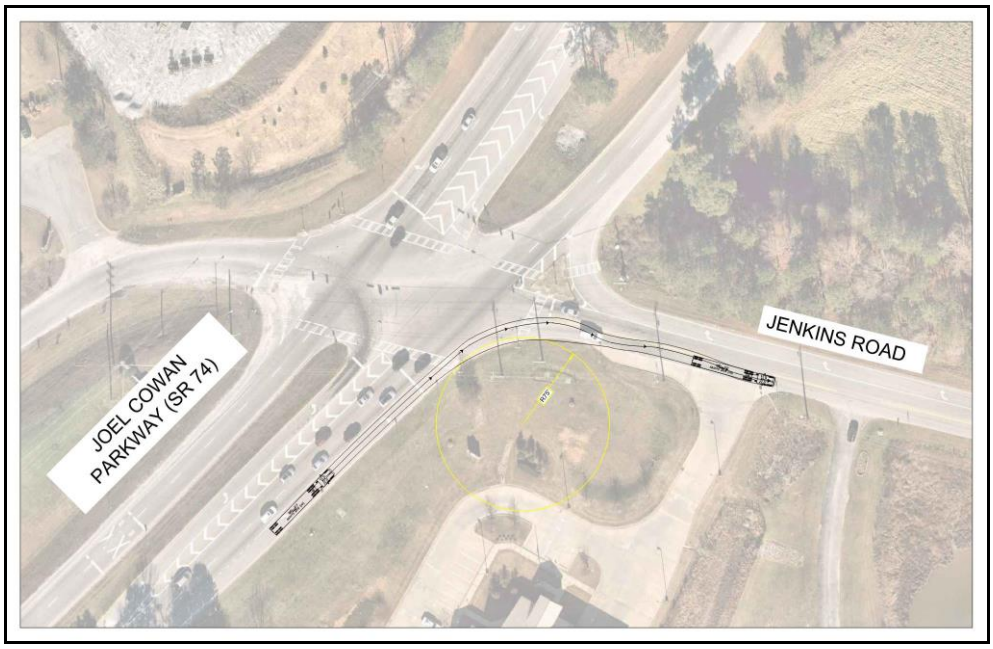


Figure 7: Joel Cowan Parkway (SR 74) at Jenkins Road – Northbound Right (Turn Maneuver)

2. Joel Cowan Parkway (SR 74) at Jenkins Road (Exiting)

Figure 8 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a westbound right-turn from Jenkins Road onto Joel Cowan Parkway (SR 74). The existing curb radius is approximately 65 feet. The WB-67 truck does not impede with traffic along Joel Cowan Parkway (SR 74) to make the maneuver.

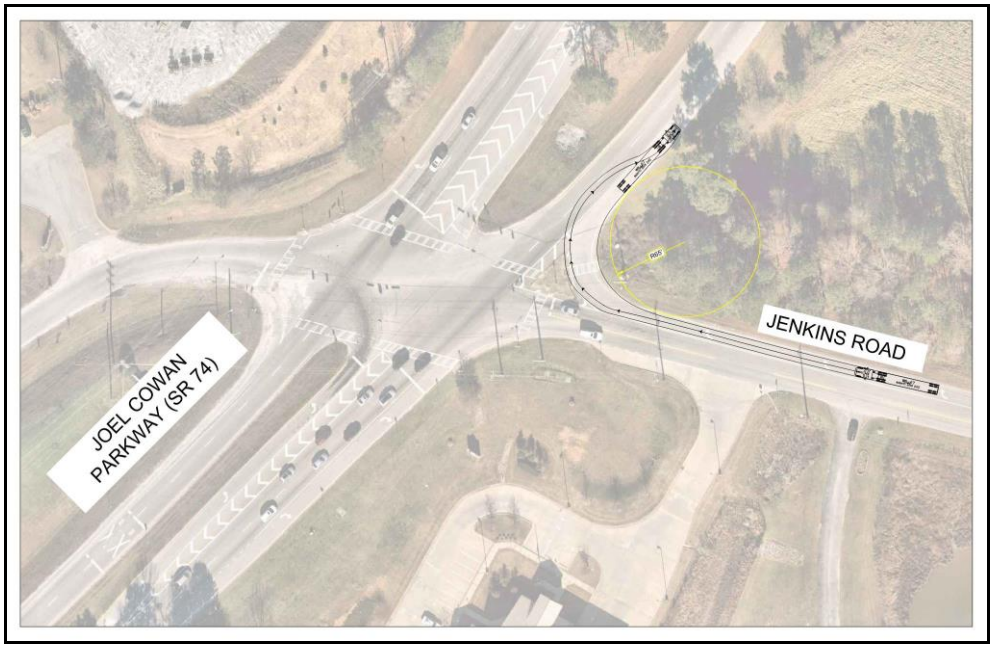


Figure 8: Joel Cowan Parkway (SR 74) at Jenkins Road – Westbound Right (Turn Manuever)

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow**.** **Figure 9** indicates the designated truck staging/overflow areas on the site plan.

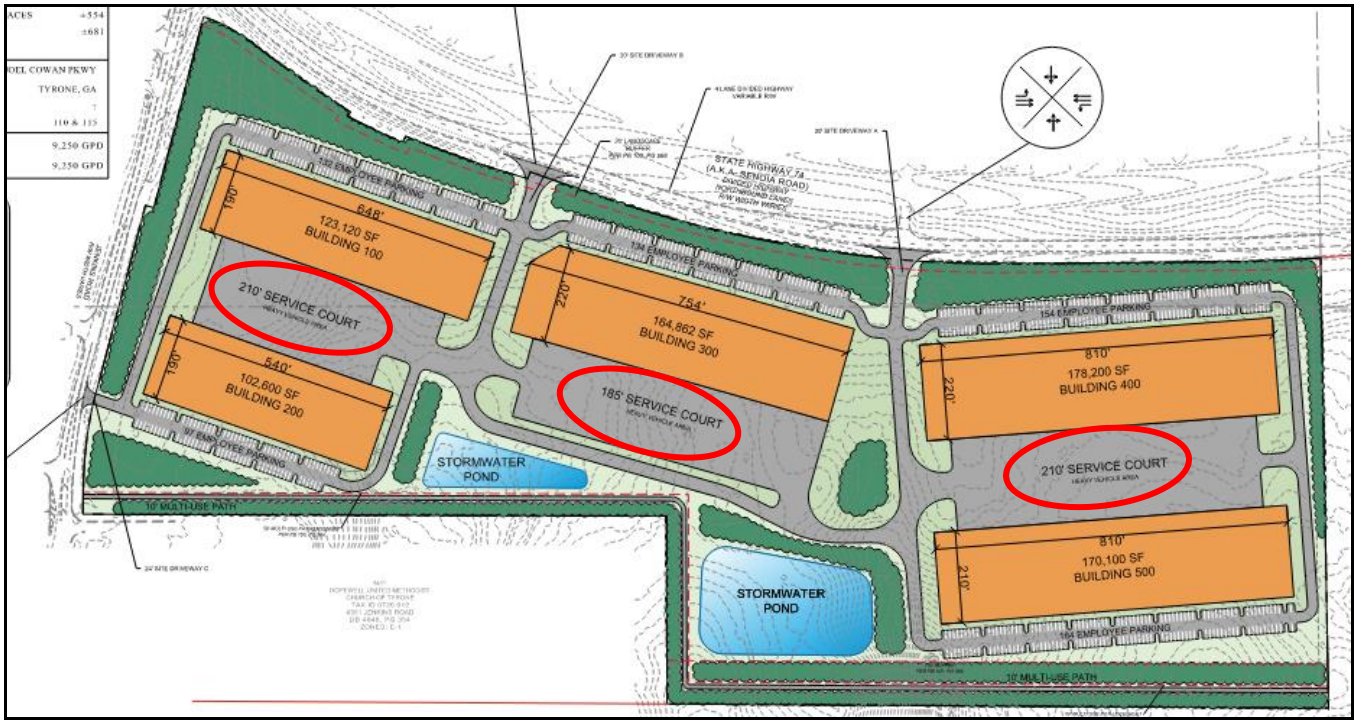


Figure 9: Heavy Vehicle Staging

1.7.6 Pedestrian Safety

There are no sidewalk requirements for non-residential areas, per the Town of Tyrone development ordinances. Therefore, sidewalks are not required along opposing road frontages. The proposed development adds a 10' multi-use path along the eastside of the site which provides connection to Peachtree City. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following three (3) off-site intersections described in **Table 6** and shown visually in **Figure 10**.

Table 6: Intersection Control Summary

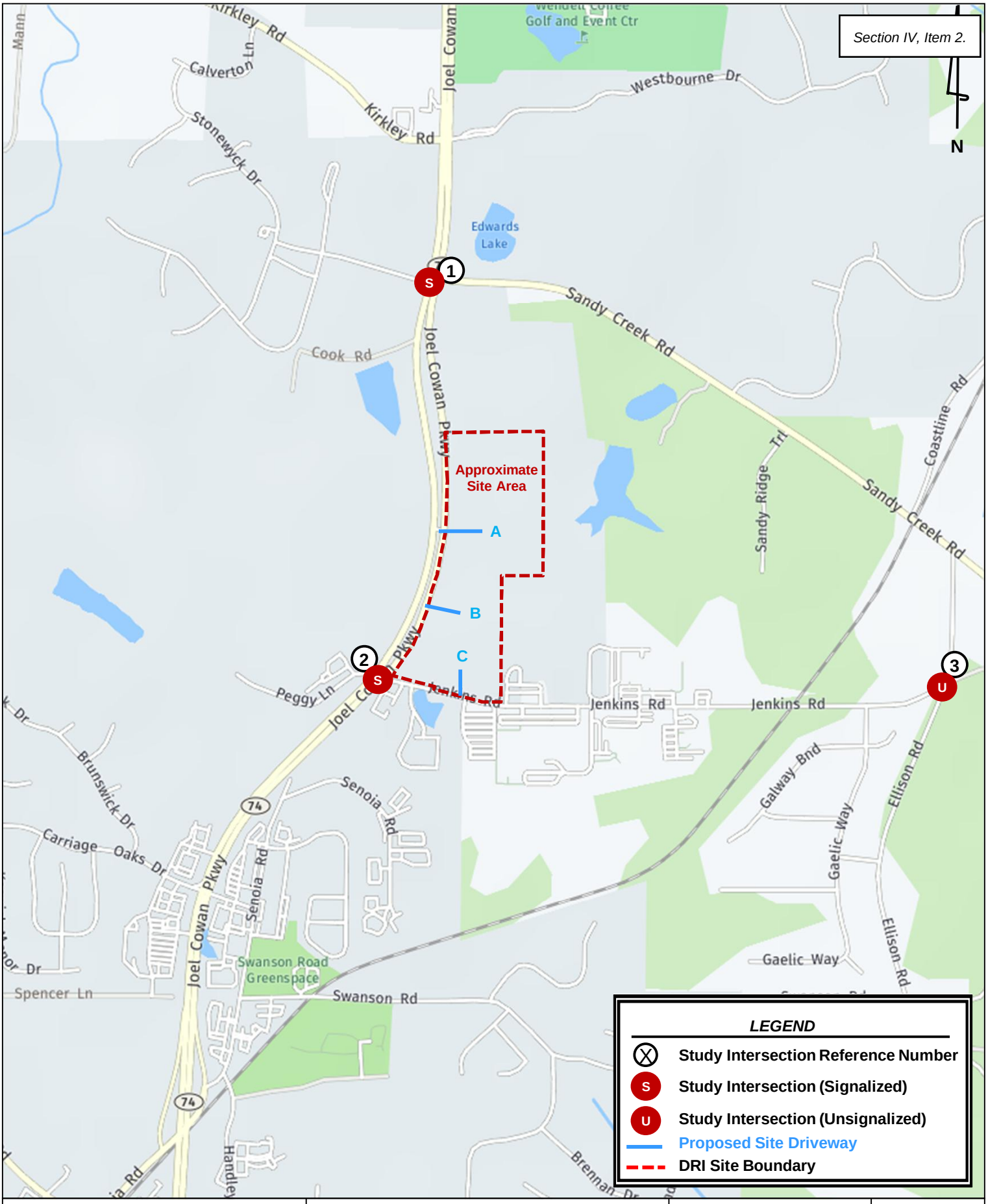
Intersection	Jurisdiction	Control
1. Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive	GDOT	Signalized RCUT
2. Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	GDOT	Signalized
3. Jenkins Road at Ellison Road	Fayette County	Unsignalized

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 7** (bolded roadways are adjacent to the site).

Table 7: Roadway Classifications

Roadway	Lanes	Posted Speed Limit	AADT	GDOT Functional Classification
Joel Cowan Parkway	**4**	**55 MPH**	**37,500**	**Principal Arterial**
Jenkins Road	**2**	**35 MPH**	**4,340**	**Local**
Sandy Creek Road	2	45 MPH	6,130	Minor Arterial
Ellison Road	2	45 MPH	-	Major Collector
Peggy Lane	2	25 MPH	-	Local
Laurelmont Drive	2	25 MPH	-	Local



Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Study Intersections**	**Figure 10**

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all three (3) existing study intersections on Wednesday, April 27, 2022. The collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the 2019 AM and PM peak hour volumes collected along Joel Cowan Parkway (SR 74) north of Westbourne Drive (to align with the GDOT TADA count station 113-0131) to the collected 2022 AM and PM peak hour volumes in the same location. As a result of this comparison, it was determined that a COVID adjustment factor of 1.13 for the AM peak hour and 1.18 for the PM peak hour should be used at all intersections. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

Traffic count peak hours for all the study intersections are shown in **Table 8**.

Table 8: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive	4/2022	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2. Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	4/2022	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
3. Jenkins Road at Ellison Road	4/2022	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM

The collected peak hour turning movement traffic counts are available upon request.

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Highway 74 Business Tech Park* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2022 to 2024 (2 years) was used for all roadways.

The Projected 2024 No-Build conditions represent the Estimated 2022 traffic volumes grown for two (2) years at 2.0% per year throughout the study network.

The Projected 2024 Build conditions represent the project trips generated by the *Highway 74 Business Tech Park* development (discussed in Section 3.0 and 4.0) added to the Projected 2024 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders. One (1) project is currently programmed/planned by GDOT, Fayette County, or the Town of Tyrone in the vicinity of the project site.

The following project shown in **Table 9** is programmed to occur near the development.

Table 9: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
I-85 at SR 74	Interchange Improvement	GDOT / City of Fairburn	0007841	FS-AR-182	2012 / 2016	2019 / 2024	2024

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and Town of Tyrone SPLOST list.*

The I-85 at SR 74 project is considering two alternatives for an interchange redesign – diverging diamond and partial cloverleaf. The project is still in the concept development phase. Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for this analysis per the LOU.

Table 10 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Highway 74 Business Tech Park* development.

Table 10: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	738,882 SF	1,212	606	606	88	26	31	85
Gross Project Trips		**1,212**	**606**	**606**	**88**	**26**	**31**	**85**
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,212**	**606**	**606**	**88**	**26**	**31**	**85**
Employee (Car Trips)		*806*	*403*	*403*	*80*	*19*	*20*	*74*
Heavy Vehicle (Trucks)		*406*	*203*	*203*	*8*	*7*	*11*	*11*

A more detailed trip generation analysis summary table is provided in **Appendix B**.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for heavy vehicle (truck) trips in **Figure 11.** The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employee (car) trips in **Figure 12**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 13**.

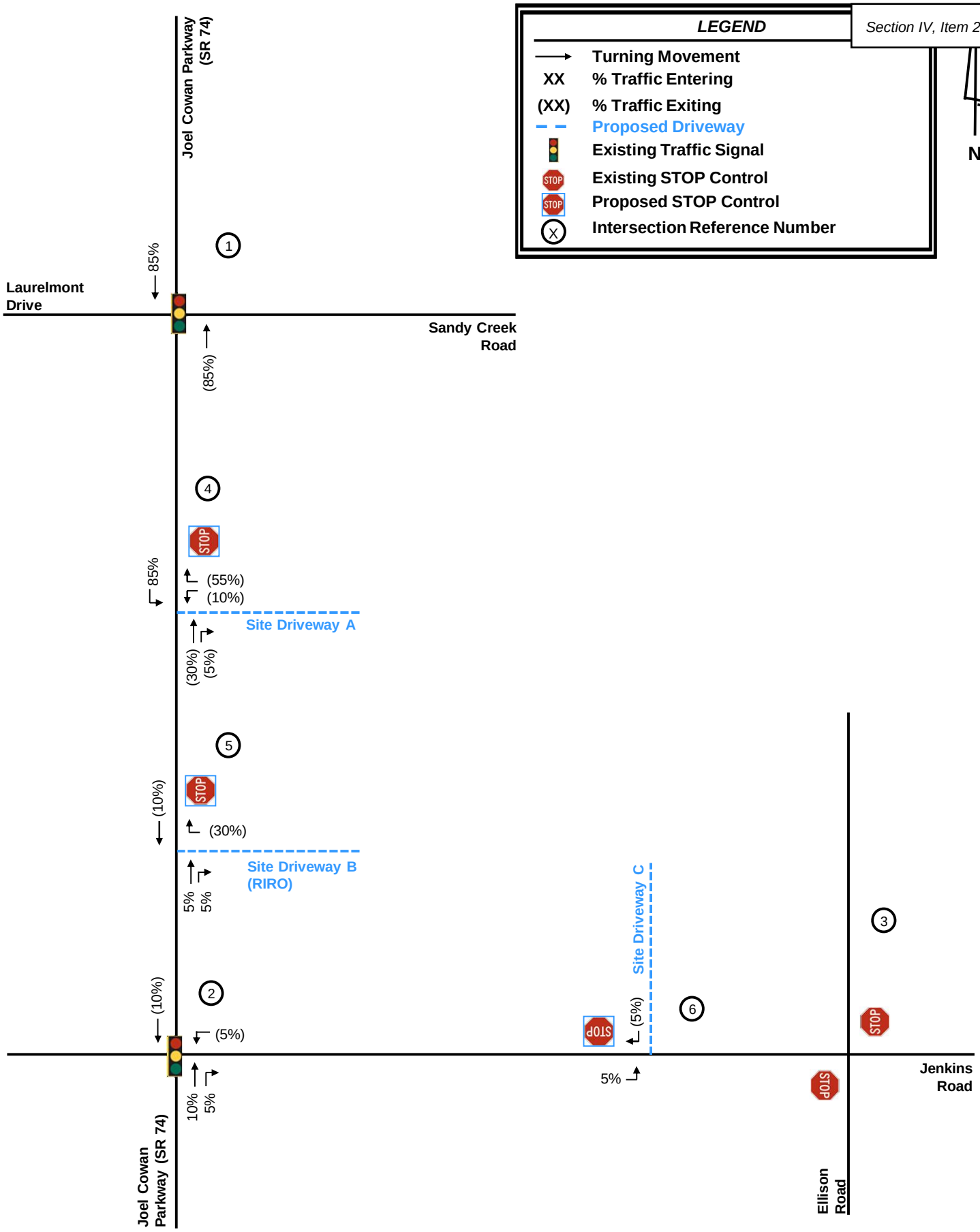
Detailed intersection volume worksheets are provided in Appendix C.

5.0 TRAFFIC ANALYSIS

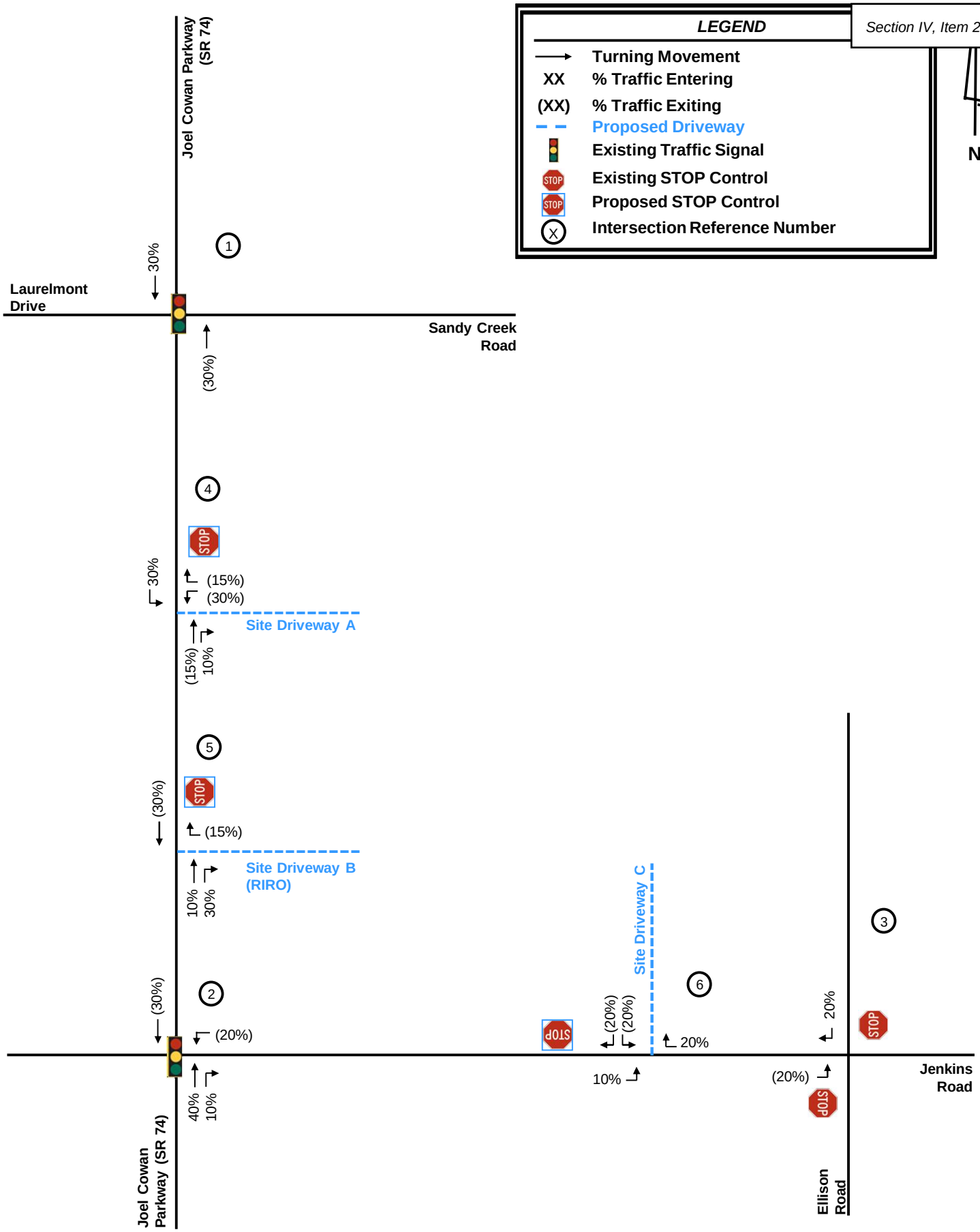
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 14** for Estimated 2022 conditions, **Figure 15** for Projected 2024 No-Build conditions, and **Figure 16** for Projected 2024 Build conditions.

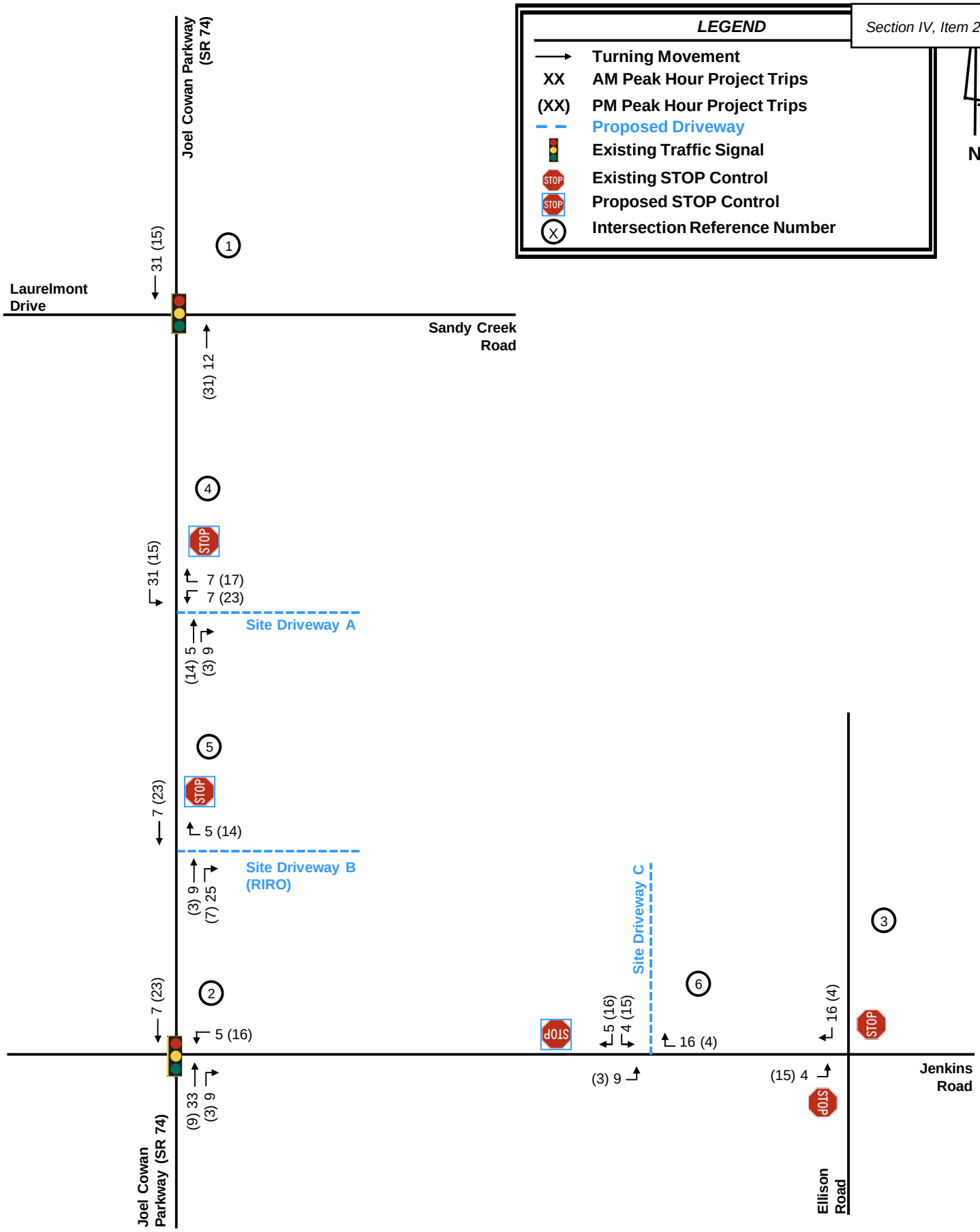
Sections 5.1 – 5.6 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.



Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Heavy Vehicle (Truck) Trip Distribution & Assignment**	**Figure 11**



Kimley»Horn	***Highway 74 Business Tech Park DRI #3628 Transportation Analysis***	**Employee (Car) Trip Distribution & Assignment**	**Figure 12**



Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Project Trips**	**Figure 13**

5.1 Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Laurelmont Drive Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R			R			R
ESTIMATED 2022 (SIGNAL)	AM	Overall LOS	B (12.9)											
		Approach LOS	B (12.2)			B (11.2)			C (34.1)			C (26.1)		
		Storage	330		230	295		185						
		50th Queue	3	264	0	141	84	0			0			72
		95th Queue	9	392	14	364	126	1			23			175
	PM	Overall LOS	B (17.0)											
		Approach LOS	C (20.3)			A (6.4)			D (47.9)			D (48.2)		
		Storage	330		230	295		185						
		50th Queue	6	446	2	140	125	0			1			271
		95th Queue	15	542	21	277	188	3			32			539
PROJECTED 2024 NO-BUILD (SIGNAL)	AM	Overall LOS	B (14.6)											
		Approach LOS	B (13.9)			B (12.7)			D (37.3)			C (27.8)		
		Storage	330		230	295		185						
		50th Queue	4	335	0	172	90	0			0			83
		95th Queue	8	417	14	440	143	0			32			197
	PM	Overall LOS	B (18.8)											
		Approach LOS	C (22.9)			A (7.2)			D (49.1)			D (51.9)		
		Storage	330		230	295		185						
		50th Queue	7	481	3	168	136	0			2			311
		95th Queue	15	583	22	305	203	3			33			579
PROJECTED 2024 BUILD (SIGNAL)	AM	Overall LOS	B (14.9)											
		Approach LOS	B (14.3)			B (12.9)			D (37.9)			C (28.3)		
		Storage	330		230	295		185						
		50th Queue	4	342	0	176	94	0			0			85
		95th Queue	8	430	14	442	153	0			35			198
	PM	Overall LOS	B (19.3)											
		Approach LOS	C (23.4)			A (7.3)			D (49.7)			D (53.8)		
		Storage	330		230	295		185						
		50th Queue	7	500	3	173	138	0			2			320
		95th Queue	15	605	22	305	207	3			33			579

**Intersection analyzed in HCM2000 due to limitations of HCM 6th for a signalized RCUT.*

The signalized intersection of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024, and Build 2024 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.2 Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

			Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Peggy Lane Eastbound			Jenkins Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (SIGNAL)	AM	Overall LOS	B (16.7)											
		Approach LOS	B (16.7)			B (12.7)			D (41.8)			D (35.3)		
		Storage	300		180	265		190						360
		50th Queue	6	479	69	53	236	0		0			154	0
		95th Queue	21	827	171	148	381	7		26			257	57
	PM	Overall LOS	C (21.8)											
		Approach LOS	C (21.5)			B (18.7)			D (38.3)			D (37.4)		
		Storage	300		180	265		190						360
		50th Queue	2	487	37	18	362	0		26			215	0
		95th Queue	8	763	93	45	721	0		66			327	36
PROJECTED 2024 NO-BUILD (SIGNAL)	AM	Overall LOS	B (18.2)											
		Approach LOS	B (18.3)			B (13.7)			D (45.2)			D (37.7)		
		Storage	300		180	265		190						360
		50th Queue	6	528	76	73	254	0		0			161	0
		95th Queue	22	939	187	173	413	8		28			268	58
	PM	Overall LOS	C (24.6)											
		Approach LOS	C (24.5)			C (21.3)			D (42.5)			D (40.1)		
		Storage	300		180	265		190						360
		50th Queue	2	543	41	19	405	0		27			227	0
		95th Queue	9	912	103	52	812	0		68			345	37
PROJECTED 2024 BUILD (SIGNAL)	AM	Overall LOS	B (18.9)											
		Approach LOS	B (19.2)			B (14.1)			D (46.9)			D (39.0)		
		Storage	300		180	265		190						360
		50th Queue	7	560	82	83	262	0		0			166	0
		95th Queue	22	993	199	184	424	8		29			275	57
	PM	Overall LOS	C (26.7)											
		Approach LOS	C (26.6)			C (23.5)			D (44.4)			D (41.2)		
		Storage	300		180	265		190						360
		50th Queue	2	569	43	20	437	0		27			244	0
		95th Queue	9	955	109	58	868	0		67			365	36

The signalized intersection of Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024, and Build 2024 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.3 Jenkins Road at Ellison Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (TWSC)	AM	Overall LOS	(13.4)											
		Approach LOS	A (8.8)			A (7.3)			E (37.3)			C (17.8)		
		Storage												
		50th Queue												
		95th Queue	8			0			165			10		
	PM	Overall LOS	(7.1)											
		Approach LOS	A (8.0)			A (0.0)			C (15.2)			B (11.7)		
		Storage												
		50th Queue												
		95th Queue	0			0			63			3		
PROJECTED 2024 NO-BUILD (TWSC)	AM	Overall LOS	(16.2)											
		Approach LOS	A (8.9)			A (7.3)			E (46.0)			C (18.5)		
		Storage												
		50th Queue												
		95th Queue	8			0			198			13		
	PM	Overall LOS	(7.4)											
		Approach LOS	A (8.0)			A (0.0)			C (15.8)			B (11.8)		
		Storage												
		50th Queue												
		95th Queue	0			0			68			3		
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(17.7)											
		Approach LOS	A (8.9)			A (7.3)			F (50.9)			C (19.0)		
		Storage												
		50th Queue												
		95th Queue	8			0			213			13		
	PM	Overall LOS	(7.9)											
		Approach LOS	A (8.0)			A (0.0)			C (16.6)			B (11.9)		
		Storage												
		50th Queue												
		95th Queue	0			0			75			3		

The intersection of Jenkins Road at Ellison Road (Intersection 3) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024 and Build 2024 conditions. During the AM peak, the eastbound approach operates at LOS E under Estimated 2022 and Projected 2024 No-Build conditions, and at LOS F under Projected 2024 Build conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach LOS under the No-Build 2024 and Build 2024 conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 15** and **Figure 16):**

- Jenkins Road at Ellison Road (Intersection 3)
  - Install a southbound right-turn lane along Ellison Road.
    - Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

The analysis results shown in the table below are for the improved conditions at Jenkins Road at Ellison Road (Intersection 3), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2024 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.8)											
		Approach LOS	A (8.9)			A (7.3)			C (19.7)			C (18.5)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			95			13		
	PM	Overall LOS	(6.4)											
		Approach LOS	A (8.0)			A (0.0)			B (13.5)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			55			3		
PROJECTED 2024 BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.9)											
		Approach LOS	A (8.9)			A (7.3)			C (20.1)			C (18.9)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			98			13		
	PM	Overall LOS	(6.7)											
		Approach LOS	A (8.0)			A (0.0)			B (13.9)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			60			3		

With the noted system improvements, the eastbound approach in both No-Build 2024 and Build 2024 scenarios is projected to operate at an acceptable LOS.

5.4 Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)						Site Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.4)											
		Approach LOS	A (0.0)			C (20.1)						E (40.4)		
		Storage												
		50th Queue												
		95th Queue				10						10		
	PM	Overall LOS	(0.7)											
		Approach LOS	A (0.0)			D (25.3)						E (46.1)		
		Storage												
		50th Queue												
		95th Queue				8						33		

The intersection of Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Although the westbound approach is projected to operate at LOS E, no improvements are recommended to be conditioned as low LOS are not uncommon for side street approaches, as vehicles may experience significant delay turning onto a major roadway. Additionally, a signal would likely not be permitted at the intersection as it does not meet signal warrants. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in blue on **Figure 16**.

5.5 Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

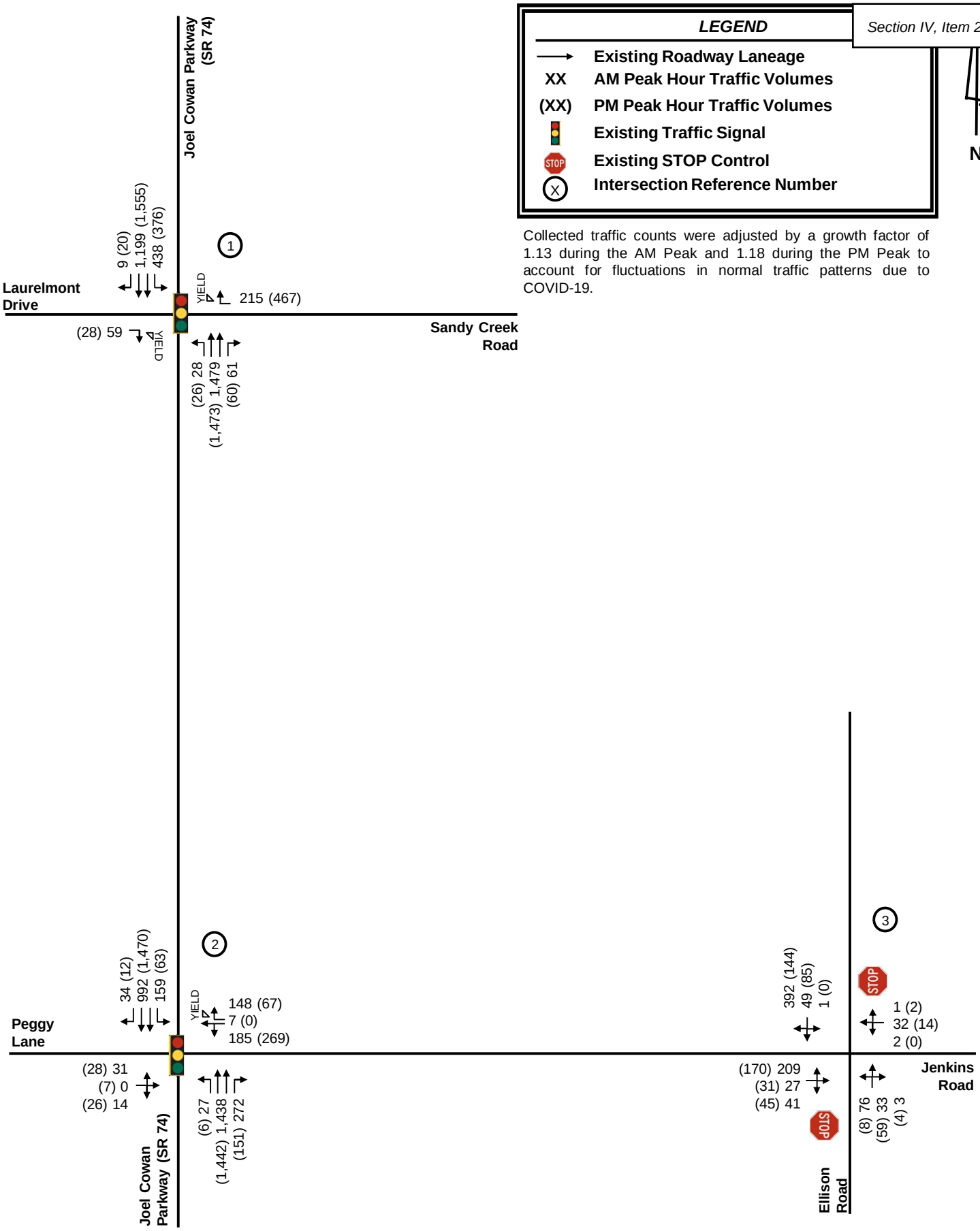
Overall LOS Standard: D Approach LOS Standard: D			Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)						Site Driveway B		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.0)											
		Approach LOS	A (0.0)			A (0.0)						C (21.4)		
		Storage												
		50th Queue												
		95th Queue												3
	PM	Overall LOS	(0.1)											
		Approach LOS	A (0.0)			A (0.0)						C (18.9)		
		Storage												
		50th Queue												
		95th Queue												5

The intersection of Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway B is a right-in/right-out with one lane entering the site and one lane exiting the site. Additionally, the a northbound right-turn lane should be constructed along Joel Cowan Parkway (SR 74) into Site Driveway B. The recommended build improvements are shown in blue on **Figure 16**.

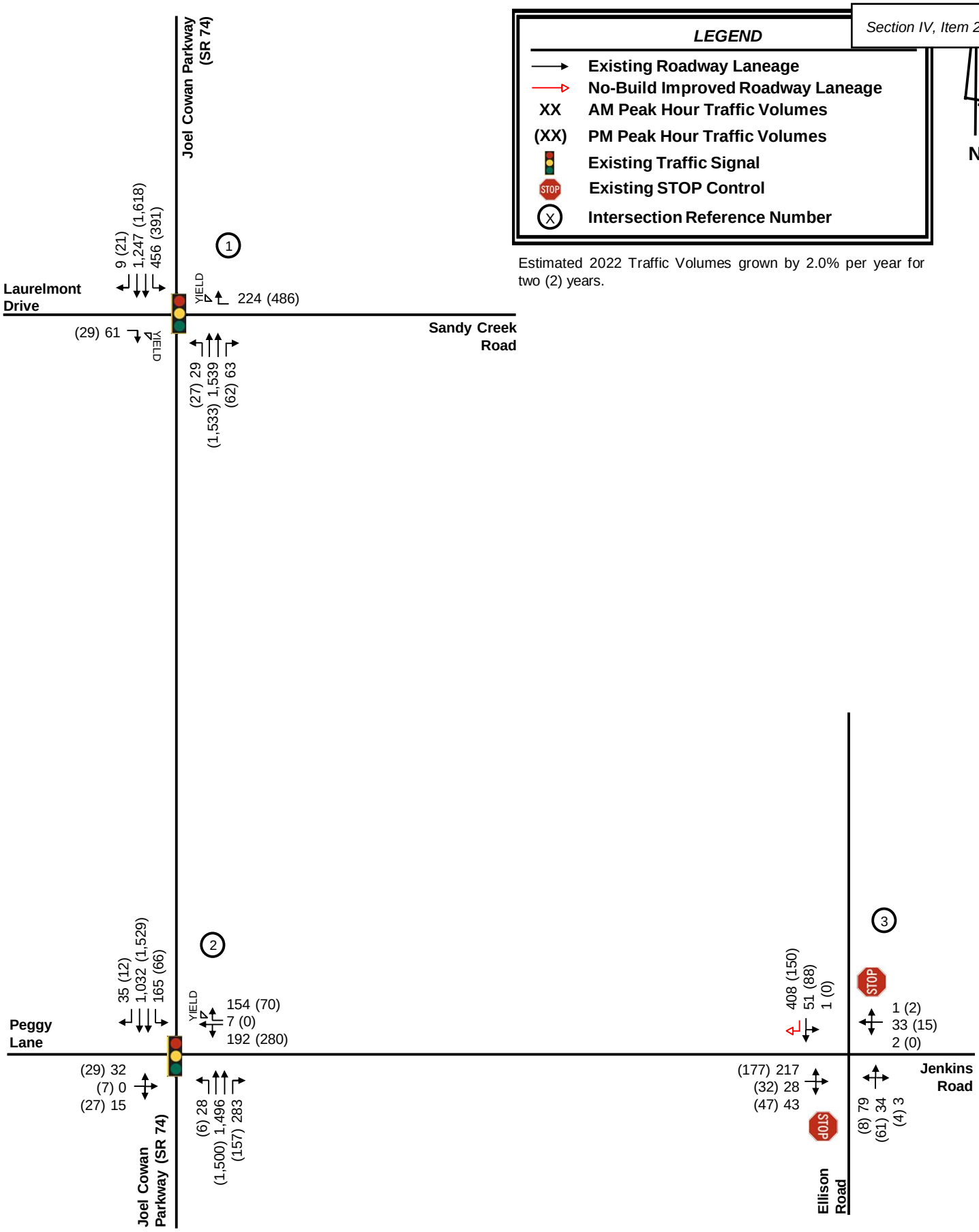
5.6 Jenkins Road at Site Driveway C (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D				Site Driveway C			Jenkins Road			Jenkins Road		
			Northbound			Southbound			Eastbound			Westbound		
						L	T	R	L	T	R	L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS				B (13.3)			A (8.2)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				3			0					
	PM	Overall LOS	(0.6)											
		Approach LOS				B (12.0)			A (8.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				5			0					

The intersection of Jenkins Road at Site Driveway C (Intersection 6) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in blue on **Figure 16**.

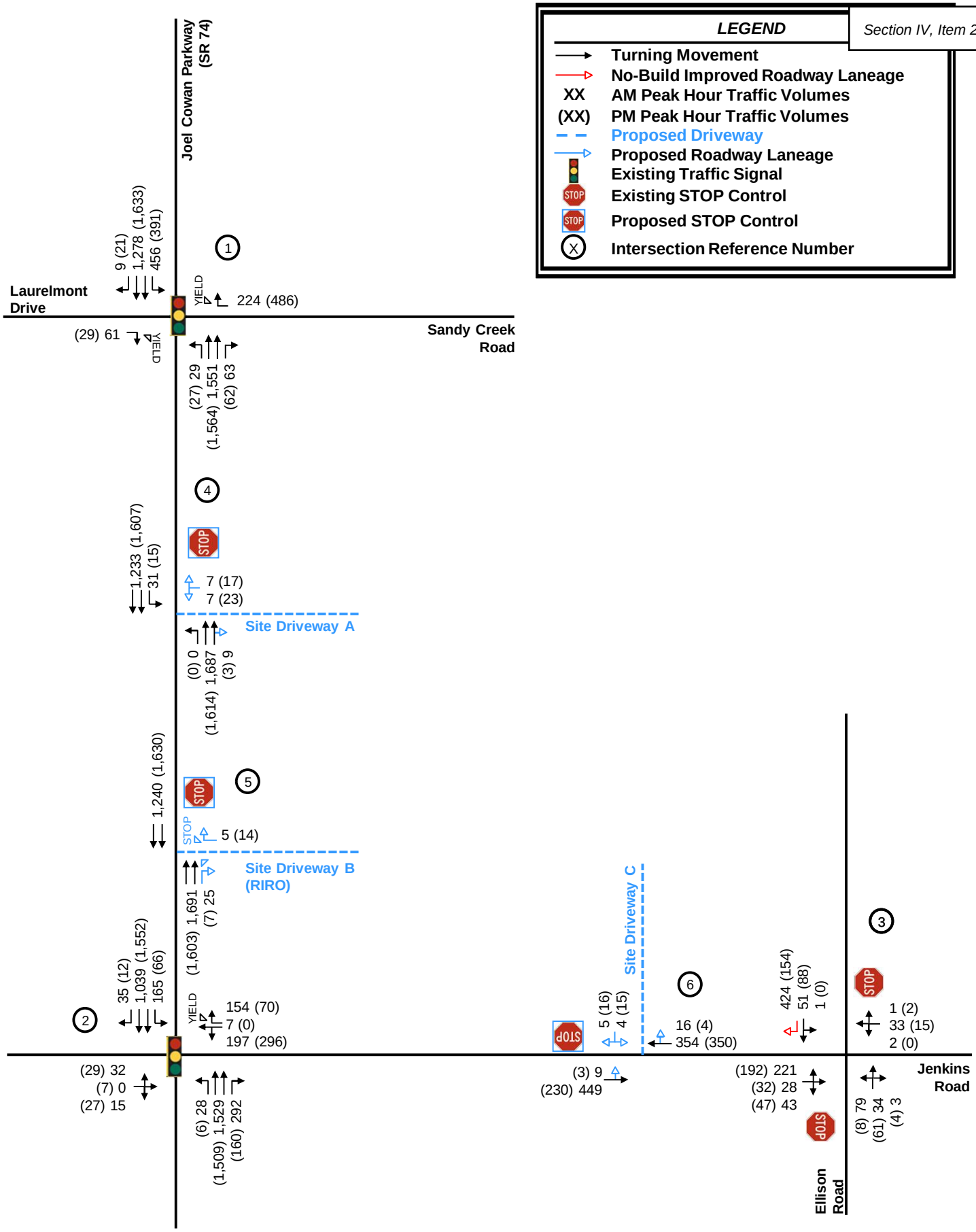


Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Estimated 2022 Conditions**	**Figure 14**



Estimated 2022 Traffic Volumes grown by 2.0% per year for two (2) years.

Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Projected 2024 No-Build Conditions**	**Figure 15**



Kimley»Horn	*Highway 74 Business Tech Park DRI #3628 Transportation Analysis*	**Projected 2024 Build Conditions**	**Figure 16**

6.0 INTERSECTION CONTROL EVALUATION (ICE)

Per GDOT's Policy, Intersection Control Evaluation (ICE) was performed at the following locations:

- Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

The intent of ICE is to determine the most effective intersection design/traffic control at a given intersection.

Note: ICE not provided for Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5), as the proposed access will be limited to RIRO with a closed median.

6.1 ICE Stage 1

Stage 1 is conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility.

6.2 ICE Stage 2

Stage 2 involves a more detailed evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 considers the construction cost, operational efficiency, safety considerations, and public opinion.

The intersection delays and v/c (volume-capacity) ratios were calculated at the study intersections during the AM and PM peak hour using Synchro Professional, Version 11.0, which uses methodologies contained in the 6th Edition Highway Capacity Manual to determine the operating characteristics of an intersection.

Per ICE Stage 1, the following alternatives were compared, and the ICE Stage 2 scores are shown in **Table 11**. GDOT's ICE Stage 1 and Stage 2 are provided in **Appendix F**.

Table 11: ICE Alternative Selection Decision

Joel Cowan Parkway (SR 74) at Site Driveway A – Intersection 4

ICE Stage 2	Conventional (Minor Stop)	RIRO w/down stream U-Turn	RCUT (Stop Control)
Score	5.5	5.3	4.8
Rank	1	2	3

From **Table 11**, the unsignalized full-movement sidestreet stop (Conventional (Minor Stop)) is the highest ranking (per the site plan).

APPENDIX A

Proposed Site Plan

PROJECT INFORMATION

ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

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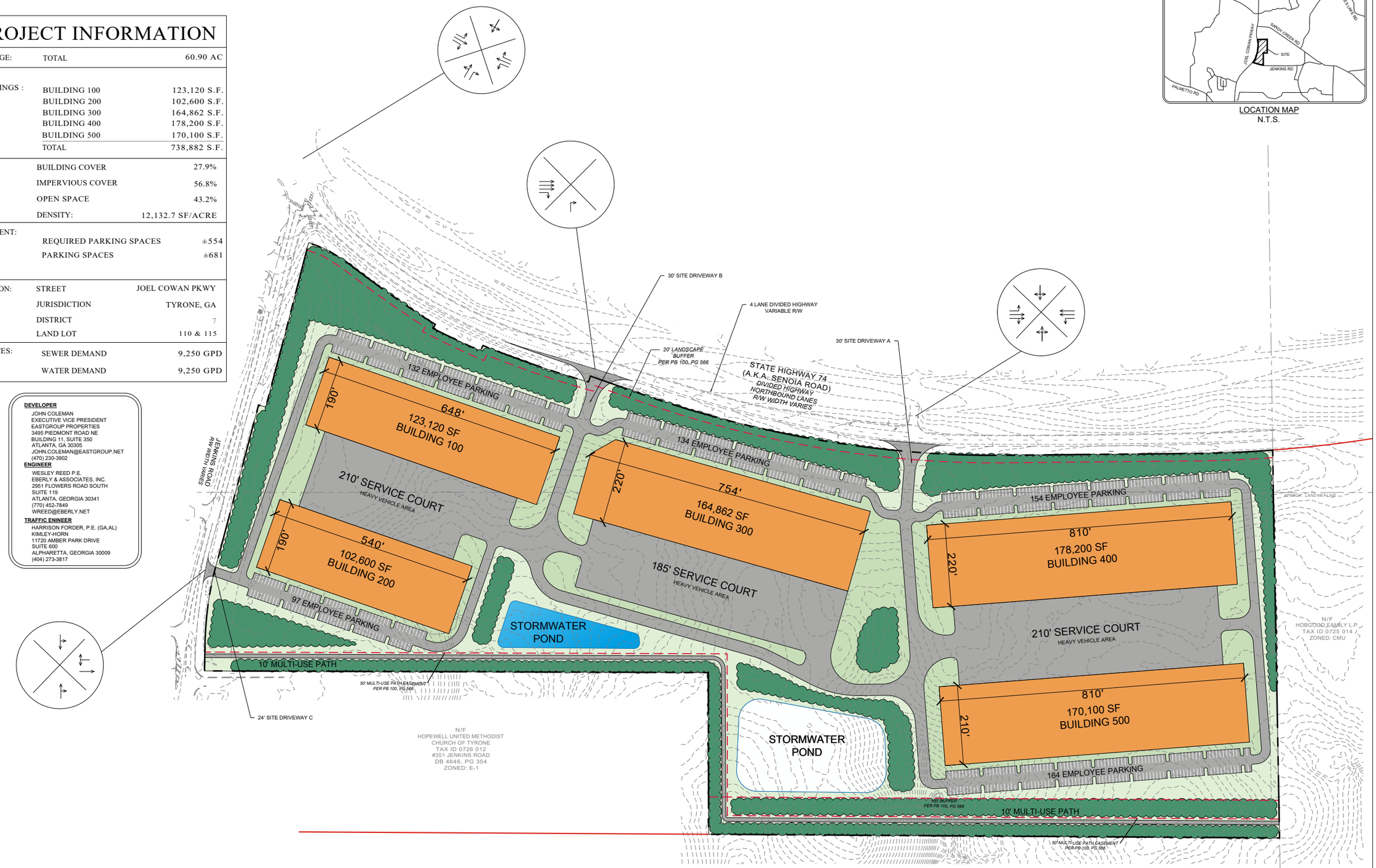

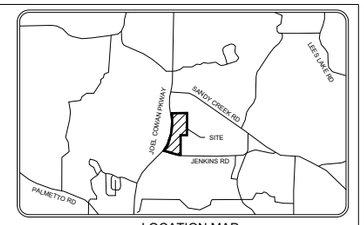

LOCATION MAP
N.T.S.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 INCH = 100 FT.

MAGNETIC

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CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT: EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HUGHWAY 74

REVISIONS:	
05/27/2022	DRI REVISIONS
06/01/2022	DRI REVISIONS

DRI #3628
HIGHWAY 74 BUSINESS TECH PARK

SCALE:	1"= 100'
DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.
22-041

SHEET NO.
DRI

NOT ISSUED FOR CONSTRUCTION

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PROJECT INFORMATION

ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
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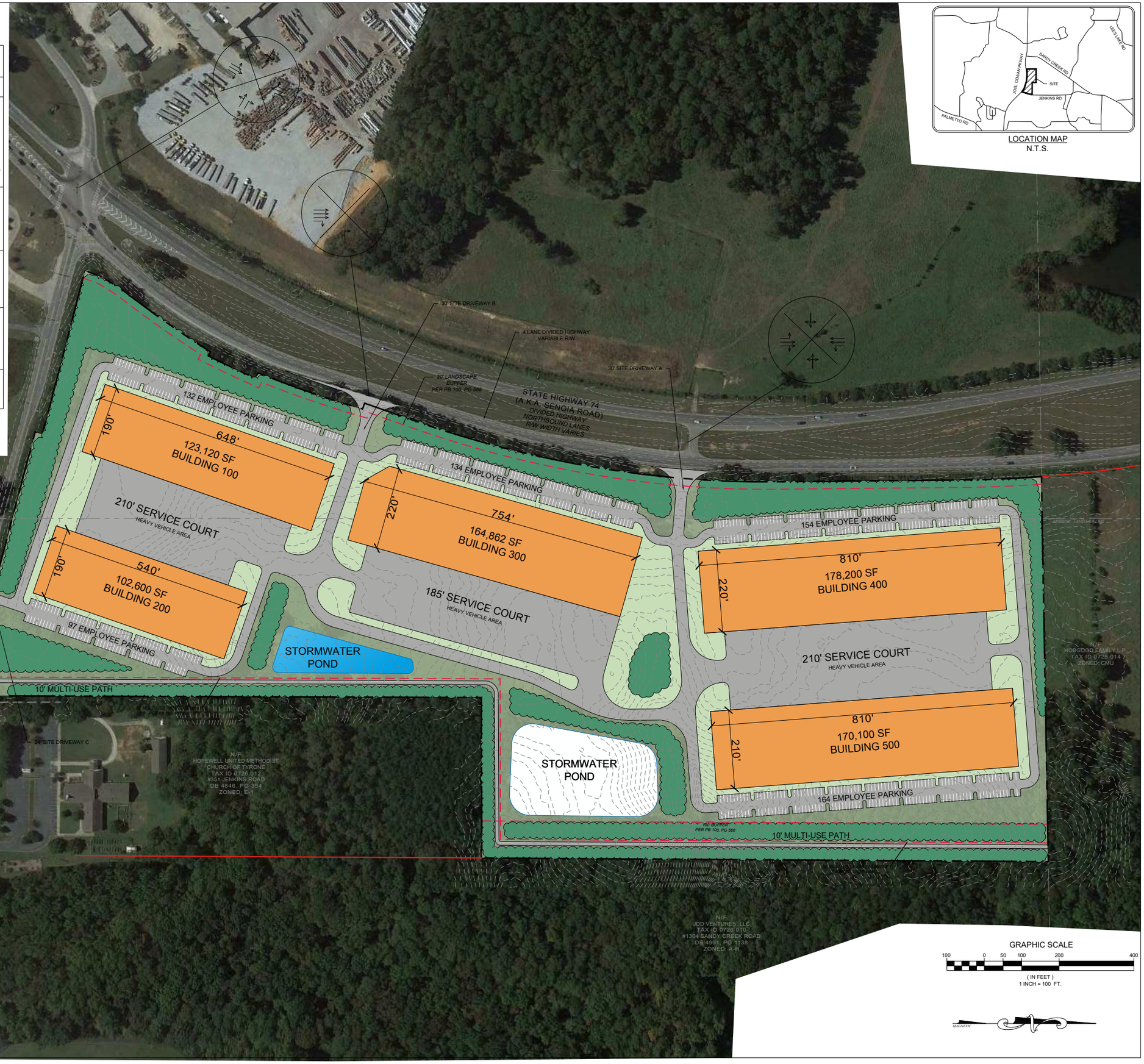

LOCATION MAP
N.T.S.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 INCH = 100 FT.

MAGNETIC

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LANDSCAPE ARCHITECTURE

PROJECT:
EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HUGHWAY 74

REVISIONS:	
05/27/2022	DRI REVISIONS
06/01/2022	DRI REVISIONS

DRI #3628
HIGHWAY 74 BUSINESS TECH PARK

SCALE:	1"= 100'
DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.
22-041

SHEET NO.
DRI

NOT ISSUED FOR CONSTRUCTION

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APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & 3rd Edition AM/PM IC)
Highway 74 Business Tech Park DRI #3628
Town of Tyrone, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	738,882 s.f.	1,212	114	88	26	116	31	85
Gross Trips		**1,212**	**114**	**88**	**26**	**116**	**31**	**85**
Truck Trips (ITE 10th Edition Supplement)		406	15	8	7	22	11	11
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Truck Trips		406	15	8	7	22	11	11
Car Trips (Total Non-Truck Trips)		806	99	80	19	94	20	74
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Car Trips		806	99	80	19	94	20	74
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,212**	**114**	**88**	**26**	**116**	**31**	**85**
Driveway Volumes		**1,212**	**114**	**88**	**26**	**116**	**31**	**85**

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APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Joel Cowan Parkway (SR 74) @ Laurelmont Drive / Sandy Creek Road

AM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Laurelmont Drive Eastbound			Sandy Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	25	1,309	54	388	1,061	8	0	0	52	0	0	190
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	97	2	9	89	0	0	0	3	0	0	4
Heavy Vehicle %	2%	7%	4%	2%	8%	2%	0%	0%	6%	0%	0%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**28**	**1479**	**61**	**438**	**1199**	**9**	**0**	**0**	**59**	**0**	**0**	**215**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**29**	**1,539**	**63**	**456**	**1,247**	**9**	**0**	**0**	**61**	**0**	**0**	**224**
2024 No-Build Heavy Vehicle %	2%	7%	4%	2%	8%	2%	0%	0%	6%	0%	0%	2%
Project Trips												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Truck Trips	0	6	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Car Trips	0	6	0	0	24	0	0	0	0	0	0	0
Total Project Trips	**0**	**12**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 Buildout Total	**29**	**1,551**	**63**	**456**	**1,278**	**9**	**0**	**0**	**61**	**0**	**0**	**224**
2024 Build Heavy Vehicle %	2%	8%	4%	2%	9%	2%	0%	0%	6%	0%	0%	2%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Laurelmont Drive Eastbound			Sandy Creek Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	22	1,248	51	319	1,318	17	0	0	24	0	0	396
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	58	0	7	39	0	0	0	0	0	0	16
Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**26**	**1473**	**60**	**376**	**1555**	**20**	**0**	**0**	**28**	**0**	**0**	**467**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**27**	**1,533**	**62**	**391**	**1,618**	**21**	**0**	**0**	**29**	**0**	**0**	**486**
2024 No-Build Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%
Project Trips												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Truck Trips	0	9	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Car Trips	0	22	0	0	6	0	0	0	0	0	0	0
Total Project Trips	**0**	**31**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 Buildout Total	**27**	**1,564**	**62**	**391**	**1,633**	**21**	**0**	**0**	**29**	**0**	**0**	**486**
2024 Build Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Joel Cowan Parkway (SR 74) @ Peggy Lane / Jenkins Road

AM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Peggy Lane Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	24	1,273	241	141	878	30	27	0	12	164	6	131
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	13	74	8	6	83	20	26	0	9	4	2	7
Heavy Vehicle %	54%	6%	3%	4%	9%	67%	96%	0%	75%	2%	33%	5%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**27**	**1438**	**272**	**159**	**992**	**34**	**31**	**0**	**14**	**185**	**7**	**148**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**28**	**1,496**	**283**	**165**	**1,032**	**35**	**32**	**0**	**15**	**192**	**7**	**154**
2024 No-Build Heavy Vehicle %	54%	6%	3%	4%	9%	67%	97%	0%	73%	2%	35%	5%
Project Trips												
Trip Distribution IN		10%	5%									
Trip Distribution OUT					10%					5%		
Truck Trips	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN		40%	10%									
Trip Distribution OUT					30%					20%		
Car Trips	0	32	8	0	6	0	0	0	0	4	0	0
Total Project Trips	**0**	**33**	**9**	**0**	**7**	**0**	**0**	**0**	**0**	**5**	**0**	**0**
2024 Buildout Total	**28**	**1,529**	**292**	**165**	**1,039**	**35**	**32**	**0**	**15**	**197**	**7**	**154**
2024 Build Heavy Vehicle %	54%	6%	4%	4%	9%	67%	97%	0%	73%	3%	35%	5%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Peggy Lane Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	5	1,222	128	53	1,246	10	24	6	22	228	0	57
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	56	2	0	25	6	4	0	6	3	0	0
Heavy Vehicle %	2%	5%	2%	2%	2%	60%	17%	2%	27%	2%	0%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**6**	**1442**	**151**	**63**	**1470**	**12**	**28**	**7**	**26**	**269**	**0**	**67**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**6**	**1,500**	**157**	**66**	**1,529**	**12**	**29**	**7**	**27**	**280**	**0**	**70**
2024 No-Build Heavy Vehicle %	2%	5%	2%	2%	2%	62%	17%	2%	27%	2%	0%	2%
Project Trips												
Trip Distribution IN		10%	5%									
Trip Distribution OUT					10%					5%		
Truck Trips	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN		40%	10%									
Trip Distribution OUT					30%					20%		
Car Trips	0	8	2	0	22	0	0	0	0	15	0	0
Total Project Trips	**0**	**9**	**3**	**0**	**23**	**0**	**0**	**0**	**0**	**16**	**0**	**0**
2024 Buildout Total	**6**	**1,509**	**160**	**66**	**1,552**	**12**	**29**	**7**	**27**	**296**	**0**	**70**
2024 Build Heavy Vehicle %	2%	5%	3%	2%	2%	62%	17%	2%	27%	2%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Ellison Road @ Jenkins Road
AM PEAK HOUR

Description	Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	67	29	3	1	43	347	185	24	36	2	28	1
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	0	0	1	9	6	0	3	0	0	0
Heavy Vehicle %	3%	2%	2%	2%	2%	3%	3%	2%	8%	2%	2%	2%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**76**	**33**	**3**	**1**	**49**	**392**	**209**	**27**	**41**	**2**	**32**	**1**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**79**	**34**	**3**	**1**	**51**	**408**	**217**	**28**	**43**	**2**	**33**	**1**
2024 No-Build Heavy Vehicle %	3%	2%	2%	2%	2%	3%	3%	2%	8%	2%	2%	2%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							20%					
Car Trips	0	0	0	0	0	16	4	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**16**	**4**	**0**	**0**	**0**	**0**	**0**
2024 Buildout Total	**79**	**34**	**3**	**1**	**51**	**424**	**221**	**28**	**43**	**2**	**33**	**1**
2024 Build Heavy Vehicle %	3%	2%	2%	2%	2%	2%	3%	2%	8%	2%	2%	2%

PM PEAK HOUR

Description	Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	7	50	3	0	72	122	144	26	38	0	12	2
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	3	2	0	1	8	6	1	1	0	2	0
Heavy Vehicle %	14%	6%	67%	0%	2%	7%	4%	4%	3%	0%	17%	2%
Peak Hour Factor		0.81			0.81			0.81			0.81	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**8**	**59**	**4**	**0**	**85**	**144**	**170**	**31**	**45**	**0**	**14**	**2**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**8**	**61**	**4**	**0**	**88**	**150**	**177**	**32**	**47**	**0**	**15**	**2**
2024 No-Build Heavy Vehicle %	15%	6%	69%	0%	2%	7%	4%	4%	3%	0%	16%	2%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							20%					
Car Trips	0	0	0	0	0	4	15	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**4**	**15**	**0**	**0**	**0**	**0**	**0**
2024 Buildout Total	**8**	**61**	**4**	**0**	**88**	**154**	**192**	**32**	**47**	**0**	**15**	**2**
2024 Build Heavy Vehicle %	15%	6%	69%	0%	2%	6%	4%	4%	3%	0%	16%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Joel Cowan Parkway (SR 74) @ Site Driveway A
AM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,431	0	0	1,049	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	107	0	0	109	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**0**	**1617**	**0**	**0**	**1185**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**1,682**	**0**	**0**	**1,233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 No-Build Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN			5%	85%								
Trip Distribution OUT		30%								10%		55%
Truck Trips	0	2	1	7	0	0	0	0	0	1	0	4
Trip Distribution IN			10%	30%								
Trip Distribution OUT		15%								30%		15%
Car Trips	0	3	8	24	0	0	0	0	0	6	0	3
Total Project Trips	**0**	**5**	**9**	**31**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**
2024 Buildout Total	**0**	**1,687**	**9**	**31**	**1,233**	**0**	**0**	**0**	**0**	**7**	**0**	**7**
2024 Build Heavy Vehicle %	0%	8%	11%	23%	10%	0%	0%	0%	0%	14%	0%	57%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,303	0	0	1,309	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	60	0	0	31	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**0**	**1538**	**0**	**0**	**1545**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**1,600**	**0**	**0**	**1,607**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 No-Build Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN			5%	85%								
Trip Distribution OUT		30%								10%		55%
Truck Trips	0	3	1	9	0	0	0	0	0	1	0	6
Trip Distribution IN			10%	30%								
Trip Distribution OUT		15%								30%		15%
Car Trips	0	11	2	6	0	0	0	0	0	22	0	11
Total Project Trips	**0**	**14**	**3**	**15**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**17**
2024 Buildout Total	**0**	**1,614**	**3**	**15**	**1,607**	**0**	**0**	**0**	**0**	**23**	**0**	**17**
2024 Build Heavy Vehicle %	0%	5%	33%	60%	2%	0%	0%	0%	0%	4%	0%	35%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Joel Cowan Parkway (SR 74) @ Site Driveway B
AM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,431	0	0	1,049	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	107	0	0	109	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**0**	**1617**	**0**	**0**	**1185**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**1,682**	**0**	**0**	**1,233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 No-Build Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							30%
Truck Trips	0	1	1	0	1	0	0	0	0	0	0	2
Trip Distribution IN		10%	30%									
Trip Distribution OUT					30%							15%
Car Trips	0	8	24	0	6	0	0	0	0	0	0	3
Total Project Trips	**0**	**9**	**25**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
2024 Buildout Total	**0**	**1,691**	**25**	**0**	**1,240**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
2024 Build Heavy Vehicle %	0%	7%	4%	0%	10%	0%	0%	0%	0%	0%	0%	40%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74) Northbound			Joel Cowan Parkway (SR 74) Southbound			Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,303	0	0	1,309	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	60	0	0	31	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**0**	**1538**	**0**	**0**	**1545**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**1,600**	**0**	**0**	**1,607**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2024 No-Build Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							30%
Truck Trips	0	1	1	0	1	0	0	0	0	0	0	3
Trip Distribution IN		10%	30%									
Trip Distribution OUT					30%							15%
Car Trips	0	2	6	0	22	0	0	0	0	0	0	11
Total Project Trips	**0**	**3**	**7**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
2024 Buildout Total	**0**	**1,603**	**7**	**0**	**1,630**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
2024 Build Heavy Vehicle %	0%	5%	14%	0%	2%	0%	0%	0%	0%	0%	0%	21%

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Jenkins Road @ Site Driveway C
AM PEAK HOUR

Description	Northbound			Site Driveway C Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	382	0	0	301	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	14	0	0	13	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**432**	**0**	**0**	**340**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**449**	**0**	**0**	**354**	**0**
2024 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Truck Trips	0	0	0	0	0	1	1	0	0	0	0	0
Trip Distribution IN							10%					20%
Trip Distribution OUT				20%		20%						
Car Trips	0	0	0	4	0	4	8	0	0	0	0	16
Total Project Trips	**0**	**0**	**0**	**4**	**0**	**5**	**9**	**0**	**0**	**0**	**0**	**16**
2024 Buildout Total	**0**	**0**	**0**	**4**	**0**	**5**	**9**	**449**	**0**	**0**	**354**	**16**
2024 Build Heavy Vehicle %	0%	0%	0%	2%	0%	20%	11%	4%	0%	0%	4%	2%

PM PEAK HOUR

Description	Northbound			Site Driveway C Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	187	0	0	285	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**221**	**0**	**0**	**336**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**230**	**0**	**0**	**350**	**0**
2024 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Truck Trips	0	0	0	0	0	1	1	0	0	0	0	0
Trip Distribution IN							10%					20%
Trip Distribution OUT				20%		20%						
Car Trips	0	0	0	15	0	15	2	0	0	0	0	4
Total Project Trips	**0**	**0**	**0**	**15**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**4**
2024 Buildout Total	**0**	**0**	**0**	**15**	**0**	**16**	**3**	**230**	**0**	**0**	**350**	**4**
2024 Build Heavy Vehicle %	0%	0%	0%	2%	0%	6%	33%	2%	0%	0%	2%	2%

APPENDIX D

Programmed Project Fact Sheets

Atlanta Region's Plan RTP (2020) PROJECT FACT SH

Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	CSNHS-0007-00(841)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	Var	**LCI**	
Planned Thru Lane	Var	**Flex**	
Network Year	2030		
Corridor Length	0.4 miles		

Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	**$50,000**	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2012	**$1,463,377**	~~$1,170,702~~	~~$292,675~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	**$852,000**	~~$681,600~~	~~$170,400~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	**$187,500**	~~$150,000~~	~~$37,500~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	**$574,966**	~~$459,973~~	~~$114,993~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2019	**$16,693,863**	~~$13,355,090~~	~~$3,338,773~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2020	**$13,666,137**	~~$10,932,910~~	~~$2,733,227~~	~~$0,000~~	~~$0,000~~
UTL	National Highway Performance Program (NHPP)		2024	**$382,347**	$305,878	$76,469	$0,000	$0,000

CST	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)		2024	**$9,102,672**	$9,102,672	$0,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2024	**$46,515,125**	$37,212,100	$9,303,025	$0,000	$0,000
				$89,487,987	**$73,410,925**	**$16,077,062**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

I-85 @ SR 74/SENOIA ROAD

Project ID:	**0007841**	Notice to Proceed Date:	
Project Manager:	Olusola T. Adekonojo	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	035	Construction Contractor:	
State House District:	064, 065	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	4/1/2019	Contact Us	

Project Description:

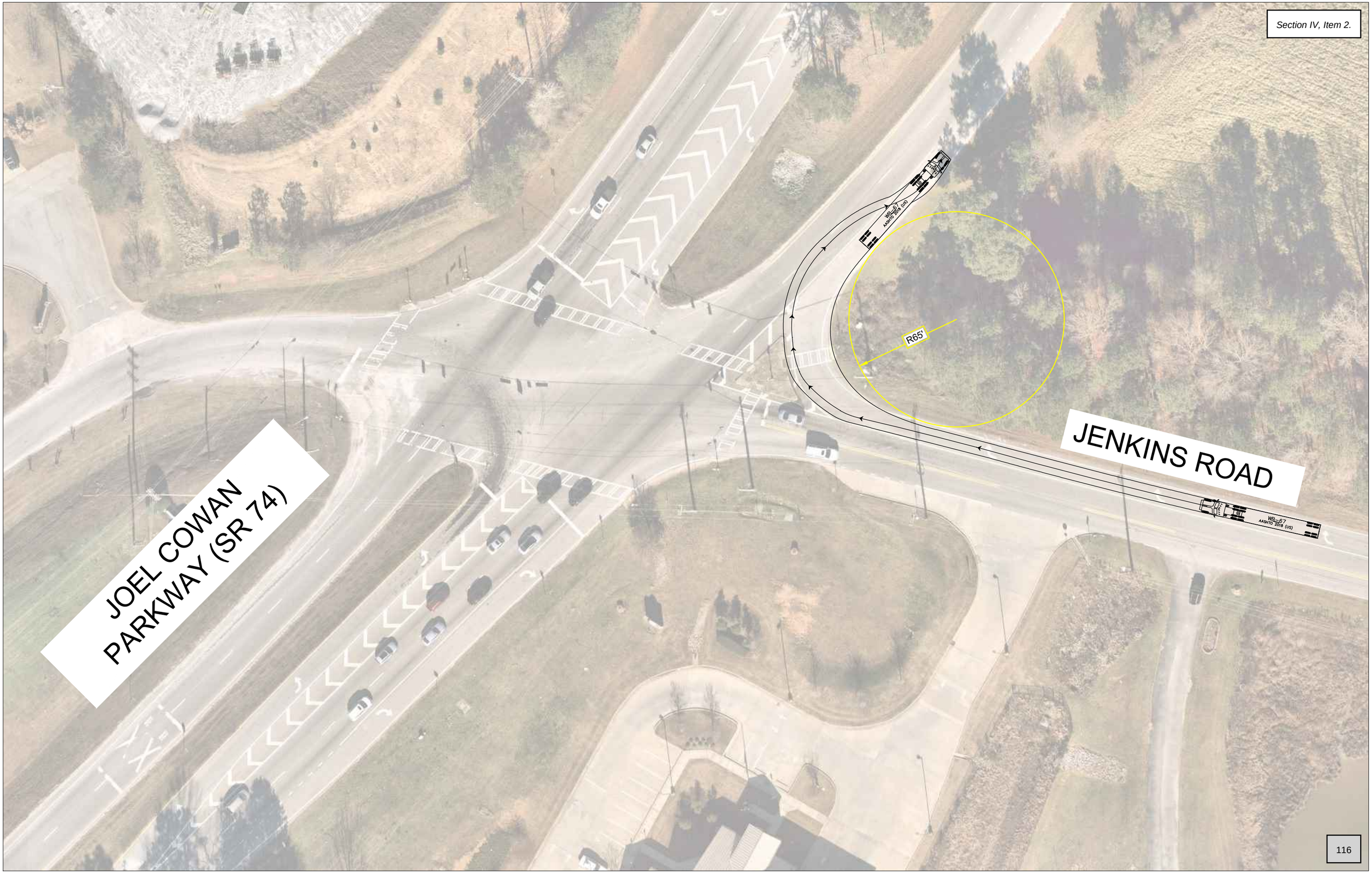
This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. Two alternatives are proposed: Diverging Diamond Interchange (DDI) and Partial cloverleaf interchange (ParClo).

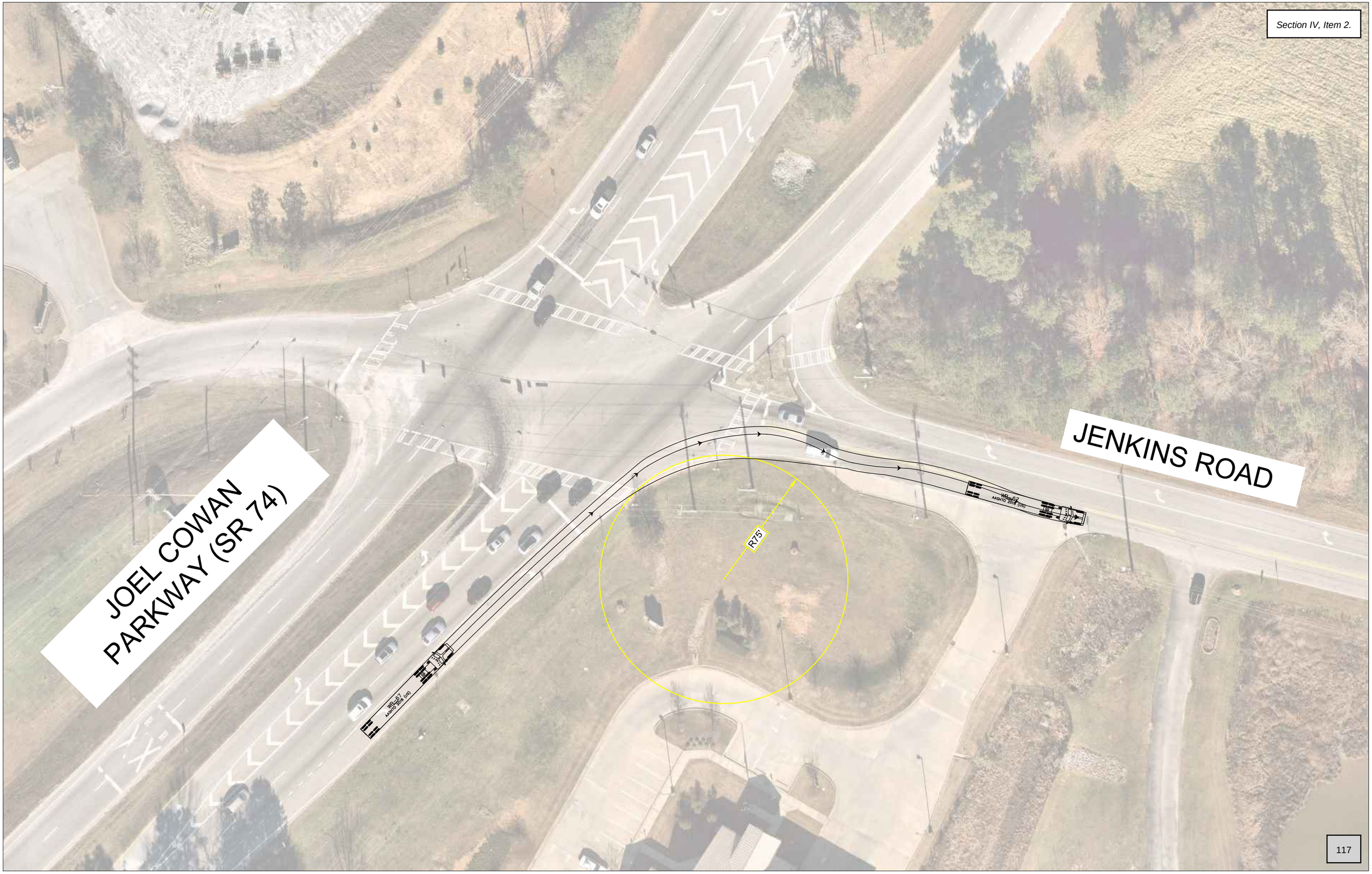
Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2011	$50,000.00	
PE (Preliminary Engineering)	2012	$1,463,376.93	4/29/2021
PE (Preliminary Engineering)	2016	$1,614,466.00	4/29/2021
ROW (Right of Way)	2019	$16,693,863.00	8/13/2018
ROW (Right of Way)	2020	$13,666,137.00	8/13/2018
UTL (Utilities)	2024	$374,850.00	10/29/2021
CST (Construction)	2024	$45,232,450.73	1/6/2022

Project Documents
Approved Concept Reports
0007841_CR_AUG2014.pdf
0007841_L&D_AUG2018.pdf
0007841_Ads_GA_Public_SEP2018.pdf
Project Outreach Archive
Handout.pdf
0007841_NEPA_PIOH Layout 2_2012.2.28.pdf
0007841_NEPA_PIOH Handout_2012.2.28.pdf
0007841_NEPA_PIOH Layout 1_2012.2.28.pdf

APPENDIX E

Full Page Truck Exhibits


JOEL COWAN
PARKWAY (SR 74)
JENKINS ROAD
R65'
WB-67
AASHTO 2018 (US)
WB-67
AASHTO 2018 (US)


JOEL COWAN PARKWAY (SR 74)
JENKINS ROAD
R75'
WB-67
AASHTO 2014 (US)
WB-67
AASHTO 2014 (US)

APPENDIX F

Intersection Control Evaluation (ICE)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

2/4/2022

GDOT PI#: N/A | Request By: GDOT District 3

County: Fayette | GDOT District: 3 - Thomaston

Major Road: SR 74 | Road Class: Principal Arterial | Speed Limit: 55 mph

Crossing Road: Site Dwy A | Road Class: Local | Speed Limit: < 35 mph

Major Rd Direction: North/South | Area Type: Rural

Intersection Control: New Intersection or Other | Project ID: 14430000

Prepared By: KHA | Date: 5/26/2022

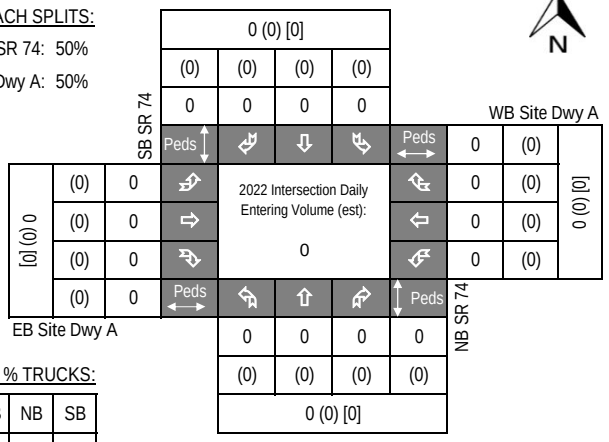
Project Purpose: To determine best intersection control type for proposed development driveway.

Existing Data Year:	2022
Project Opening Year:	2024
Project Design Year:	2044
Annual Growth Rate:	2.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2022 EXISTING YEAR VOLUMES

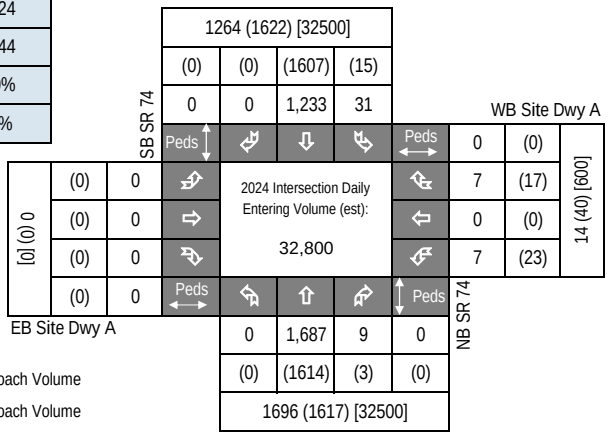
APPROACH SPLITS:
SR 74: 50%
Site Dwy A: 50%



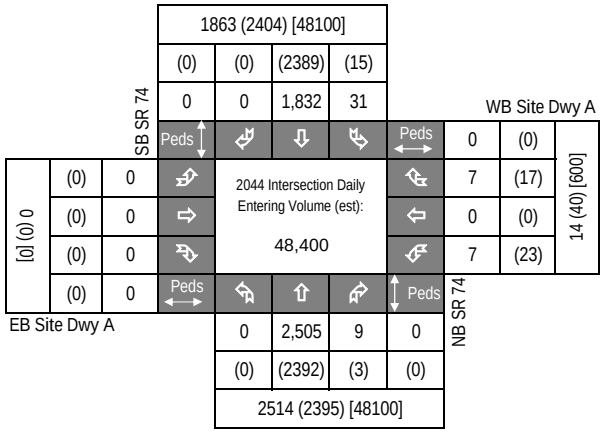
PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	0%	0%

2024 OPENING YEAR VOLUMES



2044 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksh[illegible]g with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone docume[illegible]

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

GDOT PI #	N/A
Project Location:	SR 74 @ Site Dwy A
Existing Control:	New Intersection or Other
Prepared by:	KHA
Date:	5/26/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	No	Yes	Yes	Yes	Consider for Stage 2 Analysis
	Conventional (All-Way Stop)	No	Yes	No	No	No	No	No	AWS not viable due to speeds and volumes on mainline
	Mini Roundabout	No	No	No	No	No	No	No	Control not appropriate for high-speed roadway
	Single Lane Roundabout	No	Yes	No	Yes	No	No	No	Sidestreet less than 10% of overall intersection volume
	Multilane Roundabout	Yes	Yes	No	Yes	No	No	No	Sidestreet less than 10% of overall intersection volume
	RCUT (stop control)	Yes	Yes	No	Yes	Yes	Yes	Yes	Consider for Stage 2 Analysis
	RIRO w/down stream U-Turn	Yes	Yes	No	Yes	Yes	Yes	Yes	Consider for Stage 2 Analysis
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Purpose to align with existing median across street
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not a grade separated interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not a grade separated interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	Yes	No	Yes	No	Yes	No	No	Intersection does not meet signal warrants.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	RCUT (signalized)	Yes	No	Yes	No	Yes	No	No	Intersection does not meet signal warrants.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Continuous Green-T	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Jughandle	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Quadrant Roadway	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Diverging Diamond	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Single Point Interchange	No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.21 | Revised 2/4/2022

Project Location: SR 74 @ Site Dwy A
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

District: 3 - Thomaston
County: Fayette
Area: Rural

GDOT PI #: N/A
Prepared by: KHA
Date: 5/26/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2024 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00
2044 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2044 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Complete Streets Warrants Met?
- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Crash Type: Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Additional description here*	*Additional description here*		
Construction Cost	$200,000	$597,000	$479,000		
ROW Cost	$0	$381,000	$381,000		
Environmental Cost	$0	$0	$0		
Reimbursable Utility Cost	$0	$8,000	$7,000		
Design & Contingency Cost	$0	$154,000	$124,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	$200,000	$1,140,000	$991,000		
Traffic Operations:	*User Cost Override*				
Traffic Analysis Software Used	Synchro	Synchro	Synchro		
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr		
2044 Design Yr Build Intersection Delay	130.8 sec / 215.8 sec	110.0 sec / 122.9 sec	109.0 sec / 122.9 sec		
2044 Design Yr Build Intersection V/C	0.35 / 0.85	0.19 / 0.36	0.19 / 0.36		
Safety Analysis:					
Predefined CRF: PDO	0%	0%	0%		
Predefined CRF: Fatal/Inj	0%	0%	0%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		
Final ICE Stage 2 Score:	**5.5**	**4.8**	**5.3**		
Rank of Control Type Alternatives:	**1**	**3**	**2**		
Final Intersection Control Selection:	**1 - Conventional (Minor Stop)**				

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): Synchro 11 used for analysis. RCUT/RIRO delay and v/c includes weighted average of westbound movement and corresponding displaced u-turn and travel time (worst approach). Conventional minor stop with turn l delay and v/c represents worst approach (westbound left). Cost override tool used to include cost of conventional driveway.

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.21 | Revised 2/4/2022

Project Information

Location: SR 74 @ Site Dwy A
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project
County: Fayette
GDOT District: 3 - Thomaston
Area Type: Rural
Project#: N/A
Date: 5/26/2022
Preparer: KHA

Table 1: Existing Conditions

	NB SR 74			SB SR 74			EB Site Dwy A			WB Site Dwy A		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	1	2	0	1	2	0	0	0	0	0	0	0
Lane Widths*	12'	12'	0'	12'	12'	0'	0'	0'	0'	0'	0'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	0'						0'					

Table 2: Proposed Conditions

	Conventional (Minor Stop)	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Level
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Cost Multipliers

Grading Complete:	15%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	180
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$183,413
ROW Multiplier:	1.4

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Conventional (Minor Stop) Quantity	Conventional (Minor Stop) Cost	RCUT (stop control) Quantity	RCUT (stop control) Cost	RIRO w/down stream U-Turn Quantity	RIRO w/down stream U-Turn Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	0	$0	29,358	$278,012	22,158	$209,831	#N/A	#N/A		
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0	0	$0	#N/A	#N/A		
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	0	$0	0	$0	0	$0	#N/A	#N/A		
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	3,720	$10,568	3,720	$10,568	#N/A	#N/A		
Concrete Island (sqyd)	n/a	$75.49/syd	0	$0	500	$37,745	250	$18,873	#N/A	#N/A		
Median Landscaping	$100K/LM	$1.89/LF	0	$0	5,580	$10,568	5,580	$10,568	#N/A	#N/A		
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0	0	$0	#N/A	#N/A		
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	0	$0	1,860	$63,409	1,860	$63,409	#N/A	#N/A		
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	0	$0	0	$0	0	$0	#N/A	#N/A		
Signing & Marking	$0	$22.73/LF	0	$0	1,860	$42,278	1,860	$42,278	#N/A	#N/A		
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0	0	$0	#N/A	#N/A		
New Traffic Signal (Mast Arms)	674-1000	$182,575	0	$0	0	$0	0	$0	#N/A	#N/A		
Lighting (per pole)	n/a	$4,700 ea	0	$0	0	$0	0	$0	#N/A	#N/A		
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0	0	$0	#N/A	#N/A		
6' Sidewalk (LF)	n/a	$41.95/LF	0	$0	0	$0	0	$0	#N/A	#N/A		
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0	0	$0	#N/A	#N/A		
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0	0	$0	#N/A	#N/A		
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0	0	$0	#N/A	#N/A		
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0	0	$0	#N/A	#N/A		
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0	0	$0	#N/A	#N/A		
Grading Complete - 15%	n/a	n/a		$0		$66,387		$53,329		#N/A		
Traffic Control - 20%	n/a	n/a		$0		$88,516		$71,105		#N/A		
Reimbursable Utility	n/a	n/a		$0		$8,852		$7,111		#N/A		
Preliminary Engineering - 15%	n/a	n/a		$0		$66,387		$53,329		#N/A		
Contigency - 20%	n/a	n/a		$0		$88,516		$71,105		#N/A		
ROW Cost/Acre: Mixed (Average)	n/a	$183,413ac		$0		$272,846		$272,846		#N/A		
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0		$0		#N/A		
ROW Multiplier - 1.4	n/a	n/a		$0		$109,138		$109,138		#N/A		
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0		$0		#N/A		
Grand Total Costs				$0		$1,143,000		$993,000		#N/A		

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Conventional (Minor Stop)	N/A	F.D. Asphalt	0.00	0.0	0	0.0	110	0.0	50	0.0
RCUT (stop control)	Loons/Leftovers Only	F.D. Asphalt	1.49	0.0	29,358	0.0	1,360	0.0	500	0.0
RIRO w/down stream U-Turn	Loons/Leftovers Only	F.D. Asphalt	1.49	0.0	22,158	0.0	1,360	0.0	500	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Town of Tyrone
Planning Commission Meeting Minutes
February 24th, 2022
7:00 PM

Present:

Chairman, David Nebergall
Commission Member, Jeff Duncan
Commission Member, Carl Schouw
Commission Member, Scott Bousquet

Town Attorney, Patrick Stough
Town Planner, Phillip Trocquet

Call to Order:

Chairman Nebergall called the meeting to order at 7:00 pm. The meeting was also available via YouTube Live.

Approval of Agenda:

Commissioner Schouw made a motion to approve the agenda.
Commissioner Bousquet seconded the motion. Motion was approved 4-0.

Approval of Minutes:

1. Commissioner Schouw made a motion to approve the minutes from January 27th, 2022.
Commissioner Duncan seconded the motion. Motion carried 4-0.

Public Hearings:

2. Consideration to hear a revision of a development plan as part of the Light Industrial (M1) Planned Industrial Park (PIP) overlay of parcel 0726-068 from applicant East Group Properties LP on behalf of the owner, Hobgood Family, LP. **Phillip Trocquet, Town Planner**

Mr. Trocquet stated that the applicant East Group Properties, L.P. had submitted a petition on behalf of the property owner, Hobgood Family, L.P. for a revision of development plan rezoning petition for parcel 0725-014. This parcel was rezoned from O-I to M-1 (Light Industrial) PIP (Planned Industrial Park) with a specific development plan for movie media production studios and ancillary businesses a few years ago. This property was also associated with DRI 2830 which reviewed both the studio development plan and mixed use development plan for the 43 acre tract to the north. The applicant's expressed intent with the current rezoning application was to revise the approved development plan for studios to a development plan for multi-flex light industrial buildings within a planned technology/business park environment. He said that the proposed

development also showed the inclusion of a multi-use path to be constructed along the rear property line for further connectivity to northern subdivisions and that the proposed development plan reflected 5 such buildings ranging from 102,600 s.f. to 178,200 s.f. A traffic study, rough architectural examples, and visual line of site rendering was also included with this development plan.

He put the concept rendering up on the screen. He noted that the original plan had proposed about 400,000 s.f., and this development proposal jumped up to about 700,000 s.f.

Mr. Trocquet stated that this petition was generally consistent with the Town's Comprehensive Plan and Future Development strategy. He said that the property was within the Community Gateway Character area which promoted the development of future medical, entertainment, and other emerging high-tech industries as well as business headquarters through high-quality architectural and landscaping standards that would protect the scenic nature of the SR-74 corridor. He said that the proposed development plan focused on incorporating such landscaping, berming, and screening elements listed in the comprehensive plan and highlighted high-quality architectural standards. The lower traffic count of this development compared with previous approvals reflected a lower-intensity transportation impact with fewer access points on SR-74. A cart path constructed to Town Standards had also been reflected in the development plan furthering the goals of the Town's multi-use connectivity goals in the Comprehensive Plan.

He said that staff determined this development plan revision to be generally consistent with the Town's Comp Plan & ordinance. If Planning Commission chooses to recommend approval, staff recommended the following conditions be considered:

1. Architectural and landscaping requirements listed in the development plan meet that of Sec. 113-191 (Quality Growth Development District Special Requirements) - specifically finish construction and perimeter berming requirements.
2. Confirmation from ARC be obtained that no Development of Regional Impact (DRI) review will be required before Council.
    - Mr. Trocquet noted that the previous plan triggered a DRI review due to the size and scope of the development. He noted that even though the new proposal with have a lighter traffic impact, due to the increase in square footage, an updated DRI might be needed.
3. Confirmation from Fayette County Board of Education that potential school conflicts have been addressed before Council.
4. Confirmation from GDOT that access along SR-74 can be granted similarly to the previous approved plan.
5. Confirmation of estimated sewerage usage and connectivity point.

Mr. Trocquet then read the impact assessment.

1. *Will Zoning permit suitable uses with surrounding properties?*

The proposed development plan suggests appropriate uses for SR-74 and the Community Gateway Character area and surrounding properties if appropriately screened, buffered, and constructed to the architectural guidelines listed in the ordinance.

2. *Will Zoning adversely affect adjacent properties?*

   The proposed development plan has the potential to adversely affect adjacent properties from a traffic perspective, although a traffic study reflecting a lower impact from the previously approved zoning has been submitted. Comment from the Fayette County Board of Education has not yet been acquired at the writing of this staff report; however, a lower traffic impact than what was previously approved is an improved condition for the FCBOE.

3. *Does the property have reasonable economic use as currently zoned?*

   Yes, the property has reasonable economic use under the current development plan.

4. *Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?*

   Given the traffic capacity of SR-74 and Jenkins Rd as well as the Town's sewer capacity, it is staff's opinion that the proposed use would not be excessively burdensome on preexisting infrastructure.

Chairman Nebergall opened the floor for those in favor of the petition.

Mr. Rick Lindsey approached the podium. He noted that the land in question was owned by the Hobgood family and that Ed Wyatt was also present to represent them. He said they had met with the Fayette County School Superintendent and his management team. He said that they were supportive of the proposal and had no objections to it. The only comment they had was in regard to one of the entrances on Jenkins Road, which was across from one of the high schools. He wanted it noted that they were there for a revision to the current development plan and in his opinion was not there for a rezoning. He said that either way, they were still zoned M-1 Light Industrial. He said they were asking the Town of modify the current plan since the land had sat vacant for almost 5 years.

Mr. Lindsey made it clear that they were not proposing a distribution center or a warehouse. He stated that EastGroup would own the business park. Because it would be owner operated, Mr. Lindsey said that they would take great care in the businesses that they partner with. He said that the buildings were designed to be subdivided, not for one single tenant, and that the average tenant occupied about 30,000 square feet. He continued that the proposal fully met the Town's Comprehensive plan and was located in the Community Gateway District. He said they were absolutely going to comply with the heightened architectural and landscaping guidelines for the area. They were planning on one entry along HWY 74 and one along Jenkins Road. He also said that a recent traffic study found that the traffic impact for this development to be lower than what was already approved and in place. He noted that instead of semi-trucks, it would most likely be a mix of panel trucks, box trucks, etc. He reemphasized that they were not asking for a distribution

center, but a nice, quality business center in Tyrone. He said that the jobs generated will be good, high paying jobs, and probably even better that what would have been under the current plan.

He then pointed out the aesthetics of other buildings that his client has already built in other communities. He pointed out the glass and high quality exterior. He then showed examples of the interior aesthetics and showed photos taken from actual tenants from the other buildings.

He reiterated that he believed that his client would fit and fulfill all of the guidelines and desires of the Town's ordinances. He also pointed out the increase in taxes that the Town would receive. He said that according to his estimates, it would produce 7 million in taxes over the next 10 years.

Mr. Lindsey then stepped down from the podium.

Mr. John Coleman then approached the podium. He said that EastGroup is a REIT (Real Estate Investment Trust) on the NYSE with ownership primarily in the Sunbelt states. He said that he himself in located in Atlanta, so if there were ever any issues, he would be happy to come down and discuss. He emphasized that they look for high quality locations as well. He noted that they would have also high signage restrictions for their tenants.

He said that the elevations will be extensive glass from the entry and that quality was a top focus. He said that they will target local companies and some of the focus would be on biotech and aviation and homeowners. He said that traffic generation would be lower than the movie studios and even lower than the previous O/I zoning. He then left the podium.

Mr. Ed Wyatt approached the podium. He said he had been the president of the Hobgood Family Partnership for 25 years. He noted that the family also owns the 43 acres north of the property in questions as well. The Hobgood family had been on the property for 6 generations and all that the family wanted now was nationally renowned high quality business park developer. He said that this development would be the life of the community. He then stepped down from the podium.

Chairman Nebergall closed the public hearing for those in favor and opened the hearing for those in opposition.

Mr. Marcelino Laconte of Rivercrest Subdivision approached the platform. He wanted clarification on the project since he frequently drives in the area with his children. He wanted to know how they could guarantee that the businesses displayed in the presentation would be the types of businesses that would actually frequent the park. He was worried about the traffic that had occurred with the Amazon distribution centers in nearby towns. He also wanted to make sure that the fire station would be able to handle the load of a business park at this time. He then stepped down from the podium.

Mr. Gary Swint approached the podium. He said he usually works nights and that he loved the family friendly feel of Tyrone, and that he believed this business park would change that picture. He said he loves seeing people at the park and did not want anything to change the small-town feel. He then stepped down from the podium.

No one else spoke in opposition. Chairman Nebergall then closed the public hearing.

Mr. Rick Lindsey approached the podium again. He reiterated that the entire site plan process was to approve the design and idea of the building so that it would have to meet the specifications presented. He also noted that Tyrone had strong ordinances, making it difficult to deviate from any approved plan. He reiterated the types of vehicles and traffic that would be expected from the development. He pointed out that this development was along HWY 74, which was a more commercial area to begin with.

Chairman Nebergall asked Mr. Lindsey about the school and church traffic and the impact that the development could have.

He said that the Superintendent was not concerned about the traffic impacts on the schools and was overall very supportive of the project. He noted that no meeting had been yet set with the church, but that he would like to believe that since the operating times are so different, that it would not impact the church much at all in terms of traffic. He reiterated that they wanted to come in and be an asset to the community and did not want to shove this project down anyone's throat.

Mr. Trocquet pointed out that only the development plan and concept plan were being approved at this time. When it came time for construction, a set of fully engineered plans would be coming back before planning commission. He reiterated again that a site plan would be coming back for approval.

Commissioner Duncan asked about the DOT and HWY 74. Mr. Trocquet said that the original plan did have a curb cut off of HWY 74 and that the rear one off of Jenkins ran along the road. He said that this plan would still have the cart path crossing.

Mr. Lindsey said that they wanted to further discuss and look at that area, and that the school board did not say that they for sure that they wanted the curb cut or cart path moved. They did not think that it would be a problem, but noted that the placement warranted further discussion.

Mr. Trocquet added that the school board would be added to the Technical Review Committee given the property's proximity to the school. He added that any curb cut on HWY 74 would have to be approved by GDOT and that would be gotten during site plan approval.

Mr. Lindsey then stepped down from the podium and Mr. Coleman approached the podium.

Mr. Coleman added that they were sure to maintain the previously approved curb cut and that this proposal had a greater differential of peak hours than the current plan. He stated that they hired the same traffic company, Kim Horn, that originally did it for the last rezoning petition.

Commissioner Bousquet asked how many employees they were expecting to have. He responded that it could vary based on the business use, but they normally say about 1 employee per 1,000 square feet. He then pulled out a photo of what an Amazon warehouse looks like and

pointed out the differences between the two. He made sure to note that their proposed project will be nothing like an Amazon warehouse.

Commissioner Schouw asked if the applicant does any business with Amazon in their other properties.

Mr. Coleman approached the podium. He said that they do not have Amazon as a big client. He then stepped down from the podium.

Chairman Nebergall asked if the Town had an ordinance about a max size of 30,000 square feet for a building of this size.

Mr. Trocquet stated that the ordinance referenced was pertaining to C-1 and C-2 zoning, not to M-1. He stated there was not a limit for a M-1, but the ordinance did prohibit warehousing or distribution facilities. He also noted that there was no exterior storage proposed as part of the development plan, which would be consistent with the overlay district, and that also limited certain higher intensity units. He pointed out that this particular rezoning was different because its zoning was attached to the development plan, which was different than just a regular M-1 zoning. This particular development plan did not include restricted uses, but it was something that the applicant could chose to do, though it was not a requirement.

Mr. Trocquet said that there were some conditions that were proposed. He also wanted to point out that a council meeting had not yet been advertised for this rezoning. The applicant had chosen to do one at a time in order to have time to address any comments.

The conditions were to confirm with ARC (Atlanta Regional Commission) that a DRI was not required, confirmation from the FCBOE (Fayette County Board of Education) that there were no major school conflicts, and then confirmation from GDOT (Georgia Department of Transportation) regarding configuration of access.

Mr. Rick Lindsey asked if a written note from the superintendent would suffice or if it had to be from the FCBOE itself. Mr. Trocquet stated that either should be fine.

Chairman Nebergall asked for a motion. Commissioner Duncan made a motion to approve the rezoning with the earlier stated conditions. Motion passed, 3-0.

New Business:

3. Consideration to approve a revised final plat for 129 and 163 Palmetto Road from applicant Douglas E. Pollard. ***Phillip Trocquet, Town Planner***

Mr. Trocquet stated that applicant Douglas Pollard was seeking to re-plat parcels 0738-053 and 0738-161 (163 & 129 Palmetto Road). Mr. Pollard's expressed intent was to finalize original plans made in August of last year to parcel off a one-acre tract of 163 Palmetto Road with the remaining acreage being combined with 129 Palmetto Road. Given the non-conforming

accessory structures located on the property, Mr. Pollard would need to request conditional approval of the plat contingent upon receiving a setback variance allowing the accessory structures upon the new lot as variances are invalidated when properties are altered.

Mr. Trocquet said it was staff's determination that approval of the proposed plat should be conditioned upon all TRC comments being resolved and upon a variance being granted to the new lot for structures to be located within the setback.

The proposed lot configuration was consistent with the Future Development Map. This plat petition was not consistent with the Town's zoning ordinance as the existing accessory structures would transfer from legal nonconforming (granted with a variance in September 2021) to illegal in violation of R-12 setback standards if the plat were approved with no conditions. A variance would be required to bring this petition into conformity with the zoning ordinance.

Mr. Trocquet said that the original variance was granted as part of a rezoning to the property. The applicant desired to rezone the piece of land at 163 Palmetto Road so that he could combine the two properties, for two properties of different zonings cannot be combined. Mr. Trocquet said that the rezoning was approved contingent upon getting a variance for the structures. When the lots are combined, the variance will not carry over to the new property, hence the reason that he would need to apply for a new one with a similar setback request to the original. He noted that the variance was not what was up for approval, just the plat.

Chairman Nebergall asked if the approval of this variance would be applicable to other parts of town. Mr. Trocquet said that he was not aware of another similar situation, but that approving one did set a precedent. Mr. Davenport said that variances were designed to allow extraordinary relief, not to set a precedent. He said that each variance application should be considered on its own merits, and that this decision would not necessarily set a precedent.

Commissioner Bousquet asked if the zoning would remain R-12. Mr. Trocquet stated that it would.

Chairman Nebergall asked for a motion. Commissioner Schouw made a motion to approve the plat with the condition that a setback variance be granted to approved to bring the accessory structures into compliance with Town ordinances. Commissioner Bousquet seconded. Motion passed, 3-0, with Commissioner Duncan in dissent.

4. Consideration to approve a Landscape Plan for 1415 Senoia Road from applicant Brian Selleck. ***Phillip Trocquet, Town Planner***

Mr. Trocquet said that Mr. Selleck already owned property along Senoia Road and was building another building directly next door. He noted that he already had an issued building permit and completed engineer plan and just needed to finish things off with an approved landscape plan. Mr. Trocquet said that environmental specialist Devon had done a thorough review of the plan and that it met all tree protection ordinances and landscaping ordinances. Mr. Trocquet stated that staff recommended approval with one revision. He said that since the applicant owns both

buildings, the applicant wanted to be able to access both rear lots and was asking for the landscaping plan be approved with the condition that the hedges be shifted a little to the north and for the hedges that could not be replaced, that he be able to donate to the tree bank. He said that he would move the wax myrtles north. For any trees that were removed and not replaced, he would donate to the tree bank. He also noted that he advised the applicant on what to do should he ever sell one of the lots.

Chairman Nebergall asked for a motion. Commissioner Duncan made a motion for approval with stated revisions. Motion approved 3-0.

Staff Comments

Mr. Trocquet said that the online survey was out for the Comprehensive plan. Signage was out as well. He said they were leaning very heavily on citizen input. He said the focus was going to be town-wide, with a concentration towards the north 74 corridor.

Commission Comments

Commissioner Bousquet asked about the mixed use of a property along HWY 74. Mr. Trocquet stated that the mixed use was approved with a specific development plan, which consisted of a mix of residential and commercial, with some limitations on the residential aspect. He said that some have wanted to revise that development plan to be high density residential, but that type of proposal was not consistent with the Town's future land use plan. Commissioner Duncan clarified that the property in question would front HWY 74 and Sandy Creek Road. Mr. Trocquet stated that a curb cut would be required so that traffic could flow from one section of that property to the adjacent property as well.

He then pulled up a map and showed where the multi-use trail would go for Tyrone Road. It would connect Farr Road and Julie Road. Chairman Nebergall asked about the possibility of creating a bridge over HWY 74 for residents at the north end of town. Mr. Trocquet noted that those neighborhoods were located more than two miles from existing path networks, making connectivity a challenge. He said that GDOT had explicitly stated that they did not want a cart path in their right-of-way, making a path down Hwy 74 impossible. Mr. Trocquet said that part of the development plan for the mixed-use property would be to have a multi-use path to help connect those neighborhoods to the rest of the Town. He then said that the Town's main priority was to connect its residents to the Carriage Oaks/Publix area and to downtown.

Adjournment

Meeting ended at 8:19PM.

Chairman David Nebergall

Phillip Trocquet, Town Planner