

APPLICATION NO.	PLANNING COMMISSION DATE	TOWN COUNCIL DATE
RZ-2024-001 thru 2024-005	02/22/2024	03/28/2024

STAFF REPORT

REZONING & ANNEXATION

ADDRESS	APPLICANT	PARCEL NO.	EX. ZONING	PROPOSED ZONING	FUTURE LAND USE	ACREAGE	SURROUNDING ZONING	SITE IMPROVEMENTS
2044 SR-74	FC Development Authority	0904-008	AR (Unincorporated)	BTP (Incorporated)	Community Gateway	70 ac.	North: AR(Fairburn) South: O-I & M-I East: AR (Unincorporated) West: AR (Unincorporated), C-2, O-I, & CR-2	10,406 s.f. Church @ 1960 SR-74 Property
2008 SR-74	FC Development Authority	0725-005	M1 & O-I	BTP	Community Gateway	37.60 ac.		
1980 SR-74	FC Development Authority	0725-035	M-1	BTP	Community Gateway	5 ac.		
1960 SR-74	FC Development Authority	0725-036	O-I	BTP	Community Gateway	5ac.		RC Plane Airstrip @ 2044 SR-74 Property
1940 SR-74	FC Development Authority	0725-027	AR (Unincorporated)	BTP (Incorporated)	Community Gateway	27.48 ac.		

SUMMARY & HISTORY

The Fayette County Development Authority proposes the annexation of properties at 2044 SR-74 and 1940 SR-74, and the rezoning of 2008, 1980, and 1960 SR-74 to BTP (Business Technology Park), planning two 252,300 s.f. data processing centers.

This rezoning and development proposal triggers a Development of Regional Impact (DRI) review by the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA), with documentation showing 500 ADT and peak hour trips of 60 in the morning and 50 in the evening, allowing for an expedited review.

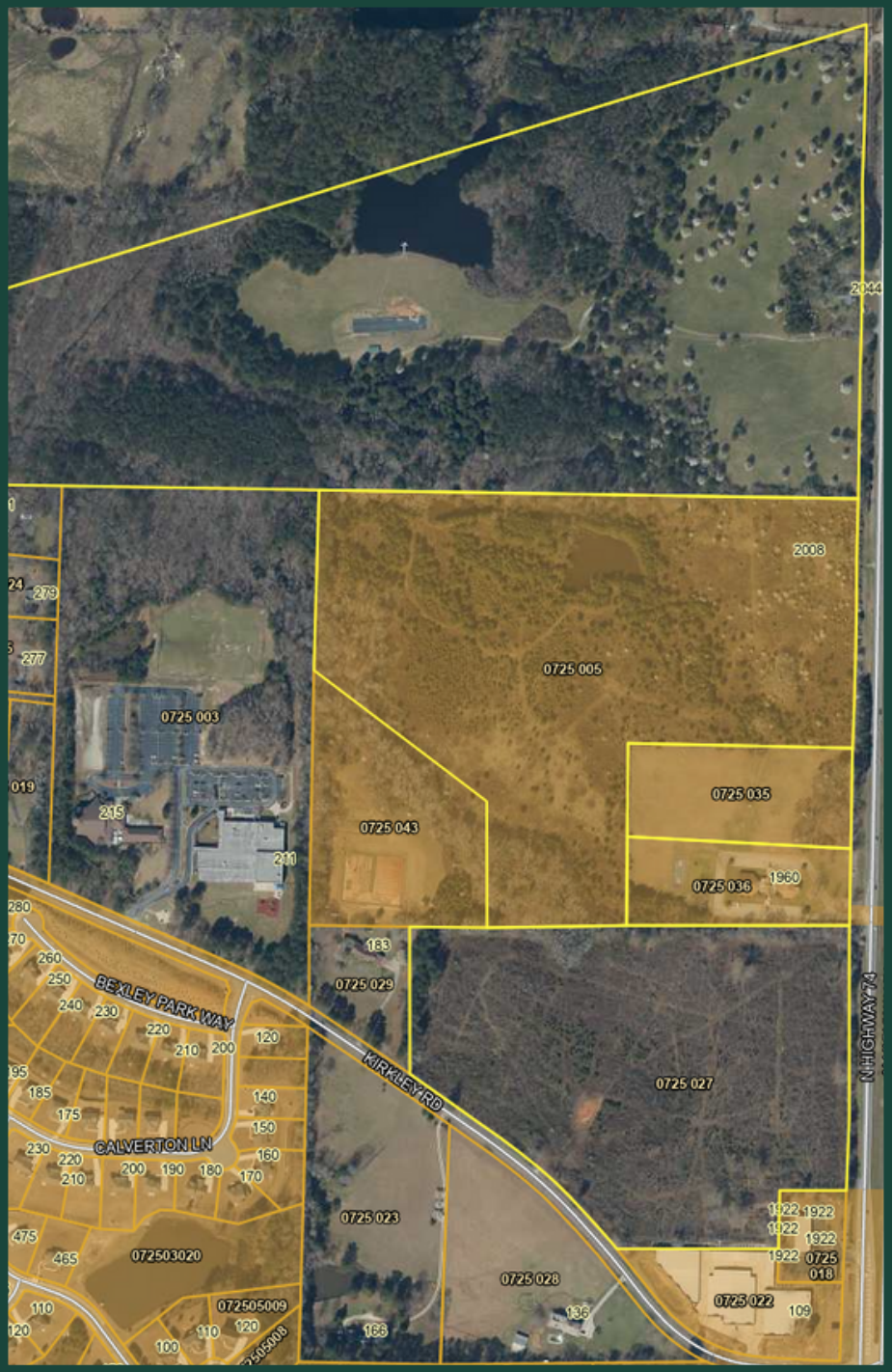
Staff recommends approval of the annexations and Rezoning with the following conditions: **1)** The project incorporate any major DRI recommendations. **2)** All properties be re-platted to be combined within 180 days of council approval. **Planning Commission unanimously recommended approval for these items.**

COMPREHENSIVE PLAN & FUTURE DEVELOPMENT MAP COMPATABILITY

This petition **aligns with both the Town’s Comprehensive Plan and the zoning ordinance. Community Gateway** is the designated Future Development Character area for the property which encourages BTP zoning with developments that shall *“be identified by the development community as high-value properties that can contribute to the Town’s local economy. . . consistent with the Fayette County Development Authority’s standards.”* Aimed at enhancing economic investment and local economy growth, the future development strategy **supports limiting access points along SR-74 to improve traffic flow and encouraging economic investment that grows the local economy and reinforces the local commercial tax digest.** The proposed development **conserves a significant portion of the land**, with an internal connection from Thompson Road to Kirkley Road, adhering to conservation and traffic management objectives. Additionally, it meets zoning requirements regarding building size, setbacks, and buffers. **Future site plan, landscape plan, and architectural submission shall conform to the Quality Growth Overlay requirements.** This petition also matches Fayette County’s Comp Plan and Future Land Use strategy.

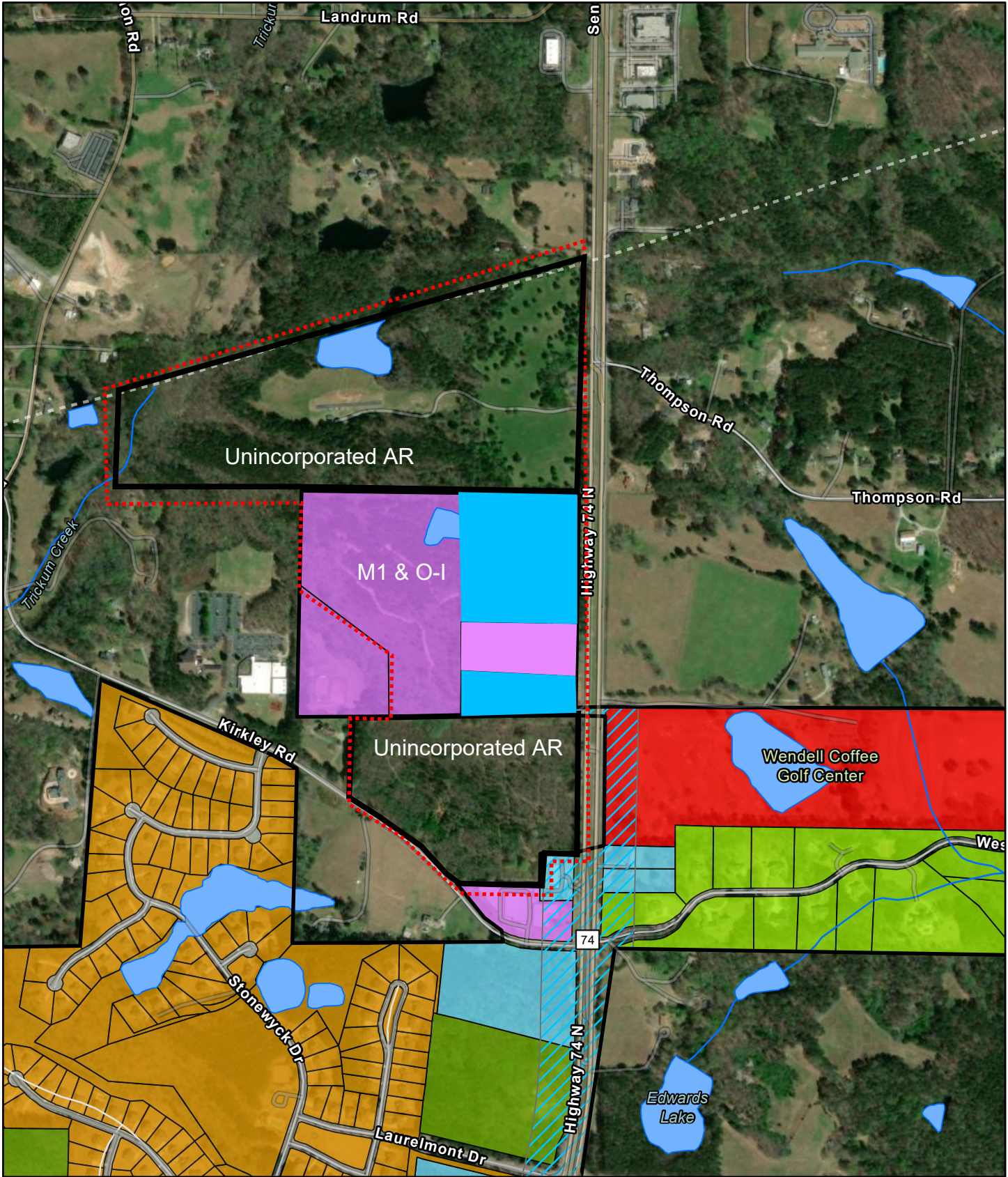
ORDINANCE COMPATABILITY & IMPACT ASSESSMENT

1. **Will the zoning permit suitable uses with surrounding properties?** The development plan is appropriate for SR-74 and the Community Gateway area, requiring proper screening, buffering, and adherence to architectural guidelines.
2. **Will zoning adversely affect adjacent properties?** It is determined that the proposed zoning aligns with that of surrounding properties and will not negatively impact them, given the implementation of adequate screening, buffering, and architectural standards from the BTP and Quality Growth Overlay districts.
3. **Does the property have reasonable economic use as currently zoned?** Staff concludes that, under the current zoning and considering Future Land Use designations, the properties lack reasonable economic use.
4. **Would the proposed zoning overburden existing infrastructure?** While the zoning could affect infrastructure, the town’s traffic management requirements and planning processes are designed to mitigate such impacts. The development is expected to have lower traffic impacts than anticipated and will be supported by existing utilities.





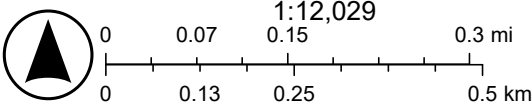
Town of Tyrone Zoning Map



2/16/2024

- Tyrone Online Zoning Map_WFL1 - Tyrone Boundary
- Tyrone Online Zoning Map_WFL1 - Ponds and Lakes
- Tyrone Online Zoning Map_WFL1 - Rivers and Streams
- Tyrone Online Zoning Map_WFL1 - Highway 74 Overlay District
- Tyrone Online Zoning Map_WFL1 - Roads
- Tyrone Online Zoning Map_WFL1 - Zoning Districts
 - A-R
 - CR-2
 - DR

- C-2
- M-1
- O-I
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations
- 2.4m Resolution Metadata



Esri Community Maps Contributors, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, City of Newnan GIS, Maxar



DRAFT NOTICE OF DECISION

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

To: Town of Tyrone
(via electronic mail and certified mail) Fayette County Development Authority

From: Jannine Miller, GRTA Executive Director

Copy: Brittany Williams, GRTA/SRTA
(via electronic mail) Donald Shockey, ARC
Reginald James, ARC
Niki Vanderslice, Fayette County Development Authority
Katie Pace Quattlebaum, Fayette County Development Authority
Deborah Bell, Fayette County
Chris Stanley, Fayette County
Mike Pollard, Fayette County
Daniel Trevorrow, GDOT
Philip Troquet, Town of Tyrone

David Rast, City of Fayetteville Chancellor
Felton, City of Fairburn Denise Brookins,
City of Fairburn Lester Thompson, City of
Fairburn Christopher Campbell, City of
Fairburn Robin Cailloux, Peachtree City
John Walker, Kimley-Horn
Harrison Forder, Kimley-Horn
Alden Gordon, Kimley-Horn
Brad Sanderson, Thomas & Hutton
Jessica Hill, Troutman Pepper
Chirag Date, Modern Mobility Partners

Date: March 15, 2024

**Draft Notice of Decision for
Request for Expedited Review of
DRI # 4094 Project Rita**

The purpose of this notice is to inform Fayette County Development Authority (the Applicant) and Town of Tyrone (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) 4094 Project Rita (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 February 12, 2024. The review package includes: the site development plan (Site Plan) dated February 19th, 2024 titled DRI Site Plan Project Rita prepared by Thompson & Hutton, the Limited Trip Generation Memo dated February 2024 prepared by Kimley Horn received by GRTA on February 20th, 2024, and the DCA Initial and Additional forms filed on October 27th, 2023 and February 28th, 2024.

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*.

Jannine Miller
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the Town of Tyrone to consider a reduction in minimum parking requirements.

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

Driveway A and Thompson Road

- Driveway A shall be stop-controlled with an inbound right turn lane, or as approved by GDOT.
- Driveway A shall align with Thompson Road, or as approved by GDOT.
- Driveway A and Thompson Road alignment shall consider an RCUT intersection and coordinate with GDOT to determine the type of intersection study needed for this intersection.
- Coordinate with GDOT to perform an Intersection Control evaluation for all new project driveways.

Driveway B along Kirkley Road

- Driveway B shall be stop-controlled with an inbound right turn lane.

Temporary Construction Driveways

- Construction entrances should be coordinated with the Town of Tyrone, the Georgia Department of Transportation (GDOT), and Fayette County Public Works.
- A second construction entrance should be considered along SR 74 with GDOT Approval. All entrances created for construction purposes and are not Driveway A and Driveway B shall be temporary to include an expiration date.
- There are no further conditions for this project.

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:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the Town of Tyrone to consider a reduction in minimum parking requirements.

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

Driveway A and Thompson Road

- Driveway A shall be stop-controlled with an inbound right turn lane, or as approved by GDOT.
- Driveway A shall align with Thompson Road, or as approved by GDOT.
- Driveway A and Thompson Road alignment shall consider an RCUT intersection and coordinate with GDOT to determine the type of intersection study needed for this intersection.
- Coordinate with GDOT to perform an Intersection Control evaluation for all new project driveways.

Driveway B along Kirkley Road

- Driveway B shall be stop-controlled with an inbound right turn lane.

Temporary Construction Driveways

- Construction entrances should be coordinated with the Town of Tyrone, the Georgia Department of Transportation, and Fayette County Public Works.
- A second construction entrance should be considered along SR 74 with GDOT Approval.
- All entrances created for construction purposes and are not Driveway A and Driveway B shall be temporary to include an expiration date.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

- There are no Advisory Conditions of Approval for this project.

DATE: March 13, 2024

TO: Mayor Eric Dial, Town of Tyrone
ATTN TO: Phillip Trocquet, Asst. Town Manager, Town of Tyrone
RE: Development of Regional Impact Review
FROM: Mike Alexander, COO, Atlanta Regional Commission

ARC has completed a preliminary regional review of the following 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Project Rita DRI 4094

Submitting Local Government: Town of Tyrone

Date Opened: March 13, 2024 **Deadline for Comments:** March 28, 2024 **Date to Close:** March 28, 2024

Description: A DRI review of a proposal to construct 504,600 SF of data center space in two buildings on a 161-acre wooded site at the intersection of Kirkley Road and State Route 74 in Fayette County which is proposed for annexation by the Town of Tyrone.

PRELIMINARY COMMENTS:

Key Comments

While the project is not strongly aligned with the site's applicable Developing Suburbs policy recommendations which state "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses," it does retain a large portion of natural area which is supportive of regional development policies.

The project will generate a total of 500 daily new vehicular trips which will have minimal impact on adjacent roadways.

A requested reduction in required parking spaces would be supportive of regional transportation and environmental policies.

The appropriate utilization and maintenance of the large amounts of natural area being retained would be supportive of regional environmental policies and efforts in this regard are encouraged.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments will be provided in the Final Report.

The project will generate a total of 500 daily new vehicular trips which will have minimal impact on adjacent roadways.

The project will support a limited number of employees and there are few nearby pedestrian destinations so no external pedestrian connectivity recommendations are provided.

A variance has been requested to reduce parking spaces from 245 required to 120. A reduction in the number of required parking spaces would be supportive of regional transportation and environmental policies.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Comments

ARC's Natural Resources Group comments will be provided in the Final Report.

Other Environmental Comments

Utilization of green infrastructure and low-impact design techniques for project impervious areas, including additional trees and the use of flush rather than raised curb planting islands in parking areas, would be supportive of regional stormwater and environmental policies. A natural habitat focused design for the proposed drainage pond would also be supportive of regional environmental policies.

The project is commendably retaining a large amount of natural area which could potentially be incorporated into a management and preservation system of some kind to ensure its proper maintenance. The property owners may be able to benefit from some conservation incentives in this regard.

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identifies Developing Suburbs as areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The project is not aligned with Developing Suburbs policy recommendations which state "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." However, a substantial portion of the site is being retained as undeveloped natural area which is supportive of regional environmental policies. The project could be further aligned with regional development policies through the use of green infrastructure and low-impact development approaches in the project design and through the potential incorporation of the retained natural areas into a larger management and preservation system. 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

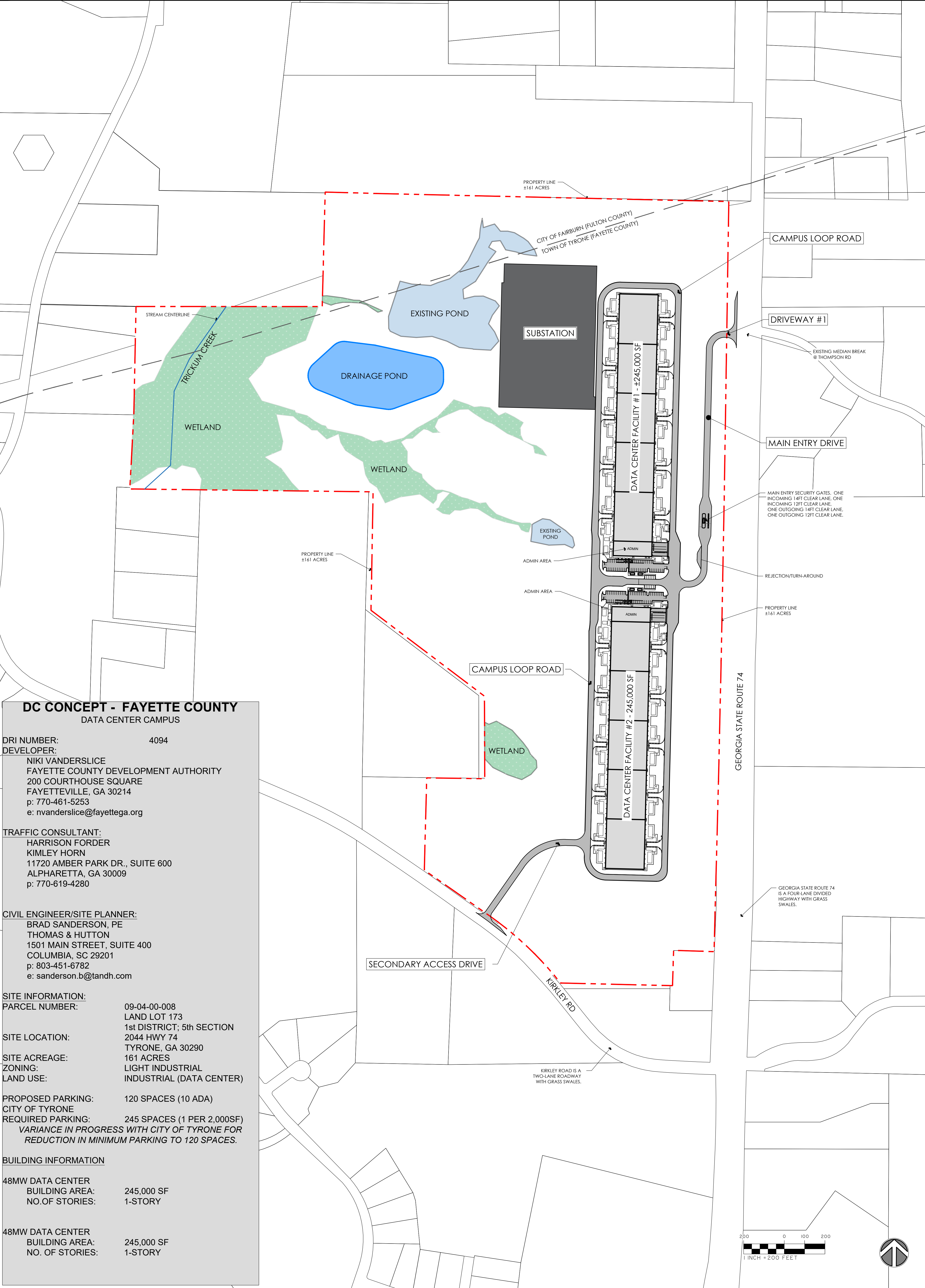
THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

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
CLAYTON COUNTY	TOWN OF TYRONE	CITY OF FAIRBURN
CITY OF SOUTH FULTON	CITY OF PALMETTO	CITY OF CHATTAHOOCHEE HILLS
CITY OF UNION CITY	COWETA COUNTY	CITY OF PEACHTREE CITY

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

Exhibit 1

Conceptual Development Plan



DC CONCEPT - FAYETTE COUNTY

DATA CENTER CAMPUS

DRI NUMBER:

4094

DEVELOPER:

NIKI VANDERSLICE
FAYETTE COUNTY DEVELOPMENT AUTHORITY
200 COURTHOUSE SQUARE
FAYETTEVILLE, GA 30214
p: 770-461-5253
e: nvanderslice@fayettega.org

TRAFFIC CONSULTANT:

HARRISON FORDER
KIMLEY HORN
11720 AMBER PARK DR., SUITE 600
ALPHARETTA, GA 30009
p: 770-619-4280

CIVIL ENGINEER/SITE PLANNER:

BRAD SANDERSON, PE
THOMAS & HUTTON
1501 MAIN STREET, SUITE 400
COLUMBIA, SC 29201
p: 803-451-6782
e: sanderson.b@tandh.com

SITE INFORMATION:

PARCEL NUMBER:

09-04-00-008
LAND LOT 173
1st DISTRICT; 5th SECTION
2044 HWY 74
TYRONE, GA 30290

SITE LOCATION:

161 ACRES
LIGHT INDUSTRIAL
INDUSTRIAL (DATA CENTER)

SITE ACREAGE:

120 SPACES (10 ADA)

ZONING:

245 SPACES (1 PER 2,000SF)
VARIANCE IN PROGRESS WITH CITY OF TYRONE FOR
REDUCTION IN MINIMUM PARKING TO 120 SPACES.

LAND USE:

PROPOSED PARKING:

CITY OF TYRONE

REQUIRED PARKING:

BUILDING INFORMATION

48MW DATA CENTER

BUILDING AREA:

245,000 SF

NO.OF STORIES:

1-STORY

48MW DATA CENTER

BUILDING AREA:

245,000 SF

NO. OF STORIES:

1-STORY



DRI SITE PLAN

PROJECT RITA

FAYETTE / FULTON COUNTY, GA

February 2, 2024

THOMAS & HUTTON

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

COPYRIGHT © 2020 THOMAS & HUTTON

2\\S070\\S070\\000\\EXCHANGE - INTERNAL\\TO DAMEL - 50 PLYCONCEPTUAL SITE PLANS\\06 - Feb 2, 2024 - 2:14 PM

Exhibit 2

DRI Methodology & Traffic Report

Limited Trip Generation Memorandum

Project Rita

DRI #4094

Town of Tyrone, Fayette County, Georgia

Submission:

February 2024

Applicant:

Fayette County Development Authority

017618000

Kimley»Horn

TABLE OF CONTENTS

INTRODUCTION..... 2

TRIP GENERATION 2

SITE ACCESS AND PARKING..... 3

SUMMARY..... 3

Introduction

The *Project Rita* development is a proposed Data Center development on an approximately 161-acre site located in the northwest quadrant of the intersection of SR 74 at Kirkley Road, in the Town of Tyrone and City of Fairburn, Georgia. 146.5 acres of the site is located within Fayette County (will be entirely annexed into the Town of Tyrone), and 14.5 acres of the site is located within Fulton County (City of Fairburn). As currently envisioned, the *Project Rita* development will consist of approximately 504,600 square feet of Data Center space in two (2) buildings. The site plan for the proposed development is provided. Additionally, **Figure 1** provides a site location map, and **Figure 2** provides aerial imagery of the site.

This memorandum provides the density and trip generation estimates as approved during the Methodology Meeting on February 12, 2024 and GRTA's Letter of Understanding (LOU) dated February 19, 2024.

Note: A traffic study is not required by GRTA or the Atlanta Regional Commission (ARC) to support the DRI process as the proposed development is projected to generate fewer than 1,000 trips per day (per Section 3.1 of the GRTA DRI Review Procedures). However, the purpose of this memorandum is to request GRTA to allow expedited review based on the proposed limited trip generation.

Trip Generation

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic through the study roadway network. Anticipated trip generation for the proposed *Project Rita* development were calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, 2021.

The density and the project trip generation for the proposed development are summarized in **Table 1**.

Table 1: Gross Trip Generation							
Land Use	ITE Code	Density	Daily Traffic			AM Peak	PM Peak
			Total	Enter	Exit	Total	Total
<i>Data Center</i>	160	504,600 SF	500	250	250	60	50
Total Gross Trips			500	250	250	60	50

Based on the trip generation shown in **Table 1**, the proposed *Project Rita* development is projected to generate approximately 500 daily trips (250 in, 250 out), 60 AM peak hour trips, and 50 PM peak hour trips. Heavy vehicle traffic is expected to be infrequent after construction is complete.

Site Access and Parking

The *Project Rita* development is proposing one driveway along SR 74 aligned with Thompson Road, and one full-access driveway along Kirkley Road approximately 1,400 feet west of SR 74. The driveway along SR 74 is intended to be the main driveway, and the security gate is located at this driveway. The intersection of SR 74 at Thompson Road/Site Driveway A will be converted to an RCUT intersection, restricting the sidestreet approaches to right-turn only. Roadways internal to the site will provide vehicular access to the entire site.

SR 74 is a four-lane divided principal arterial with two northbound lanes and two southbound lanes. Kirkley Road is a two-lane, undivided, local road with one eastbound lane and one westbound lane.

A surface parking lot is proposed for each building with approximately 120 total parking spaces is proposed for the site. The proposed site plan is attached for reference.

Summary

The *Project Rita* development is a proposed Data Center development on an approximately 161-acre site located in the northwest quadrant of the intersection of SR 74 at Kirkley Road, in the Town of Tyrone and City of Fairburn, Georgia. 146.5 acres of the site is located within Fayette County (will be entirely annexed into the Town of Tyrone), and 14.5 acres of the site is located within Fulton County (City of Fairburn). As currently envisioned, the development will consist of approximately 504,600 square feet of Data Center space.

Based on the trip generation, the proposed *Project Rita* development is projected to generate approximately 500 daily trips (250 in, 250 out), 60 AM peak hour trips, and 50 PM peak hour trips. Heavy vehicle traffic is expected to be infrequent after construction is complete.

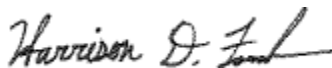
Access to the site will be provided via two proposed driveways. One driveway is proposed to be located along SR 74, to align with Thompson Road. The intersection of SR 74 at Thompson Road/Site Driveway A will be converted to an RCUT intersection, restricting the sidestreet approaches to right-turn only. A full-movement driveway is also proposed along Kirkley Road, approximately 1,400 feet west of SR 74.

A traffic study is not required by GRTA or the Atlanta Regional Commission (ARC) to support the DRI process because the proposed development is projected to generate fewer than 1,000 trips per day. However, the purpose of this memorandum is to request GRTA to allow expedited review based on the proposed limited trip generation.

We hope this information is helpful. Please contact me at (770) 619-4280 if you have any questions.

Sincerely,

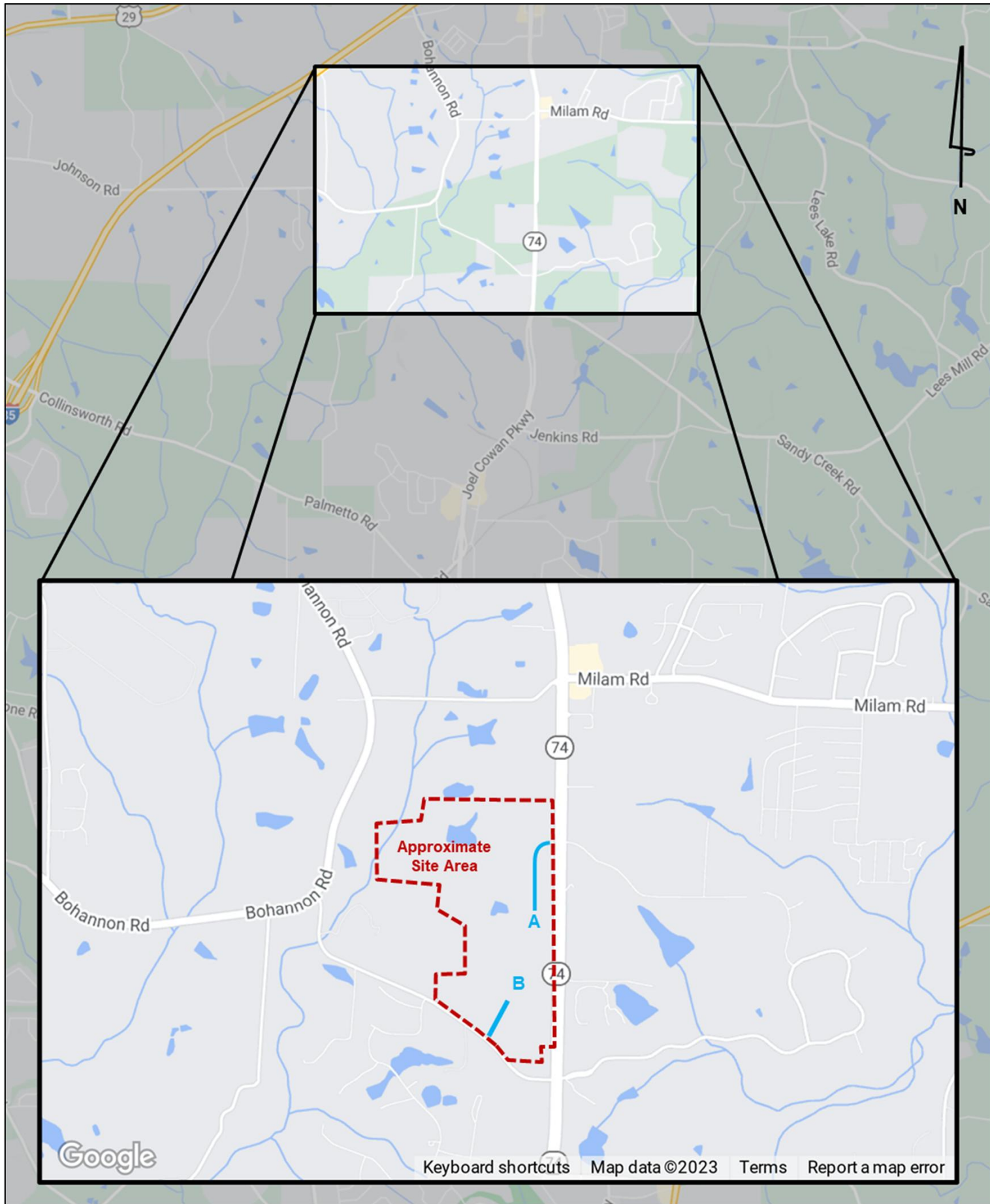
KIMLEY-HORN AND ASSOCIATES, INC.

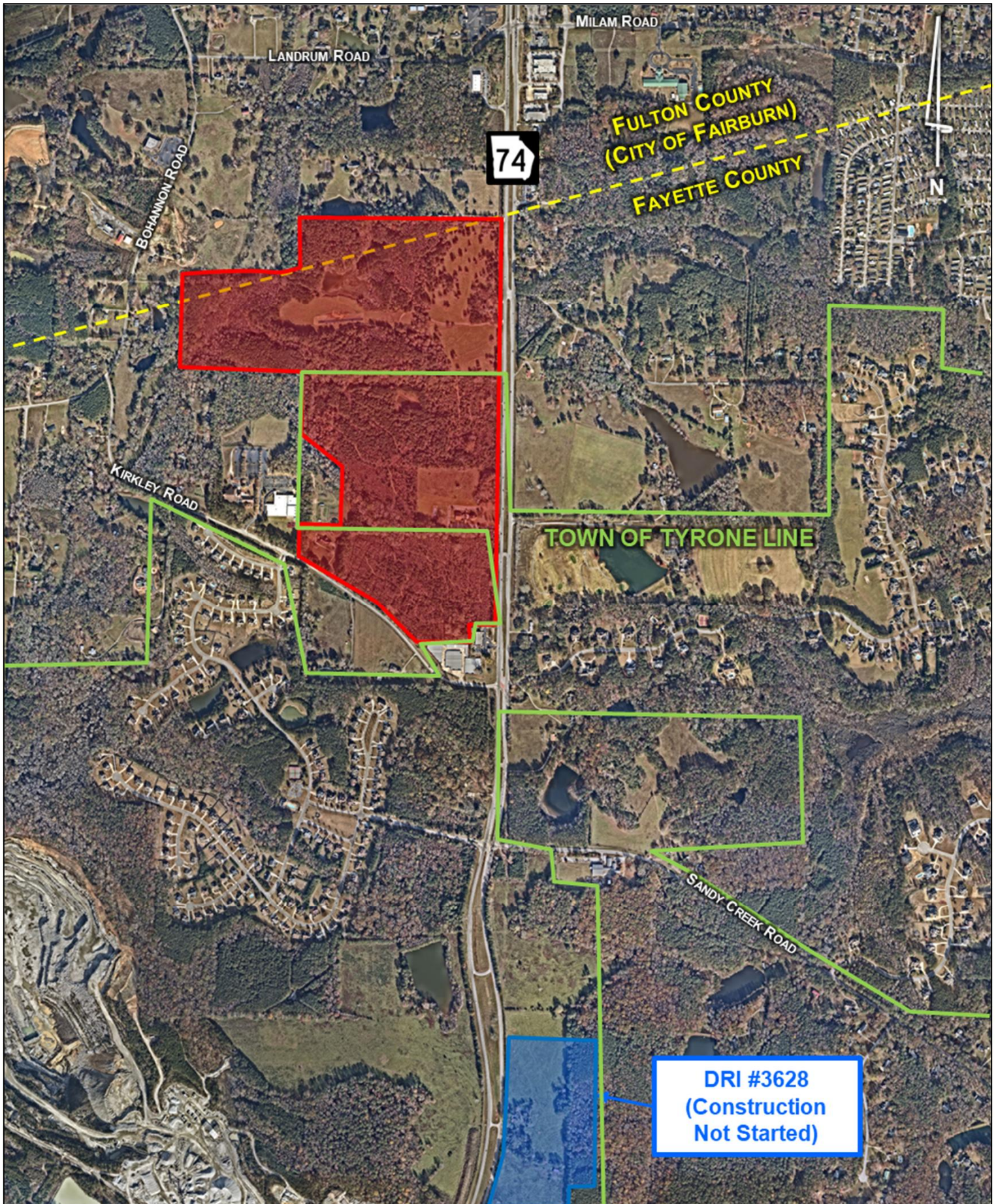


Harrison Forder, P.E.
Project Engineer

Attachments:

- Figure 1: Site Location Map
- Figure 2: Site Aerial
- Trip Generation Analysis
- *Project Rita* DRI Site Plan (2024)
- *Project Rita* Methodology Meeting Packet (MMP)





Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC* & *3rd Edition AM/PM IC*)

Project Rita DRI #4094

Town of Tyrone, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
160 Data Center	504,600 gross s.f.	500	60	33	27	50	15	35	
Gross Trips			500	60	33	27	50	15	35
Other Non-Residential Trips			500	60	33	27	50	15	35
Mixed-Use Reductions			0	0	0	0	0	0	0
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips			500	60	33	27	50	15	35
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			500	60	33	27	50	15	35
Driveway Volumes			500	60	33	27	50	15	35

\\kimley-horn.com\so_amt\alp_tpto\017618000_project rita dri - fayette county - december 2023\phase 1\analysis\[rita analysis.xls]trip generation

*Methodology Meeting Packet (MMP) – **POST***

Project Rita DRI #4094

Town of Tyrone, Fayette County, Georgia

Methodology Meeting:

February 5, 2024 @ 2:00 PM

Applicant:

Fayette County Development Authority

017618000

Kimley»Horn

TABLE OF CONTENTS

PROJECT RENDERING 2

PROJECT ORIENTATION 3

PLANNING CONTEXT 6

ALTERNATIVE MODE ACCESS 8

TRIP GENERATION & ADJUSTMENTS 10

DRAFT SCHEDULE..... 14

ATTACHMENT A: TRIP GENERATION..... 15

ATTACHMENT B: AERIAL IMAGERY 16

ATTACHMENT C: PROGRAMMED ROADWAY PROJECTS 17

ATTACHMENT D: FULL-SIZE SITE PLAN 18

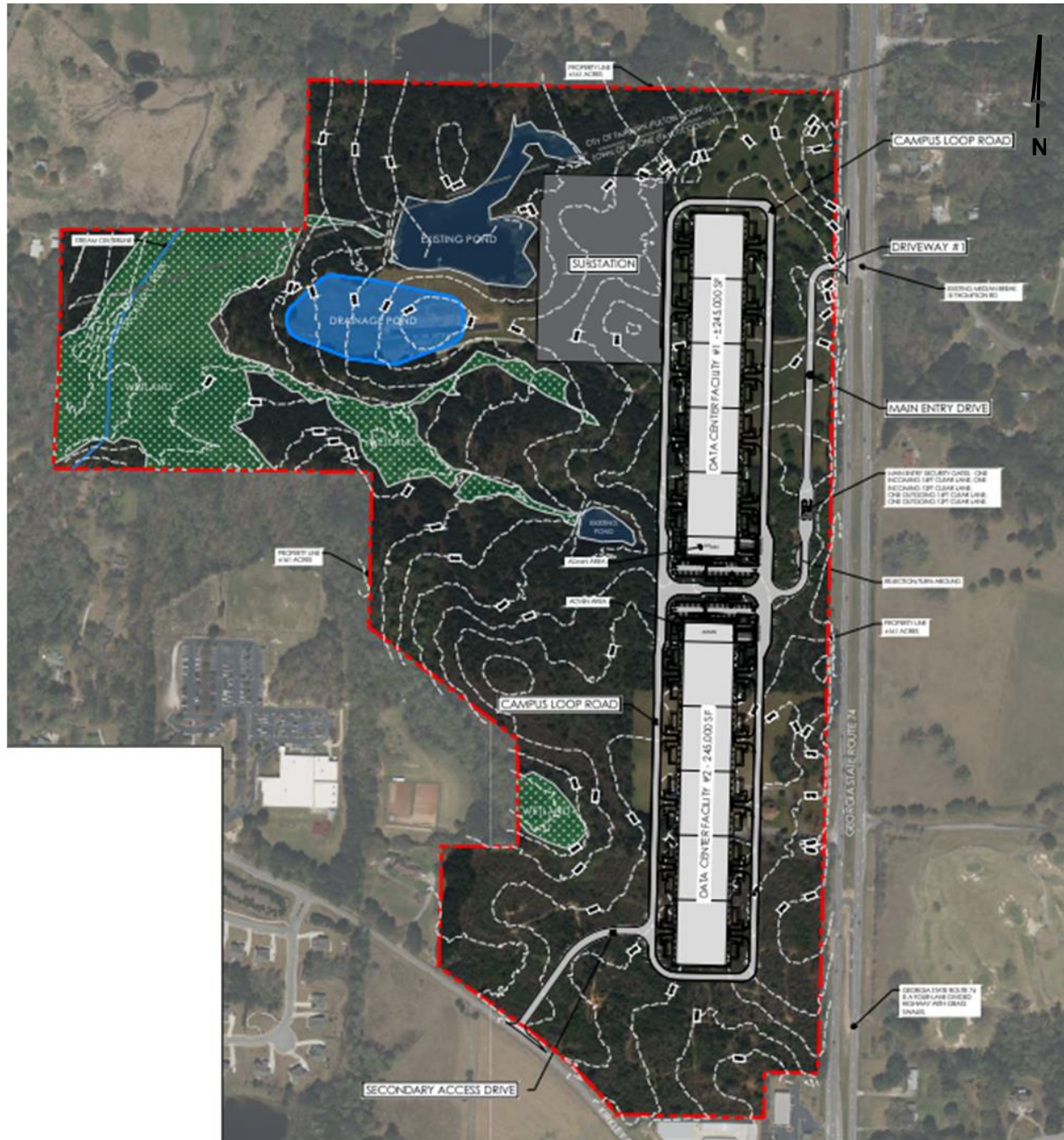
DRI Name & Number

Project Rita DRI #4094

Methodology Meeting Date

February 5, 2024 @ 2:00 PM

Project Rendering



Project Orientation

Permitting Local Government	Town of Tyrone
Additional Local Government(s) with development approval authority	City of Fairburn, Fayette County and Fulton County
DRI Trigger	Rezoning/Annexation
DRI Trigger Application/Permit #	Application filed on October 13, 2023
Qualifying DRI Threshold Exceeded	500,000 SF for Industrial
Existing Zoning	Various Zoning Classifications across multiple jurisdictions (see page 8 for details)
Proposed Zoning	Business Technology Park (BTP)

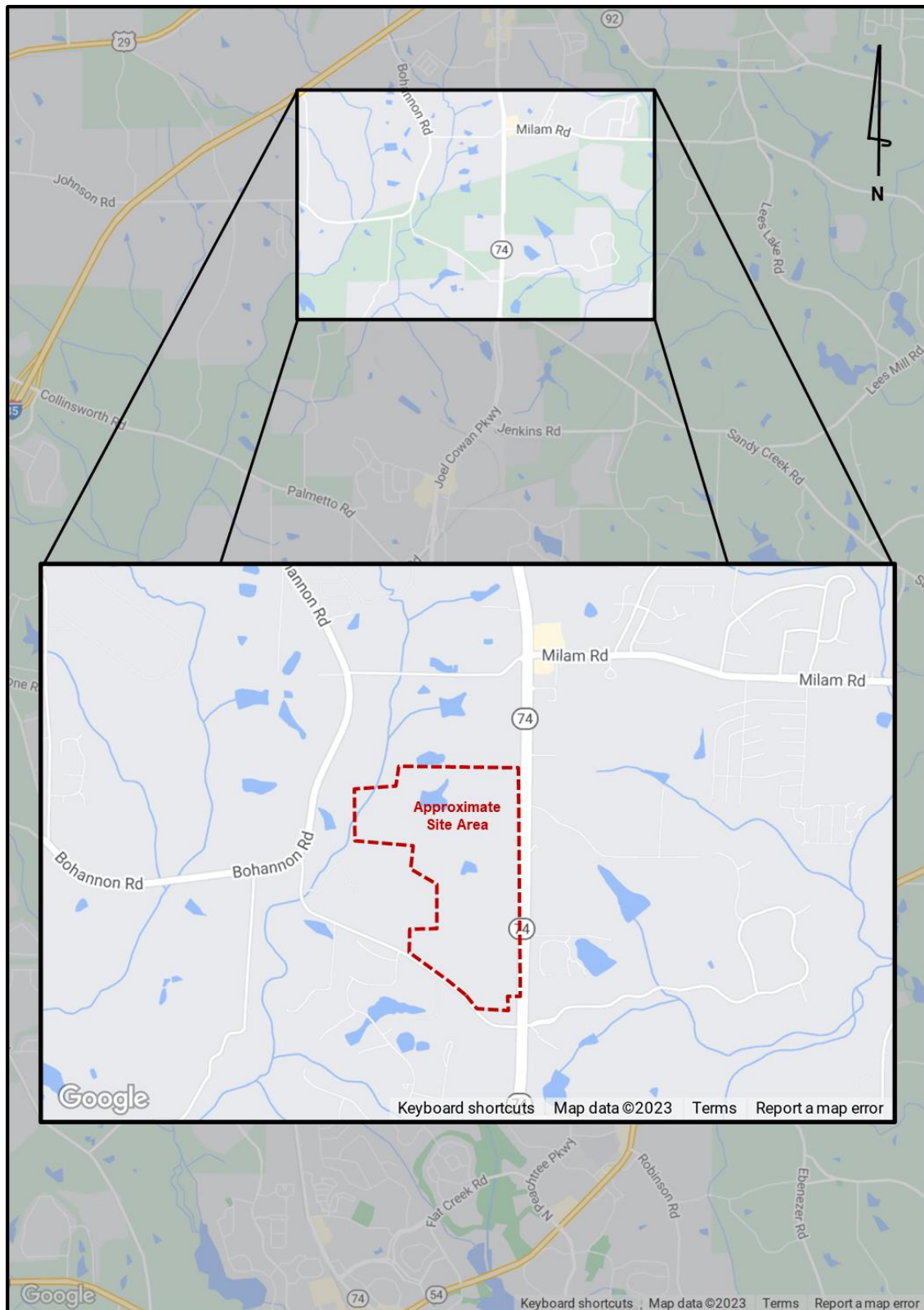
Project Information

Land Use	Density
Data Center	504,600 SF (total in 2 buildings)

Project Location

GPS Coordinates	33°31'05.4"N 84°34'44.4"W
Location Description	North of Kirkley Road and west of Joel Cowan Parkway (SR 74)
Site Acreage	Approximately 161 acres total site. 146.4 acres within the Town of Tyrone and 14.5 acres within the City of Fairburn.
Unified Growth Policy Map Land Use Area Designation	Developing Suburbs
Neighboring Jurisdictions	Project site located within Town of Tyrone (Fayette County) and City of Fairburn (Fulton County)

Project Orientation Map



Project Driveways & Access Points

Driveway Name	EX/PR	Along	Movements	Location
Driveway A	Proposed	Joel Cowan Parkway (SR 74)	RCUT	Aligning with Thompson Road (existing median break)
Driveway B	Proposed	Kirkley Road	Full	Approx. 1,000' e/o Calverton Lane

As discussed in the methodology meeting, GDOT will require an Intersection Control Evaluation for any new project driveways. RCUTs are preferred by GDOT, the Town of Tyrone, and Fayette County to preserve traffic flow along SR 74 and enhance safety along the corridor.

Applicant should coordinate construction entrances with the Town of Tyrone and Fayette County Public Works. Nearby residents have raised concerns about construction traffic along Kirkley Road. Potential to develop a second construction entrance along SR 74. Kirkley Road is classified as a County Local Road.

Project Build Out Year & Phase(s)

Build Out Year	2030
Phases	One phase

Net Average Daily Trips (ADT) & Requested Review Schedule

Net Average Daily Trips (ADT)	500 (250 entering, 250 exiting)
Requested Review Schedule	GRTA – Expedited (15 business days) – Less than 1,000 trips per day (see page 12) ARC – Non-Expedited Review (25 calendar days)
Requested Transportation Study Type	Limited Trip Generation Memo

Government Stakeholders

GRTA	ARC
GDOT District 3	GDOT District 7
Town of Tyrone	City of Fairburn
Fayette County	Fulton County

Applicant Stakeholders (Section 1.2.2)

Applicant	Niki Vanderslice	Fayette County Development Authority
Civil Engineer	Brad Sanderson	Thomas & Hutton
Attorney	Jessica Hill	Troutman Pepper
Traffic Engineer	Harrison Forder	Kimley-Horn
Traffic Engineer	John Walker	Kimley-Horn
Traffic Engineer	Alden Gordon	Kimley-Horn

Applicant Email & Mailing Address

Niki Vanderslice
nvanderslice@fayettega.org
200 Courthouse Square
Fayetteville, GA 30214

Planning Context

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/ 2025	2025

Programmed Project Attached Design Documents

- A concept graphic for the I-85 at SR 74 interchange improvements project is shown in **Attachment C**.

Transportation Project Interaction with DRI

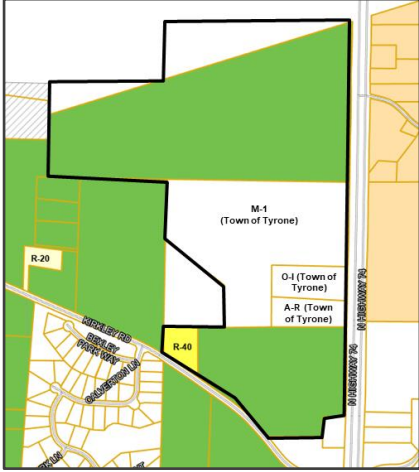
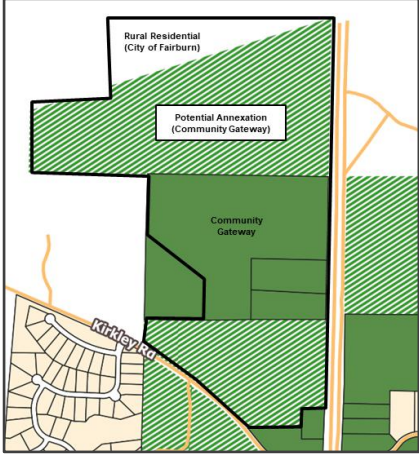
- There are no programmed projects which would affect the vehicular roadway laneage adjacent to the site or at any of the proposed study intersections.

Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
SR 74 Maintenance	Fayette County Line to SR 14	GDOT	M006471	-	-	GDOT Fact Sheet
Operations Improvements	Sandy Creek Road and Tyrone/Palmetto Road	Fayette County	-	-	-	Fayette County SPLOST

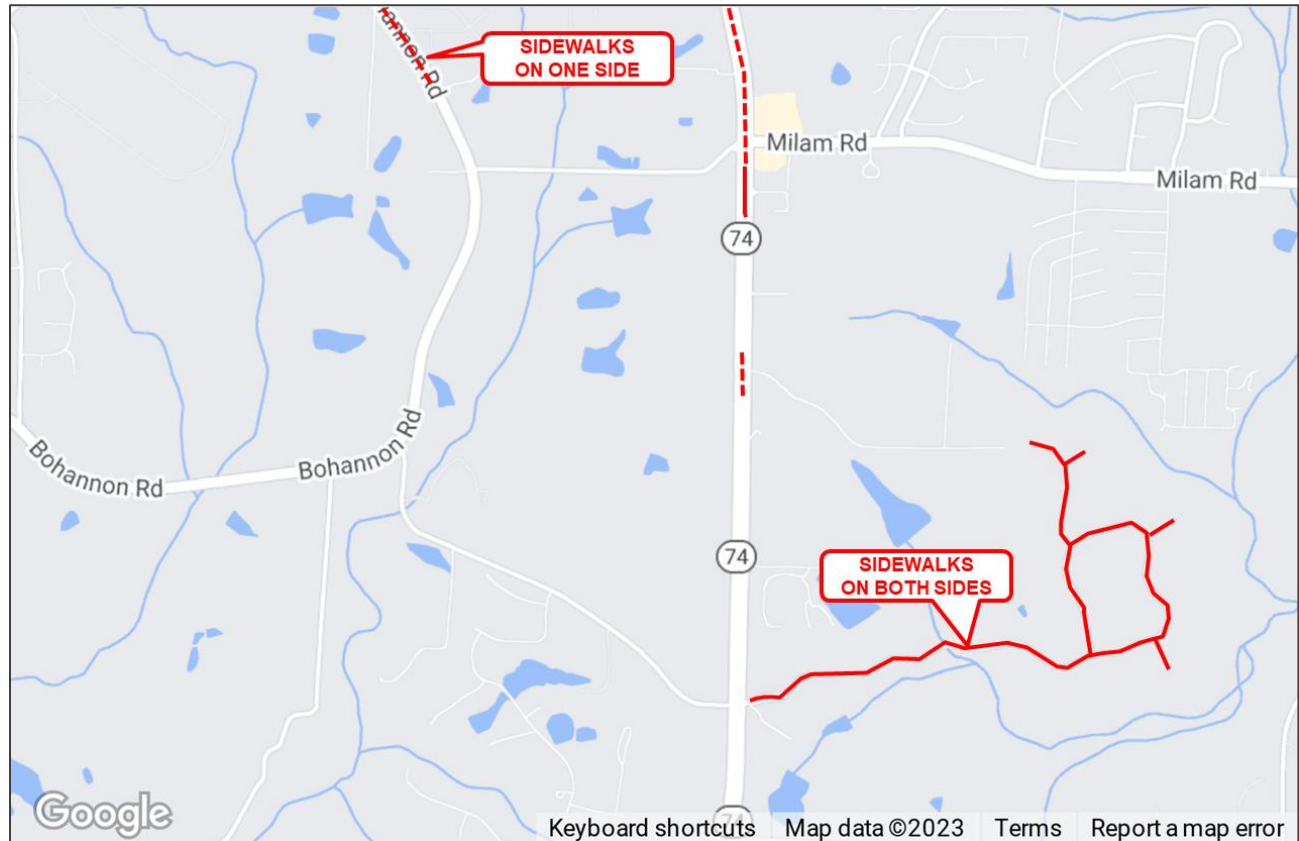
The GDOT Fact Sheet and SPLOST Sheet for the planned projects are shown in **Attachment C**.

Land Use and Zoning

<p><u>Existing Zoning</u></p>	<p>Light Industrial (M-1) (Town of Tyrone), Office Institutional (O-I) (Town of Tyrone), Agricultural Residential District (A-R) (Town of Tyrone and Fayette County), Single-Family Residential District (R-40) (Fayette County), and Agricultural Zoning District (AG-1) (City of Fairburn), Highway 74 Overlay District</p> 
<p><u>Future Land Use Map Zoning:</u></p>	<p>Community Gateway (Town of Tyrone) and Rural Residential (City of Fairburn)</p> 
<p>Land Use Vision & Goals:</p>	<p>The Town of Tyrone Comprehensive Plan 2022 5-Year Update states that Community Gateway allows developments north of the intersection of SR 74 and Jenkins Road to have light industrial uses under a business technology park zoning. The properties in the Community Gateway zoning should help to contribute to the local economy as well as provide “high-paying jobs” that align with Fayette County Development Authority’s standard.</p>
<p>Relation to Existing Land Use Plans:</p>	<p>The site is currently zoned for a variety of uses. The rezoning will have the site zoned as business technology park land use and a data center will comply with the business technology park land use.</p>
<p>Chattahoochee River/ Metropolitan River Protection Act</p>	<p>N/A</p>

Alternative Mode Access

Existing Alternative Transportation Map



Bicycle and Pedestrian Context

Description of Existing Infrastructure

Bicycle	No bicycle facilities provided along site frontage.
Pedestrian	Sidewalks are provided along Westbourne Drive and New Castle Lane and provided intermittently along Joel Cowan Parkway (SR 74) and Bohannon Road. No sidewalks are provided along the site frontage.

Town of Tyrone noted this area is more rural, and there are not many pedestrian destinations in the area. Town's multi-modal plan identifies the east side of SR 74 for a multi-use path.

Sidewalk & Streetscape Ordinance Standards

Town of Tyrone Code of Ordinances – Section [109-148](#). (General Requirements)

If a proposed development includes land that is zoned for other than single-family residential, the development shall be subject to all the requirements set forth in the zoning ordinance and shall be subject to all the requirements of this chapter, other applicable town regulations, and shall conform to the goals and objectives established in the town's land use plan. The following principles and standards shall be observed:

- (1) Proposed industrial parcels shall be suitable in size and shape to the types of industrial development anticipated.
- (2) Street rights-of-way and pavement shall be provided in accordance with town specifications.
- (3) The town engineer may, with the approval of the town council, impose additional requirements regarding design and construction of streets, curbs, gutters, cart paths and **sidewalks**.
- (4) Every effort shall be made to protect adjacent residential areas from a potential nuisance created by a proposed commercial or industrial development including provision of extra depth in parcels backing up to existing or potential residential development and provisions for permanently landscaped screening when necessary.
- (5) For any structure proposed within the 74 Quality Development Corridor the developer must first obtain a certificate of appropriateness from the town council. To obtain this certificate the following procedures must be followed:
 - a) Prior to submission of a concept site plan the developer must present the project to the town council for review and approval. The developer should provide sufficient information to show how this proposed development relates to its surrounding environment to ensure visual continuity and how this development will, if approved, be in compliance with the quality growth development district special requirements as contained in the town zoning ordinance.
 - b) Once the project has obtained a certificate of appropriateness the developer shall follow the procedure in section [109-149](#) with the exception that the conceptual site plan will be approved by the town council

Potential Pedestrian & Bicycle Destinations

- N/A

Transit Accommodations

Existing Transit Routes

- N/A

Existing High Capacity Transit Stations

- N/A

Existing Transit Service Details

- N/A

Proposed Pedestrian Route to Access Transit

- N/A

Transit Stop Ridership

- N/A

Transit Stop Amenity Standards

- N/A

Trip Generation & Adjustments

Trip Generation Inputs

- ITE Trip Generation Manual Used
- ITE Land Use Code(s)
- ITE Independent Variable Inputs for each Land Use Code
- Day & Time of Day of ITE Surveys
- ITE Trip Generation Formula Used

LUC	Land Use	Ind. Variable	Type	DAILY	AM	PM
				Weekday	Weekday, Peak of Adj. Street Traffic	
					7AM-9AM	4PM-6PM
160	Data Center	Per 1,000 SF	Total	0.99x 50% In/50% Out	0.13x-5.63 55% In/45% Out	0.11x-5.65 30% In/70% Out

**All rates and equations listed are from the ITE Trip Generation Manual, 11th Edition.*

Trip Generation Calculation Alternative Approaches

Gross Trip Generation Summary Table:	Daily	AM Peak	PM Peak
Gross Trips	500	60	50
Alt. Mode	-0	-0	-0
Mixed Use	-0	-0	-0
Pass-by	-0	-0	-0
Net Trips	500 (250 in; 250 out)	60 (33 in; 27 out)	50 (15 in; 35 out)

- See **Attachment A** for a full trip generation table shown by land use and peak.

Trip Generation Reductions

Existing Square Footage to be demolished/redeveloped

- N/A

Alternative Mode Reduction

Contributing Factors

Summary of Existing and Proposed Bicycle / Pedestrian / Transit

- Pedestrian facilities will be provided internal to the development.

Parking Requirements

Land Use	Min	Proposed
Industrial	113 1 per 4,500 SF	120 1 per 4,205 SF

A text amendment is in process that allows for reductions in parking minimums with a parking study that demonstrates that a reduction in the minimum parking is appropriate.

Alternative Parking Provided (e.g., car share, vanpool, etc. If applicable)

- N/A

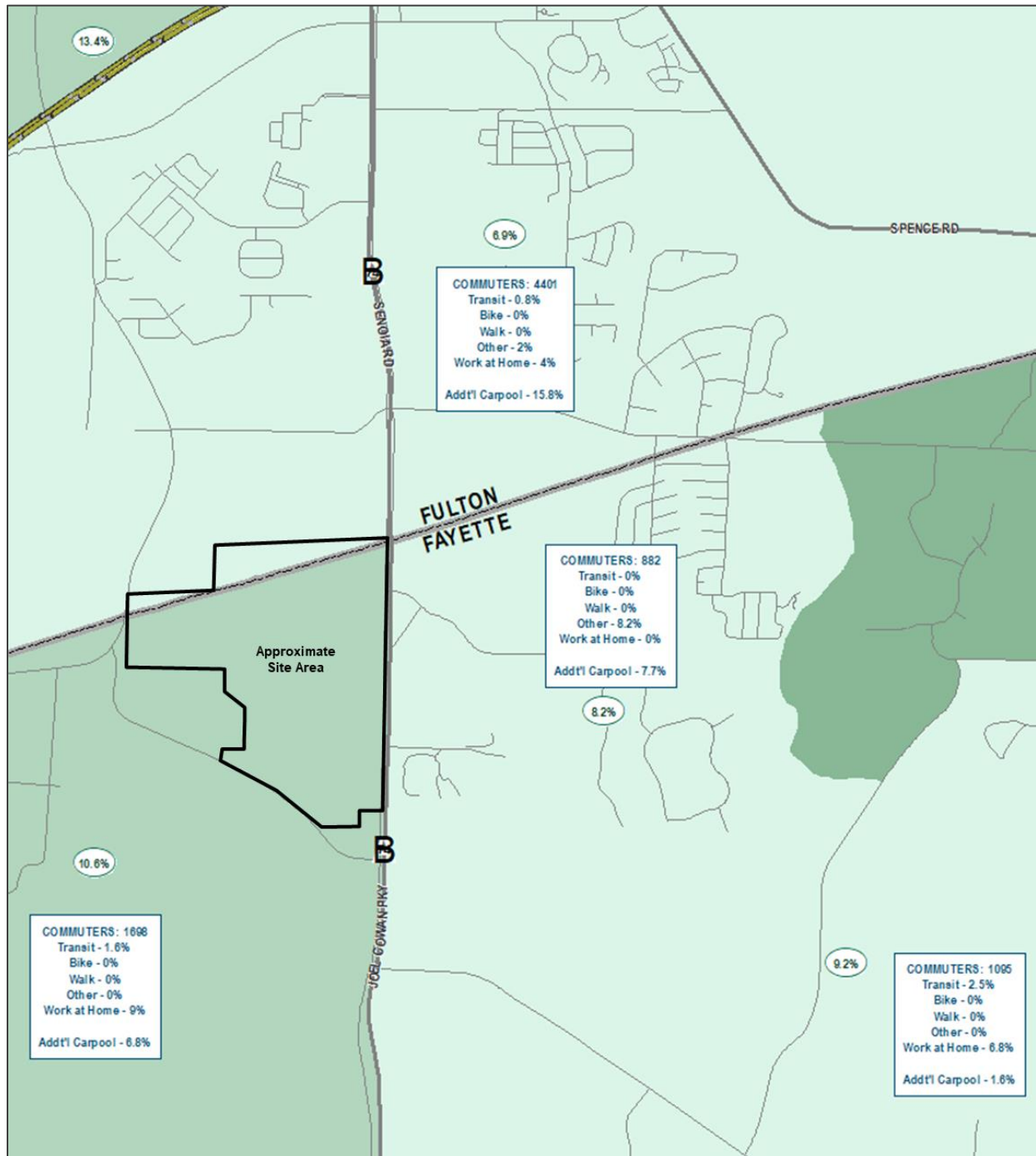
Affordable Housing

- N/A

Transportation Demand Management

- N/A

Supplemental Commuter Data



Proposed Reduction Percentage

- 0% (no reduction is proposed).

Proposed Reduction Justification Explanation

- There are currently no consistent sidewalks for pedestrians to travel and there are no bike lanes or alternative public transportation in the vicinity of the development.

Internal Capture / Mixed Use Reduction

- Only one land-use on site, no mixed-use reduction is proposed.

Pass-by Trips Reduction

Proposed Pass-by Trips Table:

- N/A

Draft Schedule

DRI Phase I – Methodology	
Rezoning Application filed	October 13, 2023
DRI Form 1 submitted by Town of Tyrone	October 27, 2023
Town of Tyrone Requests the DRI Pre-Review/Methodology Meeting	January 16, 2024
Pre-Review Meeting Packet circulated to Town of Tyrone (1 week prior to meeting)	February 5, 2024
Pre-Review/Methodology Meeting at ARC’s office (TEAMS Call) with GRTA, ARC, GDOT, and Town of Tyrone	February 12, 2024*
GRTA issues the “Letter of Understanding” (LOU) that outlines the full scope of the Transportation Analysis.	February 19, 2024
DRI Phase II – Transportation Study	
Proceed with Phase II per GRTA LOU.	February 19, 2024
Town of Tyrone submits DRI “Form 2”	February 19, 2024
Full DRI Package (Trip Generation Memo and Site Plan) is submitted to GRTA and ARC for review.	February 20, 2024*
ARC opens their review (Preliminary Report)	February 26, 2024
GRTA issues the “Report and Staff Recommendations”	March 1, 2024
Meeting at GRTA’s office to discuss the GRTA proposed conditions.	Week of March 4
ARC issues their “Final Findings”. **	March 13, 2024
GRTA issues the “Notice of Decision” (NOD). **	March 12, 2024
DRI Complete – Local jurisdictional action can occur	March 13, 2024

*A delay with this date will result in a delay in all subsequent dates that follow.

**Assumes a 25-calendar day ARC review, and an approximate 15-business day GRTA review (excluding state holidays)

Important Meeting Dates:

- March 5 – City of Fairburn Planning Commission
- March 14 – Town of Tyrone Planning Commission
- April 2 – City of Fairburn Planning Commission
- April 11 – Town of Tyrone Planning Commission
- May 7 – City of Fairburn Planning Commission
- May 9 – Town of Tyrone Planning Commission

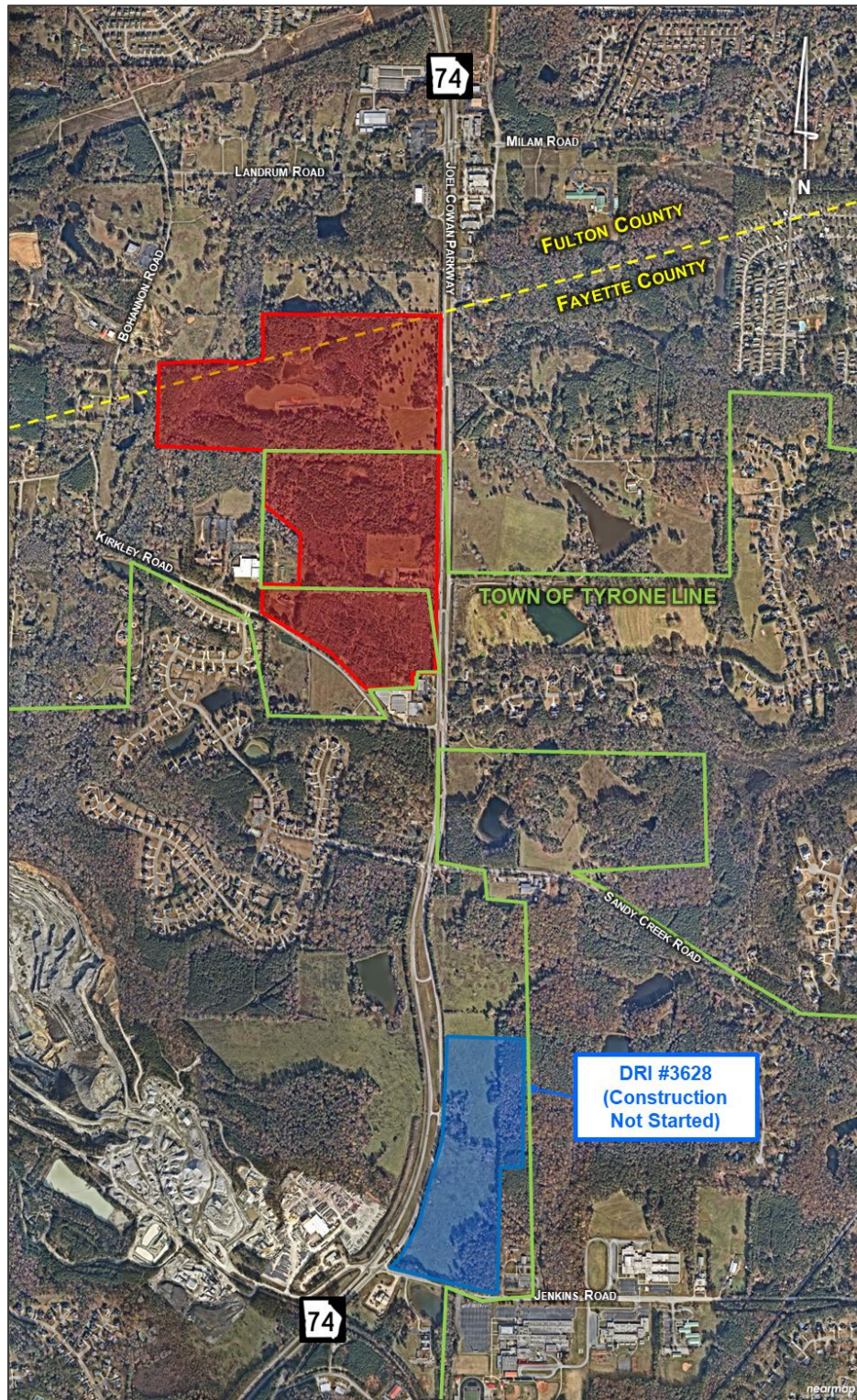
Attachment A: Trip Generation

Trip Generation Analysis (11th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Project Rita DRI #4094 Town of Tyrone, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	504,600 gross s.f.	500	60	33	27	50	15	35
Gross Trips		500	60	33	27	50	15	35
Other Non-Residential Trips		500	60	33	27	50	15	35
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		500	60	33	27	50	15	35
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		500	60	33	27	50	15	35
Driveway Volumes		500	60	33	27	50	15	35

[\kimley-horn.com\so_amt\alp_tpto\017618000_project rita dri - fayette county - december 2023\phase 1\analysis\rita analysis.xls#trip generation](#)

\\kimley-horn.com\iso_am\alp_tpto\017618000_project rita dri - fayette county - december 2023\phase 1\analysis\rita analysis.xls\trip generation

Attachment B: Aerial Imagery



Attachment C: Programmed Roadway Projects

[Blog](#)[News](#)[Contact Us](#)

I-85 @ SR 74/SENOIA ROAD

Project ID: 0007841

Project Manager: Ashley M. Willoughby

Office: Program Delivery

County: Fulton

Congressional District: 013

State Senate District.: 035

State House District: 064, 065

Project Type: Reconstruction/Rehabilitation

Project Status: Construction Work Program

Right of Way Authorization: 4/1/2019

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

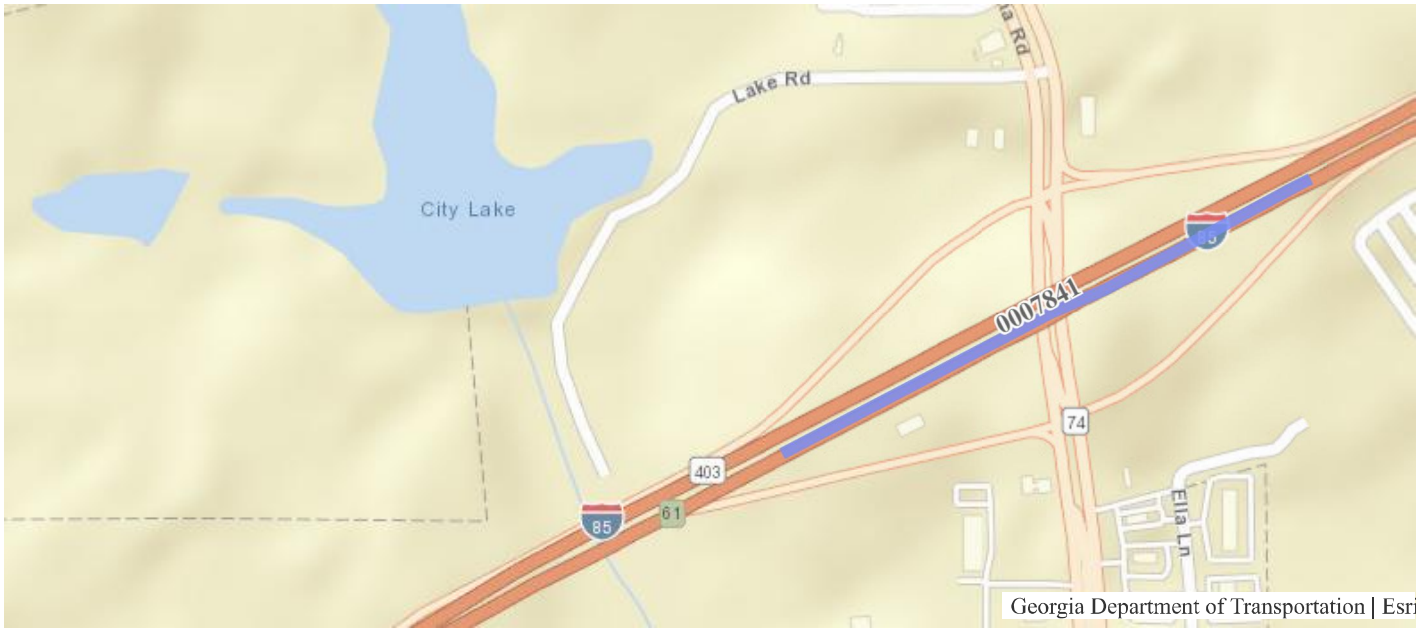
[Construction Status Report](#)

[Contact Us](#)

Project Description:

The proposed project is approximately 1.4 miles along SR 74 from City Lake Road to Milam Road. The project includes the modification of the SR 74 and 1-85 interchange to a partial clover leaf, with loop ramps in the southwest and northeast quadrants. Both bridges on SR 74 over 1-85 will be replaced.

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)	2025	\$412,335.00	7/31/2023
CST (Construction)	2025	\$91,699,451.10	12/21/2023



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



Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

[Contact Us](#)

[Employment](#)

— . . — . .

©2022 Georgia Department of Transportation
All Rights Reserved

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



Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright owner. Contact <http://www.aeroatl.com>

Existing Thru Lane	<input type="text" value="Var"/>	LCI	<input type="checkbox"/>
Planned Thru Lane	<input type="text" value="Var"/>	Flex	<input type="checkbox"/>

Network Year

Corridor Length 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
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$250,000	\$200,000	\$50,000	\$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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



UTL	National Highway Performance Program (NHPP)		2025	\$408,565	\$326,852	\$81,713	\$0,000	\$0,000
CST	National Highway Freight Program (NHFP)		2025	\$35,500,000	\$28,400,000	\$7,100,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$20,117,797	\$16,094,238	\$4,023,559	\$0,000	\$0,000
				\$89,764,205	\$71,811,365	\$17,952,840	\$0,000	\$0,000

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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.





[Blog](#)[News](#)[Contact Us](#)

SR 74 FROM FAYETTE COUNTY LINE TO SR 14

Project ID: **M006471**

Project Manager: Kevin Matthew Bailey

Office: Maintenance

County: Fulton

Congressional District: 013

State Senate District.: 035

State House District: 067

Project Type: Maintenance

Project Status: Construction Work Program

Right of Way

Authorization:

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

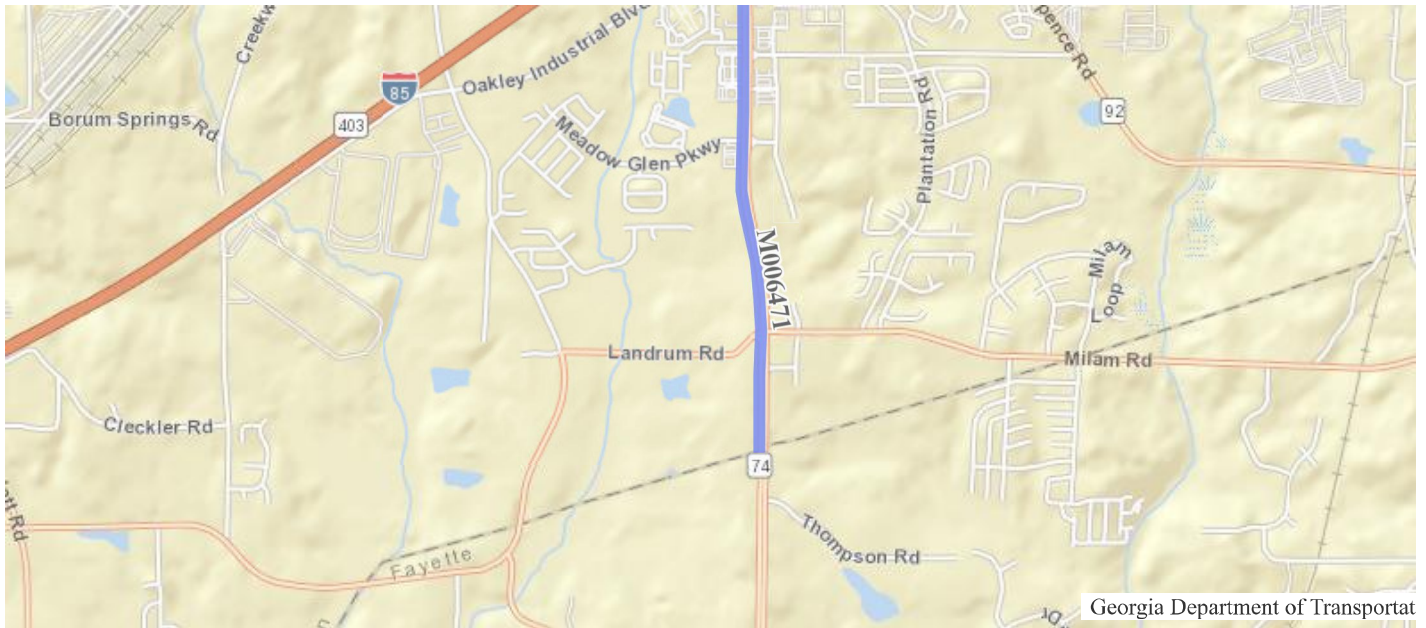
[Preconstruction Status Report](#)

[Construction Status Report](#)

[Contact Us](#)

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
MCST (Maintenance Construction)		\$2,000,000.00	



Project Documents

There are no items to show in this view.



Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

2023 SPLOST Transportation Corridor Improvements, New Road Construction and Capacity Projects

Project Cost Estimate:
Operations
Improvements to
Sandy Creek Road and
Tyrone/Palmetto Road.
\$2,500,000

As part of the 2017 SPLOST program, Fayette County completed Corridor Studies along Tyrone Road and Sandy Creek Road. Funding from this project category will implement select recommendations from the studies. Project may include intersection improvements, addition of auxiliary turn lanes, horizontal and vertical curve improvements, build-out of shoulders and clear zones, addition of guard rail, etc. Safety and operational improvements are needed along both roads to address existing and future development in the central part of the County.



**Tyrone Road - Palmetto Road
Transportation Corridor Study**

Fayette County Public Works
2017 SPLOST No. 17 TAQ
December 2019



For more information visit <https://fayettecountyga.gov/splost-2023/>



Attachment D: Full-Size Site Plan

- GRTA to share will Kimley-Horn additional comments on the site plan, per the DRI checklist
- Additional detail around the buildings, adjacent parcels, and areas around the building will be required.
- As a condition of zoning, interparcel access between Kirkley Road and Thompson Road is required – reasoning for multiple access points.
- New Heritage Church will relocate, and the existing structure will be demolished after the zoning is approved.
- Screening from SR 74 through vegetation and earthen berms will be required, or the buildings will have higher architectural standards. Town may ultimately require a line of sight study during the development process.
- Potential to identify ways to create a conservation area for wetlands on-site, consider with the necessary security features.

Exhibit 3

Applications

**(Available at Town Hall | Hard
Copies Present on Dias)**