Fairburn
Situated to Succeed

Planning and Zoning Commission
Meeting Agenda

City Hall: 56 Malone Street,
Fairburn, GA 30213
Tuesday, August 5, 2025
7:00 p.m.

A. Call to Order

B. Determination of a Quorum

C. Pledge of Allegiance

D. Approval of the Meeting Agenda

E. Approval of the Meeting Minutes

F. Public Comments

G. Old Business: None.

H. Public Hearings:

1. **Rear Setback Primary Variance (Peachtree Mechanical)**
   Applicant: Charlene Denney, LLC
   Property Owner: Charlene Denney, LLC
   Location: 1235 Oakley Industrial Boulevard [Parcel ID: 09F080000280781]
   Request: To approve the variance.
2. **Buffer Primary Variance (Peachtree Mechanical)**
   Applicant: Charlene Denney, LLC
   Property Owner: Charlene Denney, LLC
   Location: 1235 Oakley Industrial Boulevard [Parcel ID: 09F080000280781]
   Request: To approve the variance.
3. **Landscaped Buffer Primary Variance (RaceTrac)**
   Applicant: RaceTrac, Inc
   Property Owner: Greenland Georgia, Inc
   Location: 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751]
   Request: To approve the variance.
4. **Front Setback Primary Variance (RaceTrac)**
   Applicant: RaceTrac, Inc
   Property Owner: Greenland Georgia, Inc
   Location: 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751]
   Request: To approve the variance.
5. **Perimeter Landscape Area Primary Variance (RaceTrac)**
   Applicant: RaceTrac, Inc
   Property Owner: Greenland Georgia, Inc
   Location: 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751]
   Request: To approve the variance.

I. New Business:

1. **Final Plat (New Chick-fil-A)**
   Applicant: Nate Fuss, Bohler Engineering
   Property Owner: Chick-fil-A, Inc.
   Location: 8032 Senoia Road [Parcel ID: 09F020100121246]
   Request: To approve the final plat.
2. **Fairburn Comprehensive Plan**
   Request: To discuss the Fairburn Comprehensive Plan Update.

J. Other Business

K. Adjournment

Planning and Zoning Commission
Meeting Minutes

City Hall: 56 Malone Street,
Fairburn, GA 30213
Tuesday, July 1, 2025
7:00 p.m.

Jason Jones, Chair
Lina Parker
Elizabeth Echols
Kenneth Williams

Planning Director: Denise Brookins
Planner: Chancellor Felton
City Attorney: Valerie Ross

A. Call to Order: The meeting was called to order by Chairman Jones at 7:00 pm.

B. Determination of a Quorum: A quorum was determined, and the meeting proceeded.

C. Pledge of Allegiance

D. Approval of the Meeting Agenda

1. Commissioner Parker made a motion to approve the agenda. Commissioner Echols seconded.
   THE MOTION CARRIED.

E. Approval of the Meeting Minutes

1. Commissioner Echols made a motion to approve the June 3, 2025, minutes. Commissioner Williams seconded.
   THE MOTION CARRIED.

F. Public Comments: None.

G. Old Business: None.

H. Public Hearings: None.

I. New Business:

1. **Text Amendment (Special Event Venues)**
   Applicant: Joe Harvey/Laurence Bryant
   Property Owner: Joe Harvey
   Location: 25 Smith Street [Parcel ID: 09F100300520452]
   Request: To approve the allowance of special event venues in the Downtown Mixed-Use Zoning District.
   a. Chairman Jones introduced the case. Denise Brookins presented the case on behalf of Staff. Staff made a recommendation for approval. Chairman Jones opened the floor for the Commission to ask Staff questions.
   b. Chairman Jones asked if this request was not a request for a special event venue application approval, but for the applicant to have a way to request approval. Director Brookins said yes.

c. Chairman Jones asked for examples of events that be held. Director Brookins said that charity events and holiday events are popular in the City.
d. Commissioner Williams asked about the noise ordinance. Director Brookins said that the noise ordinance has been updated recently to address any excessive noise concerns.
e. Commissioner Williams inquired about traffic. Director Brookins stated that there are provisions in place to mitigate any traffic concerns.
f. Chairman Jones asked if parking plans are only required for special event venues and not special events. Director Brookins said yes.
g. Commissioner Echols asked if there are provisions about special event venues that are in close proximity to each other. Director Brookins said that Staff can look into adding those provisions.
h. Commissioner Williams asked if there was a list of prohibited events. Director Brookins said no, but there are provisions that prohibit music- or entertainment-centered events.
i. Commissioner Parker asked if special event venues can be inside or outside and what areas. Director Brookins stated Downtown.
j. Commissioner Parker asked about a car show. Director Brookins stated that the car show was a city-sponsored event.
k. The applicant presented to the Commission.
l. Chairman Jones asked what type of events will be held at their proposed special event venue. The applicant said graduation parties and weddings.
m. Chairman Jones asked if these events are private or public. The applicant said private.
n. Commissioner Parker asked if there will be security. The applicant said yes.

Commissioner Echols made a motion to recommend **CONDITIONAL APPROVAL**. Commissioner Williams seconded.

THE MOTION CARRIED.

J. Other Business: None.

K. Adjournment

1. Commissioner Parker motioned to adjourn the public meeting at 7:17 pm. Commissioner Echols seconded.

   THE MOTION CARRIED.

CITY OF FAIRBURN

PLANNING & ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: Peachtree Mechanical – 1235 Oakley Industrial Boulevard [Parcel ID: 09F080000280781] – Request to reduce the Rear Setback from 50' to 30'.

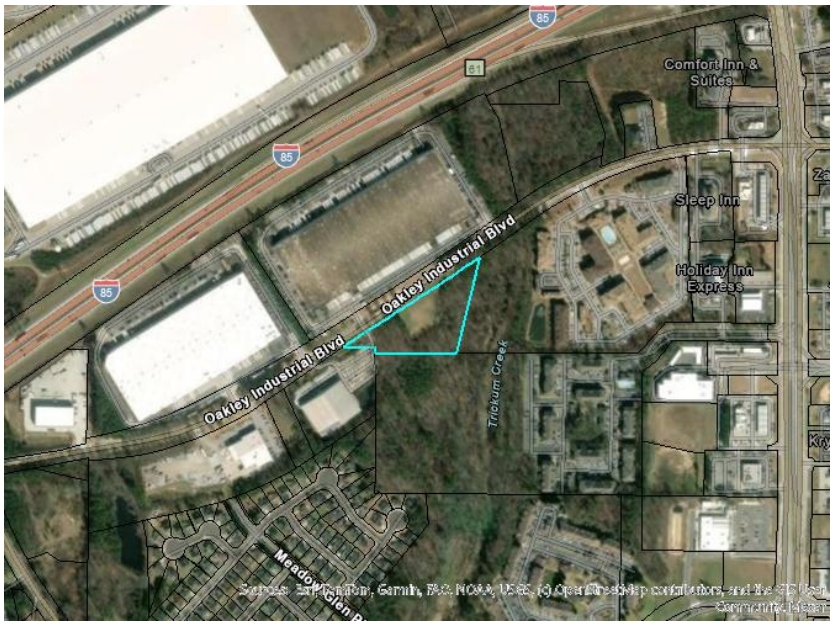
Agent/Applicant/Petitioner Information

Applicant: Charlene Denney, LLC

Property Owner: Charlene Denney, LLC

Background

The site is located at 1235 Oakley Industrial Boulevard between the Solstice Apartments and RigUpATL. The site is currently zoned M-1 (Light Industrial). The site is approximately 3.96 acres.



Discussion

The applicant is proposing to construct a 6,400-square foot office, 12,800-square foot warehouse, and 30,000-square foot outside storage area.

The Zoning Code requires that "uses permitted in the M-1 zoning district shall conform to the following standards: … M-1 uses abutting a residential district must maintain a … rear yard of 50 feet."

The applicant is proposing to reduce the Rear Setback from 50 feet to 30 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.
   This condition has been satisfied. The purpose and intent of the M-1 district is to provide areas within the City for the manufacture, storage, sale, and distribution of goods and conduction of related commercial and industrial activities. Therefore, if relief is granted, the proposed construction would be in harmony with the general purpose and intent of the M-1 district.

2. The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.
   This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its topography, floodplain, size, and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.
   Not applicable.

Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed site plan in regard to the 50-foot Rear Setback reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Letter of Intent
- Current Survey
- Legal Description
- Deed
- Proposed Site Plan

SITE PICTURES

South viewpoint



Benz Law
Attorney at Law

May 5, 2025

VIA Hand Delivery
Ms Denise Brookins, Director of Planning and Zoning
Fairburn City Planning Commission
56 Malone St SW
Fairburn, GA 30213

Re: Letter of Intent for Variance Requests by Charlene Denney for 1235 Oakley Industrial Boulevard, Fairburn, GA

Dear Director Brookins and Commissioners,

My firm has been engaged to represent Ms. Charlene Denney of Charlene Denney, LLC and Peachtree Mechanical ("Applicant") in pursuit of two variances associated with the development of the property located at 1235 Oakley Industrial Boulevard, Fairburn, Fulton County, Georgia, tax parcel 09F080000280781 (the "Property"). Attached hereto are two separate variance requests:

1. A variance to Fairburn City Ordinance §80-85(f) requesting the reduction of the rear yard setback to the standard 30' from the residential requirement of 50'; and

2. A variance to Fairburn City Ordinance §80-372 for the reduction of the 50' buffer to zero.

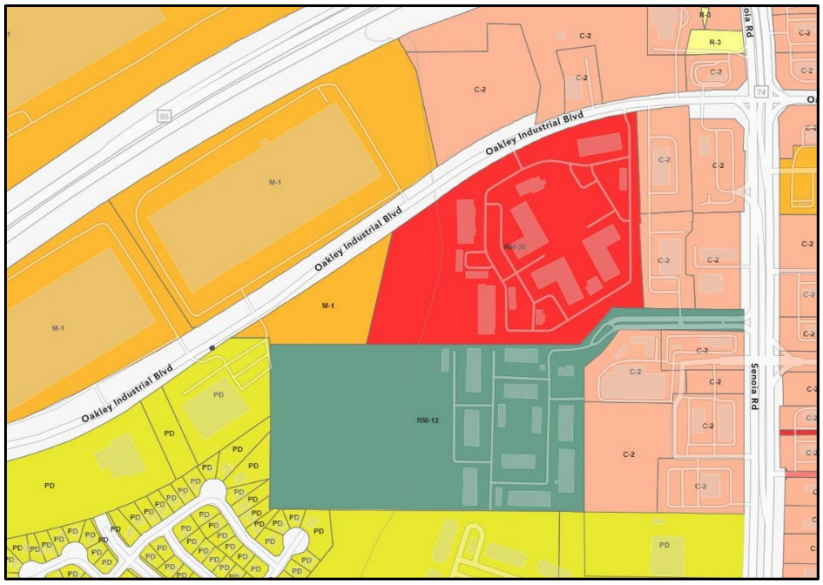
I. Introduction

Peachtree Mechanical was founded in 1983 and currently serves a wide array of sectors including but not limited to Federal, Aviation, Labs/Pharmaceutical, Healthcare/Hospitals, Federal and State detention Institutions, Higher Education, Data Centers, and Manufacturing Facilities. Peachtree Mechanical founder Charlene Denney became involved in the 8A program, a Federal initiative designed to support minority-owned contractors which allowed Peachtree Mechanical to become a general contractor. Subsequently, Peachtree Mechanical has worked on projects such as the CDC's high containment labs and the 150,000 square foot data center for the PGA Tour Headquarters as a few examples. The company is currently headquartered in Fayetteville but acquired the Property in 2008 with the intention of moving its headquarters and operations to Fairburn. The Applicant seeks approval of a primary variance as defined in §80-254 from the City of Fairburn Planning Commission for a variance to reduce the southern buffer to zero from 50' as required in §80-372 and a reduction in the rear setback from 50' to 30' as required in §80-85(f). The strict application of these ordinances resulting in undue hardships that are not the result of any action of the Applicant.
.

19 W. Broad Street, Newnan, GA 30263 US
P. +1.404.437.7789
F. +1.706.813.9863
www.LWBenz.com

II. Description of the Property and Surrounding Area.

The Property is a triangular shaped tract fronting Oakley Industrial Boulevard and Trickum Creek. It is surrounded by commercial and industrial businesses such as Freshpoint Atlanta, Amcon Industrial and International Truck & Engine Distribution Center. The Property is undeveloped and heavily wooded with a small, cleared area adjacent to the roadway. The Applicant proposes constructing a 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage on the approximately 3.95-acre site. The proposed development tract is located immediately east of Oakley Industrial Boulevard and to the west of Trickum Creek at latitude 33.540151 and longitude -84.583503, in Fairburn, Fulton County, Georgia. As shown in the GIS map below, the Property is the M-1 designated parcel to the east of Oakley Industrial Boulevard and situated in an area designed for office/industrial uses. As set forth herein, the proposed use and requested variances are consistent with the adjacent existing warehouse and industrial use that were first in time to be developed in the area.

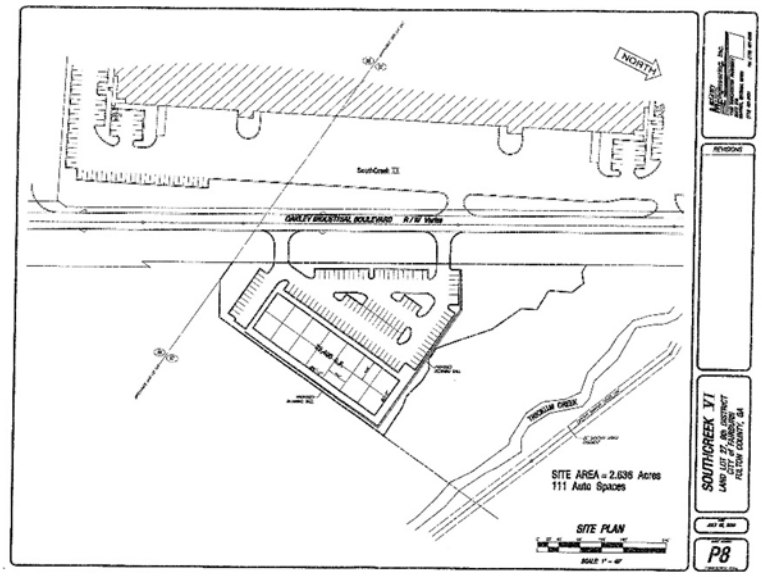


III. Project Summary

As shown in the attached site plan prepared by Civilsurvey, Inc, the Applicant proposes to develop the property to include office, warehouse, outdoor storage, 55 parking spaces and two methods of ingress/egress. The multiple ingress/egress is proposed to designate one for trucks and the other for regular passenger vehicles to assure safety while accessing the Property and is consistent with adjacent developments The development will be designed in accordance with the City of Fairburn Soil Erosion and Sedimentation Control Ordinance and meet stormwater standards established in the Georgia Stormwater Management Manual. The proposed use and site plan are complimentary to the adjacent uses and will have no adverse impact on the aesthetic of the area and adjacent uses.

IV. The Applicant obtained vested rights in its variance request.

Pursuant to *Carson v. Brown*, 366 Ga.App. 674 (2023), Ms. Denney acquired vested rights to initiate a specific use of a property despite a change in zoning laws given its reliance on 'formally and informally" approved development plans. At the time of the acquisition of the Property, the planned development was depicted on the site plan provided below without a buffer or setback. The Property was purchased in reliance upon being able to develop the identified area. At that time, neither of the ordinances which the Applicant seeks relief were enacted. Ordinance §80-372 would be adopted later in 2008 while §80-85 would not be adopted until 2012. Due to the adoption of additional regulations coupled with the rezoning and development of the adjacent properties, the Property is subject to additional setbacks due the modified residential nature of the adjacent property.



V. The Applicant's proposal satisfies the procedural requirements and criteria for a variance established in §80-251.

In addition to the Applicant's established vested right to its variance requests, the Applicant has submitted a complete application for each request, provided substantial information and satisfied the criteria established within the Ordinance as incorporated herein. The Applicant asserts that it satisfies two of the three criteria for variances. Pursuant to the ordinance, the variance *shall* be granted if the Applicant meets only one of the criteria. When an ordinance specifies a procedure for zoning and the local government fails to follow its own procedures, the action is void. *Harden v. Banks County*, 294 Ga. App. 327 (2008); *Cherokee County v. Martin*, 253 Ga.App. 395 (2002); Brand v. Wilson, 252 Ga. 416 (1984); *Harrison v. Arogeti*, 228 Ga. 55 (1971); *Mayor and Council of Waynesboro v. McDowell,* 213 Ga. 407 (1957); *Toomey v. Norwood Realty Co.,* 211Ga. 814 (1955). As with all zoning decisions, the Planning Commission must balance public and private interests. In this situation, we contend the Applicant's request results in no adverse impact to the public interest. Upon review of the enclosed materials, the variance request shall be found to be compliant with the procedures and standards set forth in the Fairburn Code of Ordinances and should be granted.

VI. Reservation of Constitutional Objections

Georgia law and the procedures of the City of Fairburn require us to raise Federal and State constitutional objections during a variance/rezoning process. Failure to raise constitutional objections at this stage may mean that the Applicant would be barred from raising important legal claims later in the process. Accordingly, we are required to raise our constitutional objections to the above referenced application as set forth in Exhibit A.

VII. Conclusion

The Applicant has satisfied at least one of the three criteria established in §80-251 for granting the variance request and demonstrated that the unique circumstances of this parcel coupled with the triangular shape and topographic relief results in a hardship in meeting the criteria set forth in Ordinance §§85-85(f) and 80-372. The proposed plan meets the intent and purpose of the applicable sections of the Ordinance for which the Applicant is making its request and will not have an adverse impact to the public or adjacent property owners. For the foregoing reasons, the Applicant respectfully requests that the Application for the variance to §80-85(f) and 80-372 be granted. The Applicant welcomes the opportunity to meet to answer any questions or to address any concerns relating to this letter or supporting materials.

Sincerely,



Laura W. Benz
Attorney for Charlene Denney, LLC and Peachtree Mechanical

Enclosures

EXHIBIT A
RESERVATION OF CONSTITUTIONAL OBJECTIONS

The denial of the variance for the Property would be unconstitutional in that it would deprive the Applicant and the owner of their property rights without first paying fair, adequate and just compensation in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the United States and Georgia Constitution.

The denial of the variance for the Property would be unconstitutional, illegal, null and void, constituting a taking of the Applicant and owner's property in violation of the Just Compensation Clause of the U.S. Constitution; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Georgia Constitution; and would discriminate between this Property and similarly situated properties in violation of the Equal Protection and Due Process Clauses of the US Constitution.

Any action resulting in denial of the variance request for the Property would constitute an arbitrary and capricious act by the Planning Commission, Board of Zoning Appeals and/or Mayor and City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Georgia Constitution, the Due Process Clause of the U.S. Constitution, and would destroy the Applicant and owner's property rights without first paying fair, adequate and just compensation for such rights in violation of the Georgia Constitution and the Due Process Clause and Equal Protection Clauses of the U.S. Constitution. Any denial of the request of zoning authorization different from the requested authorization on the Property would be unconstitutional.

This written notice is being provided to the Planning Commission and the Mayor and City Council of Fairburn in accordance with O.C.G.A §36-33-5. If the variance request is denied, the Applicant and owner reserve the right to seek damages in the Superior Court demanding just and adequate compensation under Georgia law for the taking of its property, attorney's fees and other damages arising out of the unlawful deprivation of its property rights.

VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received:_____

VARIANCE #:_____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: _Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC)

Address: _337 Adams Road, Fayetteville, GA 30214_____

Phone: _770-460-5155_____ Cell: _____ Fax: _____

Email Address: _RDenney@peachtree mechanical.com_____

OWNER INFORMATION (If different from Applicant)

Owner Name: Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC_____

Address: _____

Phone: _____ Cell: _____ Fax: _____

Email Address: _____

PROPERTY INFORMATION

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA _____

Parcel ID#: 09F080000280781_____ Land Lot: _27/28__ District: _9F____ Acreage: 3.96_____

Request: _Variance on Ordinance 80-85 to reduce the rear setback from 50' to the standard M-1 of 30'.

_____

_____

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[__X___] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[_____] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[_____] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES [NO PUBLIC HEARING REQUIRED]

[_____] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[_____] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative responses

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative responses

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative responses

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 27/28 DISTRICT: 9F TAX ID: 09F080000280781

PROPERTY ADDRESS 1235 Oakley Industrial Blvd, Fairburn, GA 30213

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Sworn to and subscribed before me this 5th day of 05-05- 2025

TYPE OR PRINT OWNER'S NAME
Charlena Denney

ADDRESS
337 Adams Rd

CITY, STATE & ZIP CODE
Fayetteville, Georgia 30214

OWNER'S SIGNATURE
( ) Charlena Denney

AREA CODE/ PHONE NUMBER
770-295-8820

EMAIL ADDRESS
cdenney@peachtreemechanical.com

NOTARY PUBLIC Ghulam M. Gulamali

GHULAM M. GULAMALI
NOTARY PUBLIC
GWINNETT COUNTY
STATE OF GEORGIA
Commission # W-00569854
My Comm. Expires Aug. 10, 2026

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

TYPE OR PRINT PETITIONER'S NAME

ADDRESS

CITY & STATE ZIP CODE

Sworn to and subscribed before me this the

_____ Day of _____ 20_____

NOTARY PUBLIC

PETITIIONER'S SIGNATURE

PHONE NUMBER

EMAIL ADDRESS

***V.* ATTORNEY/AGENT INFORMATION**

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz

TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street

ADDRESS

Newnan, GA 30263

CITY, STATE & ZIP CODE

[404] 493-7789

AREA CODE/PHONE NUMBER

Laura@LWBenz.com

EMAIL ADDRESS

Laura W. Benz

SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-85(f) and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
Charlene Denney
for +/- 3.95 Acres of Land
Located at 1235 Oakley Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the setback from 50' to 30' as required under §80-85(f) satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251(1): Primary variances shall be granted upon showing that relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the required minimum buffer of 50' adjacent to residential zoned properties to the standard 30' for M1 as established in §80-55(f).

The intent of the regulations governing the M-1 district as set forth in Ordinance §80-85 is to provide areas within the city for the manufacture, storage, sale and distribution of goods and the conduct of related commercial and industrial activities. Within §80-85(f) the minimum standards for setbacks are established with a rear yard setback of 30' except for where M-1 abuts a residential designation and then the rear yard setback is established as 50'. As shown within the letter of intent that accompanied this submission, the Property is bounded by PD and RM-12 along the same property boundary. Thus for the PD designated parcel that is a warehouse, the setback is established as 30', whereas the section of the boundary that abuts the RM-12 the rear setback is expanded to 50'. The Applicant asserts that the general purpose of the M-1 designation for the use of commercial and industrial activities is furthered by granting the requested reduction of the rear setback to be 30' the entire length of the property boundary when consideration of the distance between the actual residential elements and the Property.

While the adjacent zoned RM-12 property extends to the Applicant's southern property boundary, however from the corner of the Property it is approximately 350' to the closest parking lot and 440' to the nearest residential structure which has well established undisturbed forest between the two points. There are no residential units on the western side of Trickum Creek due to the expanded floodplain and natural resource features. As you can see from the map below, Trickum Creek and

the associated flood designation serves to provide a substantial natural buffer from the residential uses.

The RM-12 zoning classification parcel (The Peachtree Landing Gardens, LP) also is situated along the Property's southern boundary. As shown in the tax parcel map, there are no structures to the west side of Trickum Creek. Trickum Creek and its associated designated floodplain provides a large natural buffer which accomplishes the objectives of the ordinance. The RM-12 parcel has no access or frontage to Oakley Industrial Boulevard and therefore to construct any additional residential structures will require construction of access across Trickum Creek, the associated floodplain and wetlands. Given the limited property outside of these designated features, it is highly unlikely that any residential uses will be developed along the southern property boundary of the Property. The request to reduce the setback to the standard 30' setback prescribed in §80-55(f) will not adversely impact the adjacent residential property given the natural buffer that exists.



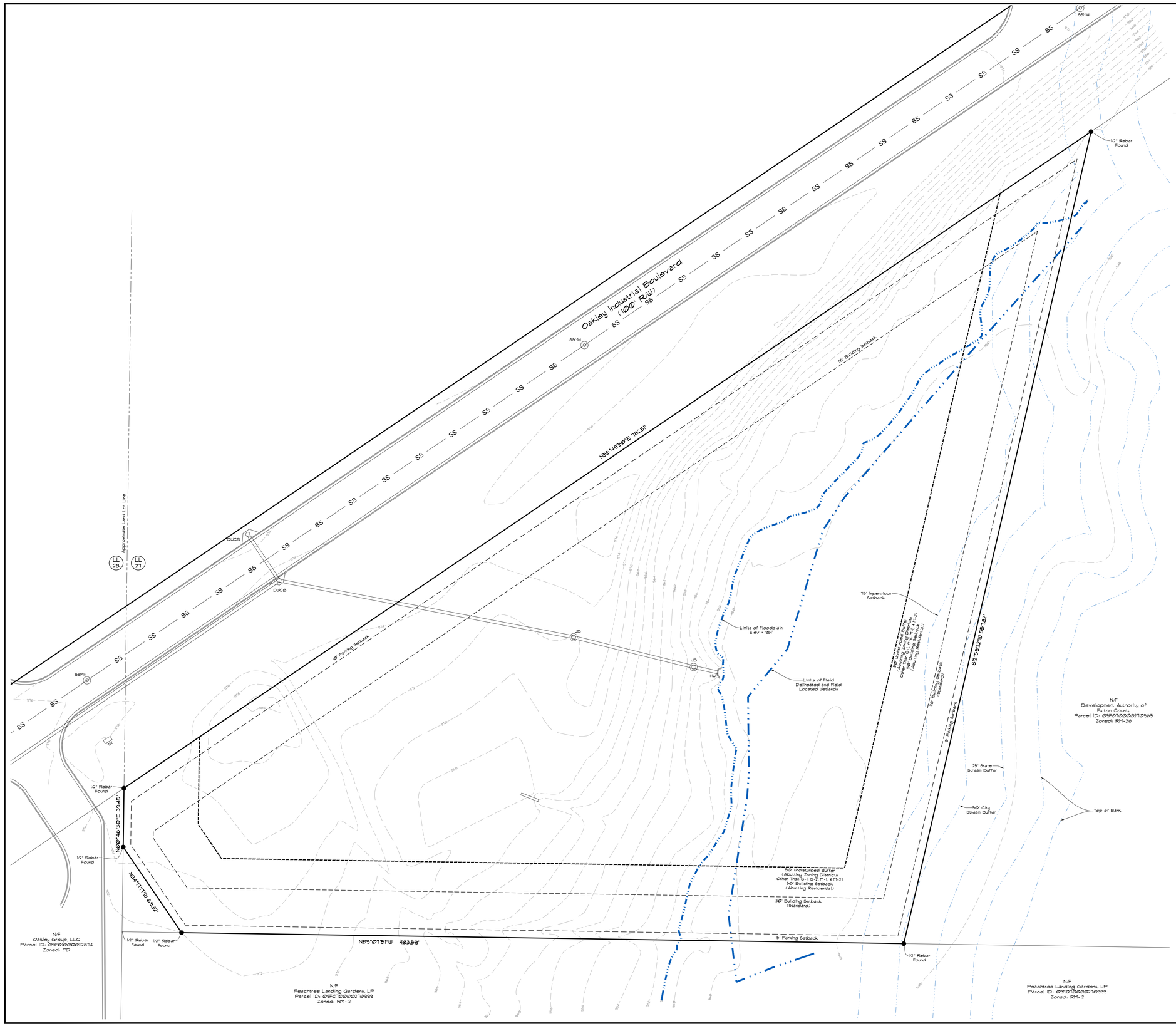


2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or**

As set forth herein, the request to reduce the setback to the standard 30' required in M-1 from the 50' adjacent to a residential district provides relief from the unnecessary hardship created by the existing topography, floodplain, lot size and shape. A large portion of the Property is undevelopable given the presence of the large wetland, special floodplain designation and Trickum Creek as shown below in the graphic taken from the aquatic resource report prepared by Environmental Corporation of America.



The topographical relief varies from 976 msl to 948 msl with the area of lesser relief towards the roadway and the broad expansive floodplain near the rear of the property. The floodplain is designated as AE, a special flood hazard area which is designated by FEMA as a high-risk area. As such, FEMA requires that structures within these designated areas are covered by flood insurance as well as requiring a permit from FEMA after demonstrating that the proposed project will not have an adverse impact on the floodways. The absence of topographic relief within the parcel would require any construction within this designated area to replace the flood storage elsewhere on the parcel, thus further reducing the developable area. In addition, the presence of a jurisdictional wetland requires a permit under Section 404 of the Clean Water Act from the US Army Corps of Engineers. Per the CWA regulations, impacts to wetlands are not permitted if there is a lesser environmentally damaging alternative, such as reduction of a setback to the standard 30'. The existence of the wetland and the special flood hazard area restricts development and decreases the width of the available area for development resulting in an irregular shape. The variance request does not result in any detriment to the public and should be granted.



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from two control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

DATE:

RELEASE DESCRIPTION

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EC	BACK OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WS	WATER SERVICE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
GM	GAS METER FORMERLY
MW	MONITORING WELL
	OAK/DECIDUOUS TREE
	PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GEORGIA REGISTERED
No. 3128
04-30-2025
PROFESSIONAL LAND SURVEYOR
JAMES W. ECKERT, JR.
SEAL VALIDIONLY IF PIN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

Boundary and Topographic Survey for

PEACHTREE MECHANICAL, INC.

Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4.00 ACRES AND SHOWN ON THAT CERTAIN COMPOSITE PLAT PHASE ONE FOR CITY OF FAIRBURN, DATED AUGUST 9, 2004, PREPARED BY DUE WEST SURVEYING, INC.

LESS AND EXCEPT:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

Deed Book 47265 Pg 340
Filed and Recorded Oct-13-2008 03:16pm
2008-0261970
Real Estate Transfer Tax $210.00
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

After recording, return to:
Patti B. Crosby, Paralegal
Holt Ney Zatcoff & Wasserman, LLP
100 Galleria Parkway, Suite 600
Atlanta, Georgia 30339
(770) 956-9600

LIMITED WARRANTY DEED - GEORGIA

THIS INDENTURE, made the 9th day of October, 2008, between **SVA FAIRBURN LIMITED PARTNERSHIP**, a Texas limited partnership, hereinafter called Grantor, and **CHARLENE AND DICKIE DENNEY, LLC**, a Georgia limited liability company, hereinafter called Grantee (the words "Grantor" and "Grantee" include all genders, plural and singular, and their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land located in Land Lot 27 of District 9F of Fulton County, Georgia and being more particularly described on **Exhibit "A"** attached hereto and made a part hereof.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor, subject to those exceptions listed on **Exhibit "B"** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

My Commission Expires:

[NOTARY SEAL]

GWEN MCLENDON
MY COMMISSION EXPIRES
August 20, 2010

SVA FAIRBURN LIMITED PARTNERSHIP,
a Texas limited partnership

By: SIVE Commercial, Inc., a Texas corporation, its General Partner

By: _____
David N. Arnow, Vice President

[CORPORATE SEAL]

SEAL

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2008 and subsequent years, a lien not yet due and payable; and the lien of additional real property taxes by reason of increased or amended assessments.

2. Declaration of Covenants, Conditions, Restrictions and Easements dated as of June 1, 1999 and recorded at Book 26899, Page 171, Fulton County, Georgia records, as amended by First Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of February 19, 2002 and recorded at Book 31937, Page 625, aforesaid records, and as further amended by Second Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of July 10, 2002 and recorded at Book 32717, Page 255, aforesaid records, and as further amended by Third Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of December 15, 2003 and recorded at Book 36728, Page 465, aforesaid records, and as further amended by Fourth Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of May 19, 2005 and recorded at Book 40040, Page 434, aforesaid records.

3. Restrictions, covenants and easements of record.

4. All matters that would be disclosed by a current, accurate survey and inspection of the subject property.

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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6. Lease Agreement

Not Applicable

PEACH TREE INC
535 MARKSMEN COURT
FAYETTEVILLE, GA 30214

May 5, 2025

Ms. Denise Brookins
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

Re: Letter of Intent of Charlene Denney to develop 1235 Oakley Industrial Boulevard (Fulton Co Tax Parcel 09F080000280781)

Dear Ms. Brookins,

It is the intent of Charlene Denney, LLC /Peachtree Mechanical to develop a site encompassing approximately 3.96 acres located adjacent to Oakley Industrial Boulevard in Fairburn, GA as referenced above. The project proposes the construction of one ± 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage. Other site improvements include parking, landscaping, utilities, and stormwater management. Should you have any questions or require additional information, please do not hesitate to contact Richard Denney at (678) 695-6800.

Sincerely,
Peachtree Mechanical

Charlene Denney, CEO

May 5, 2025

PHONE 770/460-5155
FAX 770/460-5079

SEDB, Woman Owned Business



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from multiple control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

DEVELOPMENT INFORMATION

Zoned: M-1

Setbacks:
Front = 35'
Side = 20' (50' if abutting residential district)
Rear = 30' (50' if abutting residential district)

Parking Design Requirements:
Standard Space = 10' x 18'
Compact Space = 9' x 15'

Required Parking Spaces
Office = 1 per 250 Sq. Ft.
Office = 12,800 Sq. Ft.
Office Required Spaces = 12,800 / 250 = 51.2 Spaces

Warehouse = 1 Space per 2,500 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Warehouse Required Spaces = 12,800 / 2,500 = 5.12 Spaces

Total Required Spaces = 51.2 + 5.12 = 56.32 Spaces

Provided Parking Spaces
46 Standard Spaces
8 Compact Spaces
4 Handicap Accessible Spaces
58 Total Spaces

Lot Coverage
Definition: The total horizontal ground area of a lot that is occupied by all buildings on the lot.
Maximum Lot Coverage = 60%

Office = 6,400 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Outdoor Storage = 30,000 Sq. Ft.

Total Building Area = 49,200 Sq. Ft.
Lot Coverage = 49,200 / 172,433 = 28.5%

Impervious Coverage
Total Building Area = 49,200 Sq. Ft.
Total Paved Area = 54,000 Sq. Ft.

Total Impervious Area = 103,200 Sq. Ft.
Impervious Percentage = 103,200 / 172,433 = 59.8%

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

RELEASE DESCRIPTION

DATE:

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
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LP	LIGHT POLE
FP	FLAG POLE
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MW	MONITORING WELL

OAK/DECIDUOUS TREE

PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GSWCC #29561

GEORGIA REGISTERED No. 23303 PROFESSIONAL LAND SURVEYOR (PN: 2025.107) JAMES W. ECKERT, JR.

SEAL VALID ONLY IF PN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

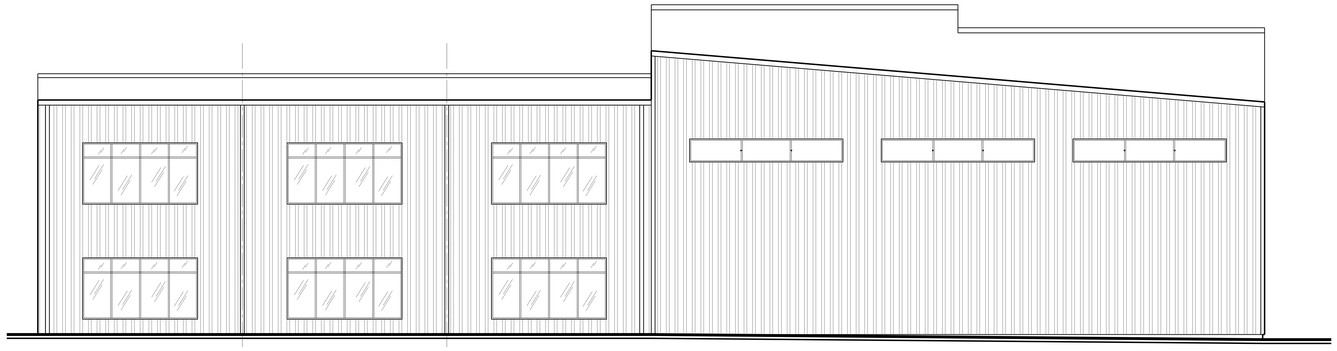
Zoning Plan for

PEACHTREE MECHANICAL, INC.

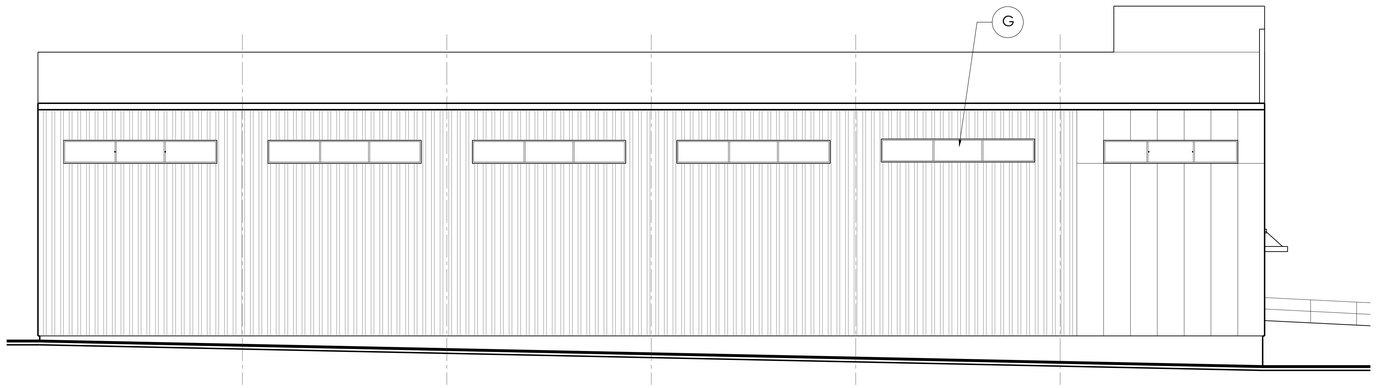
Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

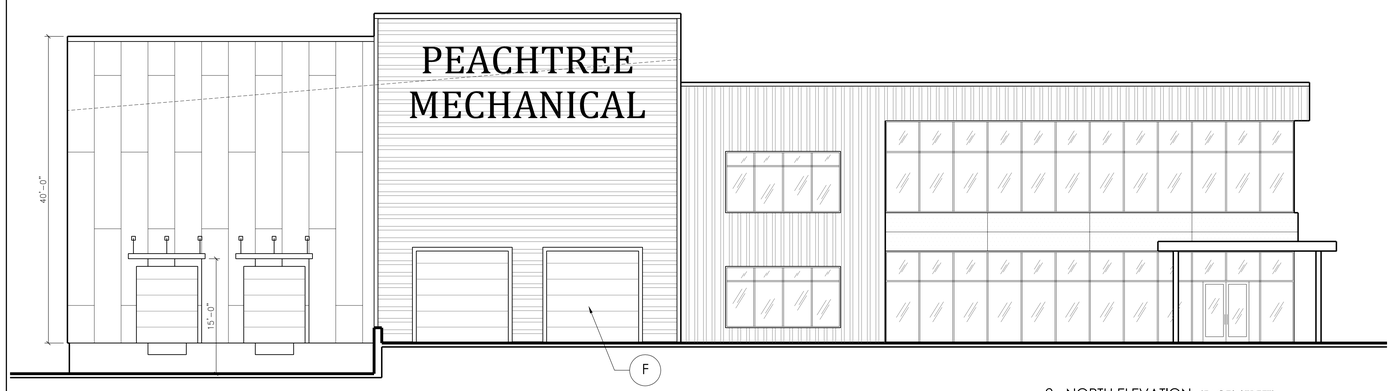
1 of 1



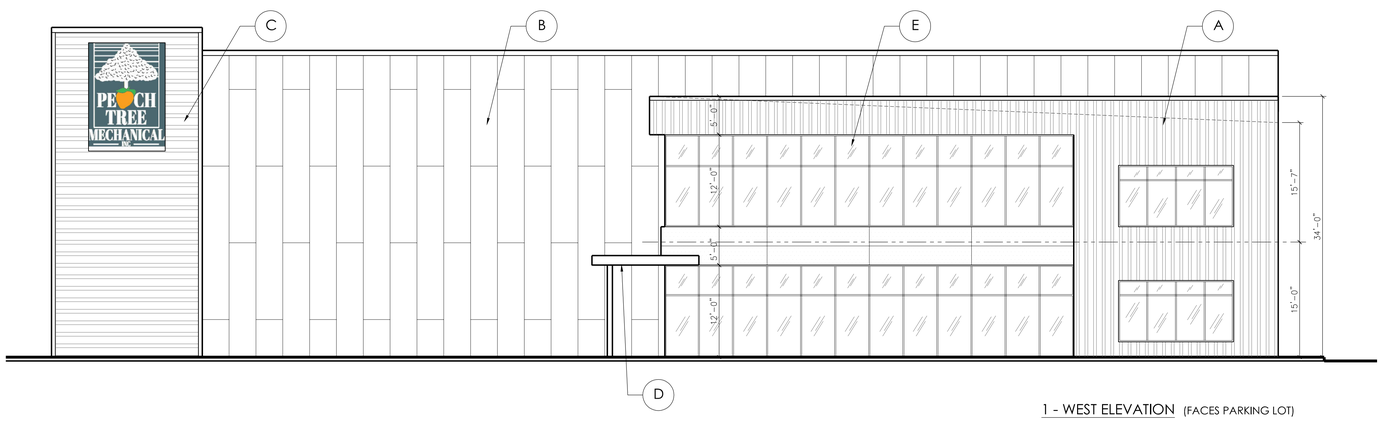
4 - SOUTH ELEVATION (FACES BACK OF PROPERTY)



3 - EAST ELEVATION (FACES BACK OF PROPERTY)



2 - NORTH ELEVATION (FACES STREET)



1 - WEST ELEVATION (FACES PARKING LOT)



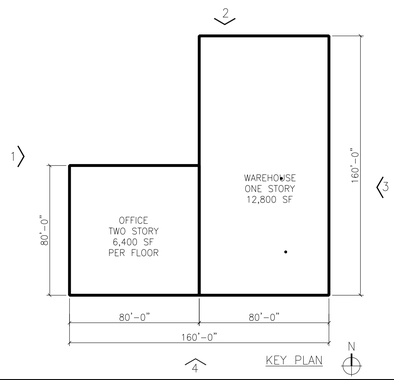
6 - VIEW FROM NORTH



5 - VIEW FROM NORTHWEST

EXTERIOR FINISH SCHEDULE

A	ARCHITECTURAL VERTICAL METAL SIDING
B	PREFINISHED INSULATED METAL PANELS
C	"WOOD-LOOK" HORIZONTAL METAL SIDING
D	PRE-ENGINEERED METAL ENTRANCE CANOPY
E	ALUM AND GLASS STOREFRONT SYSTEM
F	PREFINISHED OVERHEAD DOOR
G	ALUM AND GLASS CLERESTORY WINDOW SYSTEM



HUMAN ELEMENT
ARCHITECTS
324 Lawrence St
Marietta, Georgia 30060
ph: 678.402.1879
david@hearchitects.com

ENGINEER:

OWNER:

PEACH TREE MECHANICAL

COPYRIGHT HUMAN ELEMENT ARCHITECT LLC AS DATED BELOW

ISSUE	DESCRIPTION	DATE
A	SCHEMATIC FLOOR PLAN REVIEW	03/24/25
B	ISSUE PRELIM EXTERIOR ELEVS	05/05/25

SEAL:

NEW BULDING FOR PEACHTREE MECHANICAL

XXXXXXXXXXXXXXX
XXXXXXXXXXXXXX
FAYETTEVILLE, GA 3XXXX

JOB NUMBER: 2506

SHEET TITLE: PROPOSED EXTERIOR ELEVATIONS & RENDERINGS

SHEET NUMBER: A400

VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received:_____

VARIANCE #:_____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: _Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC) _____

Address: _337 Adams Road, Fayetteville, GA 30214_____

Phone: _770-460-5155_____ Cell: _____ Fax: _____

Email Address: _RDenney@peachtree mechanical.com_____

OWNER INFORMATION (If different from Applicant)

Owner Name: _____ _____ _____

Address: _____

Phone: _____ Cell: _____ Fax: _____

Email Address: _____

PROPERTY INFORMATION

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA _____

Parcel ID#: 09F080000280781_____ Land Lot: _27/28__ District: _9F___ Acreage: 3.96_____

Request: _Variance on Ordinance 80-372 to reduce the 50' buffer to zero. _____

_____

_

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[__X___] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[_____] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[_____] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES
[NO PUBLIC HEARING REQUIRED]

[_____] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[_____] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative responses

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative responses

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative responses

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 27/28 DISTRICT: 9F TAX ID: 09F080000280781

PROPERTY ADDRESS 1235 Oakley Industrial Blvd, Fairburn, GA 30213

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Sworn to and subscribed before me this 5th day of 05-05- 2025

TYPE OR PRINT OWNER'S NAME
Charlena Denney

ADDRESS
337 Adams Rd

CITY, STATE & ZIP CODE
Fayetteville, Georgia 30214

OWNER'S SIGNATURE

AREA CODE/ PHONE NUMBER
770-295 8820

EMAIL ADDRESS
cdenney@peachtreemechanical.com

NOTARY PUBLIC Ghulam M. Gulamali

GHULAM M. GULAMALI
NOTARY PUBLIC
GWINNETT COUNTY
STATE OF GEORGIA
Commission # W-00569854
My Comm. Expires Aug. 10, 2026

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

Sworn to and subscribed before me this the

TYPE OR PRINT PETITIONER'S NAME

_____ Day of _____ 20_____

ADDRESS

NOTARY PUBLIC

CITY & STATE ZIP CODE

PETITIIONER'S SIGNATURE

PHONE NUMBER

EMAIL ADDRESS

V. ATTORNEY/AGENT INFORMATION

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz

TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street

ADDRESS

Newnan, GA 30263

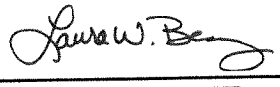
CITY, STATE & ZIP CODE

[404] 493-7789

AREA CODE/PHONE NUMBER

Laura@LWBenz.com

EMAIL ADDRESS



SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-372 and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
Charlene Denney
for +/- 3.95 Acres of Land
Located at 1235 Oakley Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the setback from 50' to 30' as required under §80-372 satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251(1): Primary variances shall be granted upon showing that relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the required minimum buffer of 50' associated with a M-1 adjacent to other zoning districts to zero as prescribed by Ordinance §80-372.

The purpose of a buffer is set forth in Ordinance §80-366 as to protect adjacent or other properties from potential nuisances associated with neighboring uses, protect the public from unsightly views along the public right-of-way and preserve and enhance aesthetic qualities, character, privacy and land values of the property within the City. A nuisance is generally legally defined broadly by statute as anything that causes hurt, inconvenience, or damage to another, that hurt or damage must arise from acts which affect the land itself. The Applicant is proposing to operate an office and associated warehouse facility which is complimentary to the adjacent uses. The proposed development is within the impervious surface maximums and will meet all requirements of the Georgia Stormwater Management Manual, thereby not having adverse impacts to hydrology or resulting in erosion to adjacent properties. The Property is bounded along its southern limits by parcels with PD and RM-12 zoning designations which require a 50' buffer. The Applicant requests that this requirement be reduced to zero given that its request would be in harmony with the adjacent land uses and meets the standards set forth in the purpose and intent of the Ordinance.

As shown in the figures below, the adjacent property designated as PD currently serves as a warehouse with its access and parking directly abutting the Applicant's Property. The proposed use is the same as the neighboring uses and will not have an adverse impact on the aesthetic quality

of this corridor. As shown in the figures taken from Google Earth and the Fulton County tax assessor, the proposed use is compatible with the surrounding parcels and the associated adjacent uses to the Property.









The RM-12 zoning classification parcel (The Peachtree Landing Gardens, LP) also is situated along the Property's southern boundary. As shown in the tax parcel map, there are no structures to the west side of Trickum Creek. Trickum Creek and its associated designated floodplain provides a large natural buffer which accomplishes the objectives of the ordinance. The RM-12 parcel has no access or frontage to Oakley Industrial Boulevard and therefore to construct any additional residential structures will require construction of access across Trickum Creek, the associated floodplain and wetlands. The current closest portion of the Property is approximately 350' from the nearest area. iven the limited property outside of these designated features, it is highly unlikely that any residential uses will be developed along the southern property boundary of the Property. The request to remove the buffer as prescribed in 80-372 will not adversely impact either of the adjacent properties given the likelihood of any development adjacent to the RM-12 and that the parking facilities, building and operations of the adjacent PD property are of a similar use.





There is precedent to grant the variance request when examining similar situated properties along Oakley Industrial Boulevard. The 2017 construction of the multi-family residential development adjacent to the Property does not have the required 25' buffer to the prior C-2 zoning as shown below. The parking lot was constructed directly on the property line abutting the adjacent parking area. Granting the request to reduce the buffer required in Ordinance §80-372 is in harmony with the general intent and purpose of the chapter.



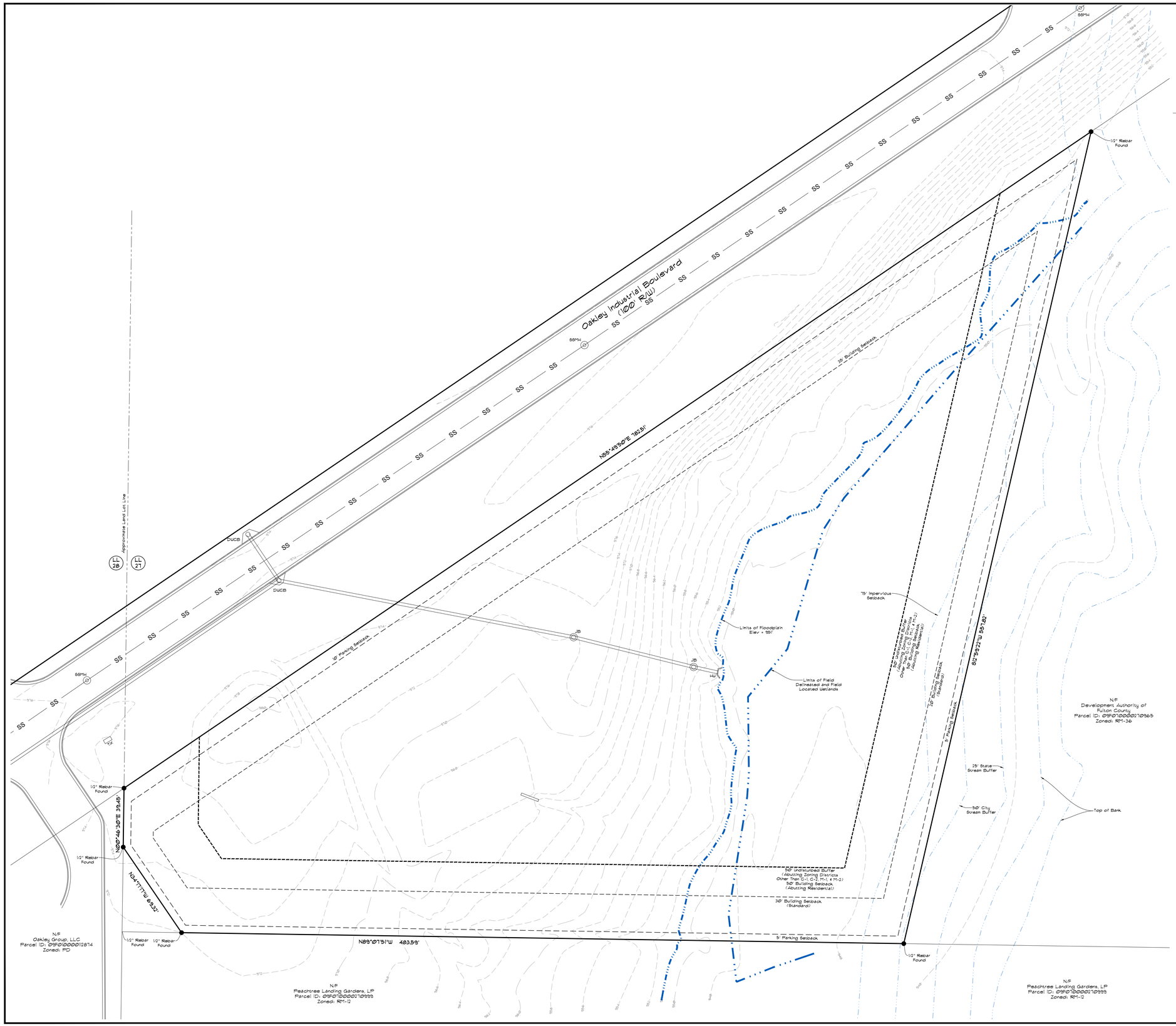
2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or**

The requirement of the buffer along the abutting zoning districts of 50' cannot be met when considering the existing stream, topographic relief, floodplain and wetlands that greatly reduce the

property's size and shape. A large portion of the Property is undevelopable given the presence of the large wetland, special floodplain designation and Trickum Creek as shown below in the graphic taken from the aquatic resource report prepared by Environmental Corporation of America.



The topographical relief varies from 976 msl to 948 msl with the area of lesser relief towards the roadway and the broad expansive floodplain near the rear of the property. The floodplain is designated as AE, a special flood hazard area which is designated by FEMA as a high-risk area. As such, FEMA requires that structures within these designated areas are covered by flood insurance as well as requiring a permit from FEMA after demonstrating that the proposed project will not have an adverse impact to the floodways. The absence of topographic relief within the parcel would require any construction within this designated area to replace the flood storage elsewhere on the parcel, thus further reducing the developable area. In addition, the presence of a jurisdictional wetland requires a permit under Section 404 of the Clean Water Act from the US Army Corps of Engineers. Per the CWA regulations, impacts to wetlands are not permitted if there is a lesser environmentally damaging alternative, such as reduction of a buffer. The existence of the wetland and the special flood hazard area restricts development and decreases the width of the available area for development resulting in an irregular shape. The variance request does not result in any detriment to the public and should be granted.



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from two control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

DATE:

RELEASE DESCRIPTION

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EC	BACK OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WS	WATER SERVICE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
GM	GAS METER FORMERLY
MW	MONITORING WELL
	OAK/DECIDUOUS TREE
	PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GEORGIA REGISTERED
No. 3128
04-30-2025
PROFESSIONAL LAND SURVEYOR
JAMES W. ECKERT, JR.
SEAL VALIDIONLY IF PIN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

Boundary and Topographic Survey for

PEACHTREE MECHANICAL, INC.

Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4.00 ACRES AND SHOWN ON THAT CERTAIN COMPOSITE PLAT PHASE ONE FOR CITY OF FAIRBURN, DATED AUGUST 9, 2004, PREPARED BY DUE WEST SURVEYING, INC.

LESS AND EXCEPT:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

Deed Book 47265 Pg 340
Filed and Recorded Oct-13-2008 03:16pm
2008-0261970
Real Estate Transfer Tax $210.00
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

After recording, return to:
Patti B. Crosby, Paralegal
Holt Ney Zatcoff & Wasserman, LLP
100 Galleria Parkway, Suite 600
Atlanta, Georgia 30339
(770) 956-9600

LIMITED WARRANTY DEED - GEORGIA

THIS INDENTURE, made the 9th day of October, 2008, between **SVA FAIRBURN LIMITED PARTNERSHIP**, a Texas limited partnership, hereinafter called Grantor, and **CHARLENE AND DICKIE DENNEY, LLC**, a Georgia limited liability company, hereinafter called Grantee (the words "Grantor" and "Grantee" include all genders, plural and singular, and their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land located in Land Lot 27 of District 9F of Fulton County, Georgia and being more particularly described on **Exhibit "A"** attached hereto and made a part hereof.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor, subject to those exceptions listed on **Exhibit "B"** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

My Commission Expires:

[NOTARY SEAL]

GWEN MCLENDON
MY COMMISSION EXPIRES
August 20, 2010

SVA FAIRBURN LIMITED PARTNERSHIP,
a Texas limited partnership

By: SIVE Commercial, Inc., a Texas corporation, its General Partner

By: _____
David N. Arnow, Vice President

[CORPORATE SEAL]

SEAL

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2008 and subsequent years, a lien not yet due and payable; and the lien of additional real property taxes by reason of increased or amended assessments.

2. Declaration of Covenants, Conditions, Restrictions and Easements dated as of June 1, 1999 and recorded at Book 26899, Page 171, Fulton County, Georgia records, as amended by First Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of February 19, 2002 and recorded at Book 31937, Page 625, aforesaid records, and as further amended by Second Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of July 10, 2002 and recorded at Book 32717, Page 255, aforesaid records, and as further amended by Third Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of December 15, 2003 and recorded at Book 36728, Page 465, aforesaid records, and as further amended by Fourth Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of May 19, 2005 and recorded at Book 40040, Page 434, aforesaid records.

3. Restrictions, covenants and easements of record.

4. All matters that would be disclosed by a current, accurate survey and inspection of the subject property.

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4.00 ACRES AND SHOWN ON THAT CERTAIN COMPOSITE PLAT PHASE ONE FOR CITY OF FAIRBURN, DATED AUGUST 9, 2004, PREPARED BY DUE WEST SURVEYING, INC.

LESS AND EXCEPT:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

6. Lease Agreement

Not Applicable

PEACH TREE INC
535 MARKSMEN COURT
FAYETTEVILLE, GA 30214

May 5, 2025

Ms. Denise Brookins
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

Re: Letter of Intent of Charlene Denney to develop 1235 Oakley Industrial Boulevard (Fulton Co Tax Parcel 09F080000280781)

Dear Ms. Brookins,

It is the intent of Charlene Denney, LLC /Peachtree Mechanical to develop a site encompassing approximately 3.96 acres located adjacent to Oakley Industrial Boulevard in Fairburn, GA as referenced above. The project proposes the construction of one ± 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage. Other site improvements include parking, landscaping, utilities, and stormwater management. Should you have any questions or require additional information, please do not hesitate to contact Richard Denney at (678) 695-6800.

Sincerely,
Peachtree Mechanical

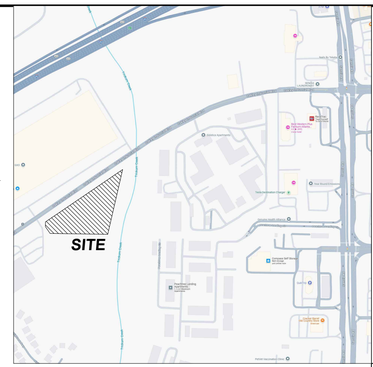
Charlene Denney, CEO

May 5, 2025

PHONE 770/460-5155
FAX 770/460-5079

SEDB, Woman Owned Business





VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from multiple control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

DEVELOPMENT INFORMATION

Zoned: M-1

Setbacks:
Front = 35'
Side = 20' (50' if abutting residential district)
Rear = 30' (50' if abutting residential district)

Parking Design Requirements:
Standard Space = 10' x 18'
Compact Space = 9' x 15'

Required Parking Spaces
Office = 1 per 250 Sq. Ft.
Office = 12,800 Sq. Ft.
Office Required Spaces = 12,800 / 250 = 51.2 Spaces

Warehouse = 1 Space per 2,500 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Warehouse Required Spaces = 12,800 / 2,500 = 5.12 Spaces

Total Required Spaces = 51.2 + 5.12 = 56.32 Spaces

Provided Parking Spaces
46 Standard Spaces
8 Compact Spaces
4 Handicap Accessible Spaces
58 Total Spaces

Lot Coverage
Definition: The total horizontal ground area of a lot that is occupied by all buildings on the lot.
Maximum Lot Coverage = 60%

Office = 6,400 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Outdoor Storage = 30,000 Sq. Ft.

Total Building Area = 49,200 Sq. Ft.
Lot Coverage = 49,200 / 172,433 = 28.5%

Impervious Coverage
Total Building Area = 49,200 Sq. Ft.
Total Paved Area = 54,000 Sq. Ft.

Total Impervious Area = 103,200 Sq. Ft.
Impervious Percentage = 103,200 / 172,433 = 59.8%

RELEASE DESCRIPTION

DATE:

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WF	WATER FEATURE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
MF	MONUMENT FORMERLY
MW	MONITORING WELL

OAK/DECIDUOUS TREE

PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GSWCC #29561

GEORGIA REGISTERED No. 23303 PROFESSIONAL LAND SURVEYOR (PN: 2025.107) JAMES W. ECKERT, JR. ENGINEER

SEAL VALID ONLY IF PN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

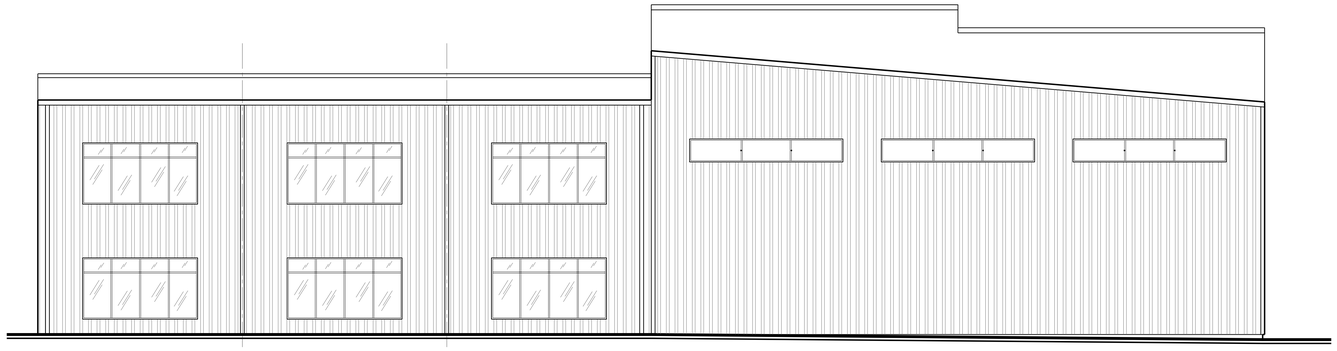
Zoning Plan for

PEACHTREE MECHANICAL, INC.

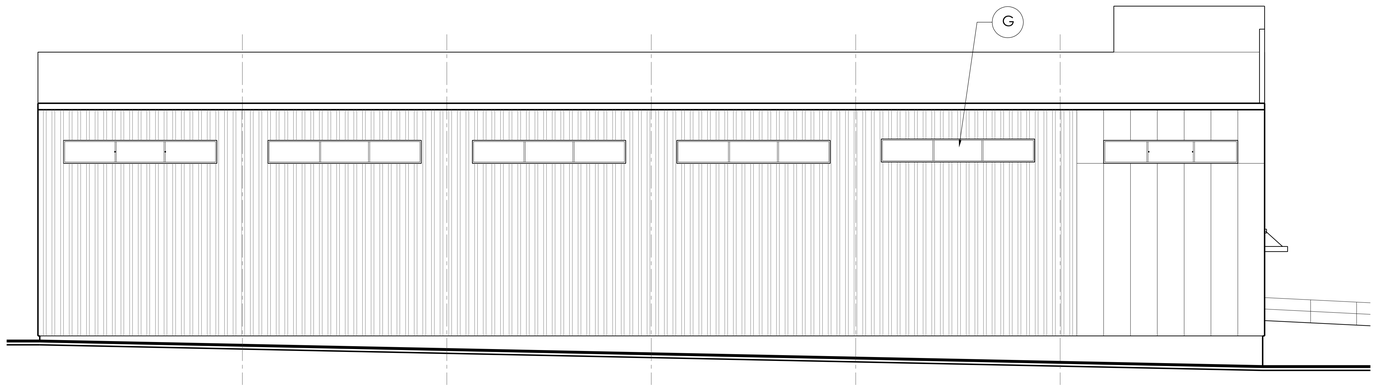
Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

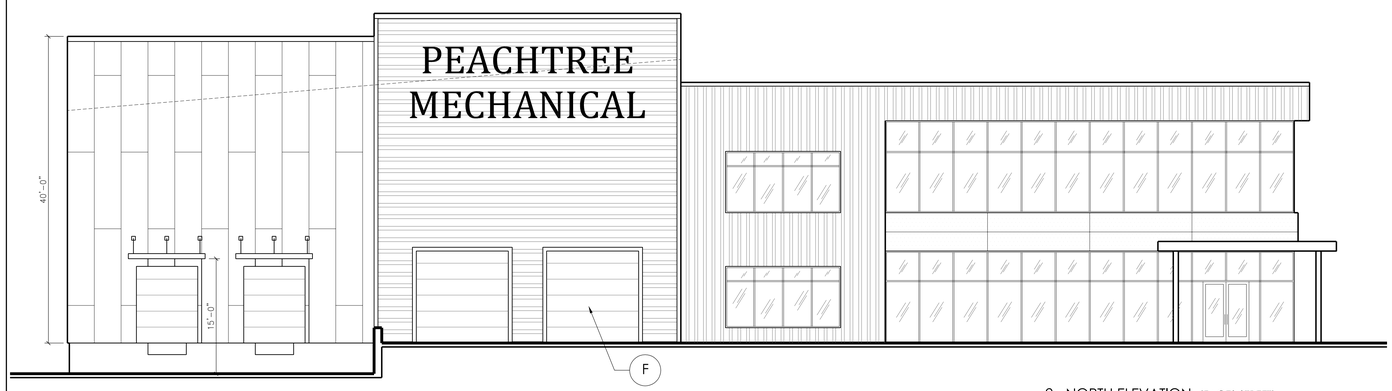
Sheet Size: 24" x 36"



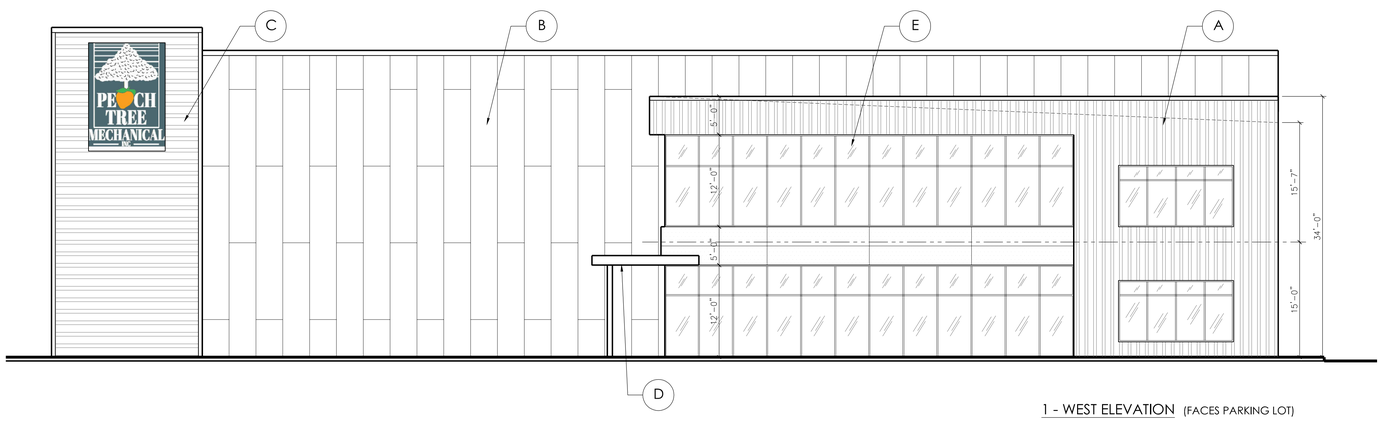
4 - SOUTH ELEVATION (FACES BACK OF PROPERTY)



3 - EAST ELEVATION (FACES BACK OF PROPERTY)



2 - NORTH ELEVATION (FACES STREET)



1 - WEST ELEVATION (FACES PARKING LOT)



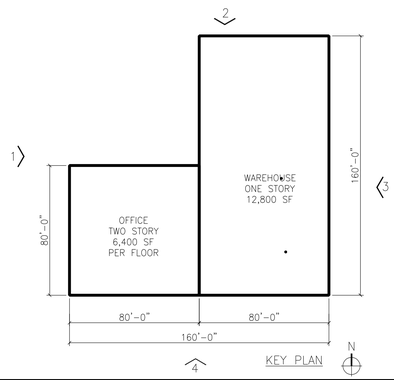
6 - VIEW FROM NORTH



5 - VIEW FROM NORTHWEST

EXTERIOR FINISH SCHEDULE

A	ARCHITECTURAL VERTICAL METAL SIDING
B	PREFINISHED INSULATED METAL PANELS
C	"WOOD-LOOK" HORIZONTAL METAL SIDING
D	PRE-ENGINEERED METAL ENTRANCE CANOPY
E	ALUM AND GLASS STOREFRONT SYSTEM
F	PREFINISHED OVERHEAD DOOR
G	ALUM AND GLASS CLERESTORY WINDOW SYSTEM



HUMAN ELEMENT
ARCHITECTS
324 Lawrence St
Marietta, Georgia 30060
ph: 678.402.1879
david@hearchitects.com

ENGINEER:

OWNER:

PEACH TREE MECHANICAL

COPYRIGHT HUMAN ELEMENT ARCHITECT LLC AS DATED BELOW

ISSUE	DESCRIPTION	DATE
A	SCHEMATIC FLOOR PLAN REVIEW	03/24/25
B	ISSUE PRELIM EXTERIOR ELEVS	05/05/25

SEAL:

NEW BULDING FOR PEACHTREE MECHANICAL

XXXXXXXXXXXXXXX
XXXXXXXXXXXXXX
FAYETTEVILLE, GA 3XXXX

JOB NUMBER: 2506

SHEET TITLE: PROPOSED EXTERIOR ELEVATIONS & RENDERINGS

SHEET NUMBER: A400

CITY OF FAIRBURN

PLANNING & ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: Peachtree Mechanical – 1235 Oakley Industrial Boulevard [Parcel ID: 09F080000280781] – Request to reduce the Buffer from 50' to 0'.

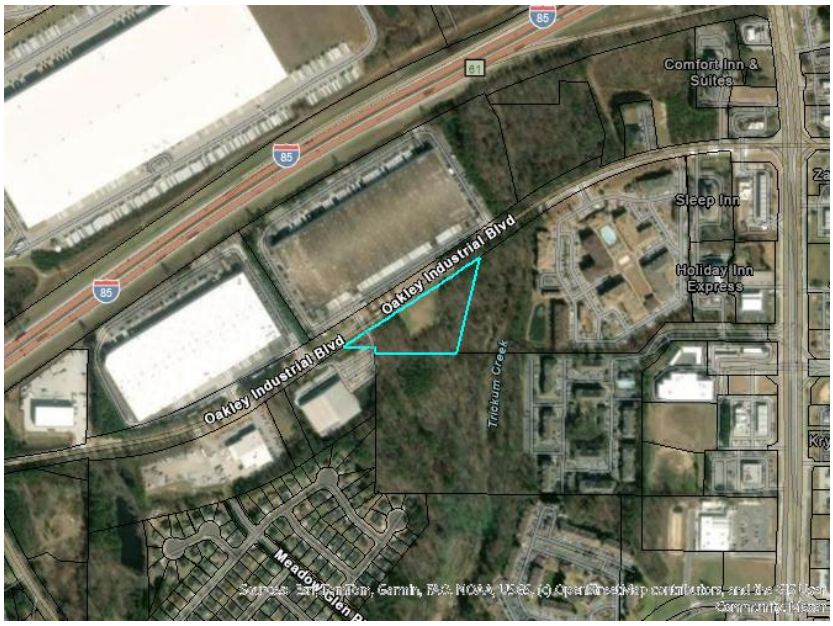
Agent/Applicant/Petitioner Information

Applicant: Charlene Denney, LLC

Property Owner: Charlene Denney, LLC

Background

The site is located at 1235 Oakley Industrial Boulevard between the Solstice Apartments and RigUpATL. The site is currently zoned M-1 (Light Industrial). The site is approximately 3.96 acres.



Discussion

The applicant is proposing to construct a 6,400-square foot office, 12,800-square foot warehouse, and 30,000-square foot outside storage area.

The Zoning Code requires that "when … M-1 … zoned properties abut all other zoning districts; a 50 feet buffer shall be required."

The applicant is proposing to reduce the Buffer from 50 feet to 0 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.
   This condition has been satisfied. The purpose and intent of buffers are to protect adjacent or other properties from potential nuisances (such as dust; litter; odor; noise; glare; and unsightly buildings, uses, or parking areas) associated with neighboring uses, protect the public from unsightly views along public rights-of-way, and preserve and enhance the aesthetic qualities, character, privacy, and land values of property within the City. Therefore, if relief is granted, the proposed construction would be in harmony with the general purpose and intent of buffers.

2. The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.
   This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its topography, floodplain, size, and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.
   Not applicable.

Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed site plan and elevations in regard to the 50-foot Buffer reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Letter of Intent
- Current Survey
- Legal Description
- Deed
- Proposed Site Plan
- Elevations

SITE PICTURES

South viewpoint



Benz Law
Attorney at Law

May 5, 2025

VIA Hand Delivery
Ms Denise Brookins, Director of Planning and Zoning
Fairburn City Planning Commission
56 Malone St SW
Fairburn, GA 30213

Re: Letter of Intent for Variance Requests by Charlene Denney for 1235 Oakley Industrial Boulevard, Fairburn, GA

Dear Director Brookins and Commissioners,

My firm has been engaged to represent Ms. Charlene Denney of Charlene Denney, LLC and Peachtree Mechanical ("Applicant") in pursuit of two variances associated with the development of the property located at 1235 Oakley Industrial Boulevard, Fairburn, Fulton County, Georgia, tax parcel 09F080000280781 (the "Property"). Attached hereto are two separate variance requests:

1. A variance to Fairburn City Ordinance §80-85(f) requesting the reduction of the rear yard setback to the standard 30' from the residential requirement of 50'; and

2. A variance to Fairburn City Ordinance §80-372 for the reduction of the 50' buffer to zero.

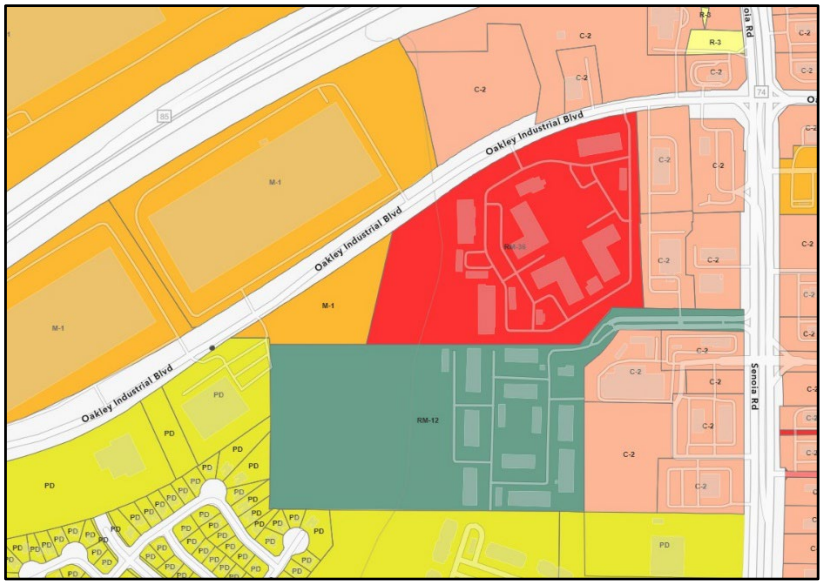
I. Introduction

Peachtree Mechanical was founded in 1983 and currently serves a wide array of sectors including but not limited to Federal, Aviation, Labs/Pharmaceutical, Healthcare/Hospitals, Federal and State detention Institutions, Higher Education, Data Centers, and Manufacturing Facilities. Peachtree Mechanical founder Charlene Denney became involved in the 8A program, a Federal initiative designed to support minority-owned contractors which allowed Peachtree Mechanical to become a general contractor. Subsequently, Peachtree Mechanical has worked on projects such as the CDC's high containment labs and the 150,000 square foot data center for the PGA Tour Headquarters as a few examples. The company is currently headquartered in Fayetteville but acquired the Property in 2008 with the intention of moving its headquarters and operations to Fairburn. The Applicant seeks approval of a primary variance as defined in §80-254 from the City of Fairburn Planning Commission for a variance to reduce the southern buffer to zero from 50' as required in §80-372 and a reduction in the rear setback from 50' to 30' as required in §80-85(f). The strict application of these ordinances resulting in undue hardships that are not the result of any action of the Applicant.
.

19 W. Broad Street, Newnan, GA 30263 US
P. +1.404.437.7789
F. +1.706.813.9863
www.LWBenz.com

II. Description of the Property and Surrounding Area.

The Property is a triangular shaped tract fronting Oakley Industrial Boulevard and Trickum Creek. It is surrounded by commercial and industrial businesses such as Freshpoint Atlanta, Amcon Industrial and International Truck & Engine Distribution Center. The Property is undeveloped and heavily wooded with a small, cleared area adjacent to the roadway. The Applicant proposes constructing a 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage on the approximately 3.95-acre site. The proposed development tract is located immediately east of Oakley Industrial Boulevard and to the west of Trickum Creek at latitude 33.540151 and longitude -84.583503, in Fairburn, Fulton County, Georgia. As shown in the GIS map below, the Property is the M-1 designated parcel to the east of Oakley Industrial Boulevard and situated in an area designed for office/industrial uses. As set forth herein, the proposed use and requested variances are consistent with the adjacent existing warehouse and industrial use that were first in time to be developed in the area.

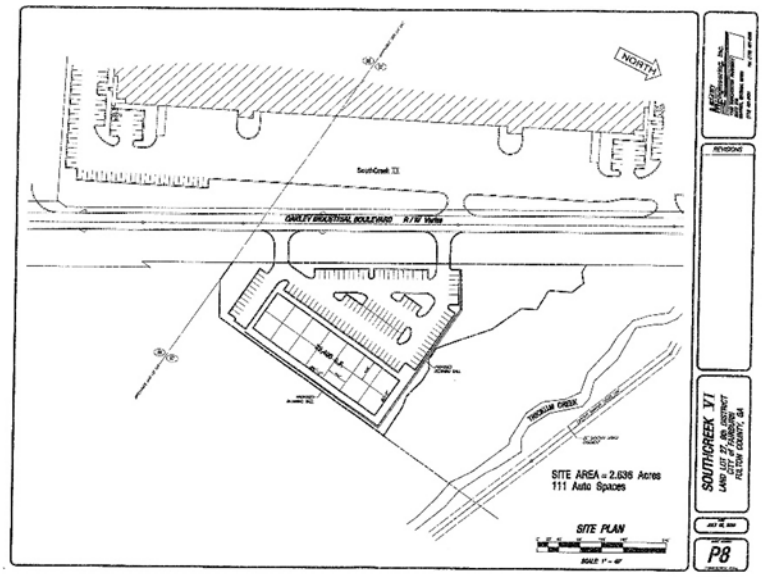


III. Project Summary

As shown in the attached site plan prepared by Civilsurvey, Inc, the Applicant proposes to develop the property to include office, warehouse, outdoor storage, 55 parking spaces and two methods of ingress/egress. The multiple ingress/egress is proposed to designate one for trucks and the other for regular passenger vehicles to assure safety while accessing the Property and is consistent with adjacent developments The development will be designed in accordance with the City of Fairburn Soil Erosion and Sedimentation Control Ordinance and meet stormwater standards established in the Georgia Stormwater Management Manual. The proposed use and site plan are complimentary to the adjacent uses and will have no adverse impact on the aesthetic of the area and adjacent uses.

IV. The Applicant obtained vested rights in its variance request.

Pursuant to *Carson v. Brown*, 366 Ga.App. 674 (2023), Ms. Denney acquired vested rights to initiate a specific use of a property despite a change in zoning laws given its reliance on 'formally and informally" approved development plans. At the time of the acquisition of the Property, the planned development was depicted on the site plan provided below without a buffer or setback. The Property was purchased in reliance upon being able to develop the identified area. At that time, neither of the ordinances which the Applicant seeks relief were enacted. Ordinance §80-372 would be adopted later in 2008 while §80-85 would not be adopted until 2012. Due to the adoption of additional regulations coupled with the rezoning and development of the adjacent properties, the Property is subject to additional setbacks due the modified residential nature of the adjacent property.



V. The Applicant's proposal satisfies the procedural requirements and criteria for a variance established in §80-251.

In addition to the Applicant's established vested right to its variance requests, the Applicant has submitted a complete application for each request, provided substantial information and satisfied the criteria established within the Ordinance as incorporated herein. The Applicant asserts that it satisfies two of the three criteria for variances. Pursuant to the ordinance, the variance *shall* be granted if the Applicant meets only one of the criteria. When an ordinance specifies a procedure for zoning and the local government fails to follow its own procedures, the action is void. *Harden v. Banks County*, 294 Ga. App. 327 (2008); *Cherokee County v. Martin*, 253 Ga.App. 395 (2002); Brand v. Wilson, 252 Ga. 416 (1984); *Harrison v. Arogeti*, 228 Ga. 55 (1971); *Mayor and Council of Waynesboro v. McDowell,* 213 Ga. 407 (1957); *Toomey v. Norwood Realty Co.,* 211Ga. 814 (1955). As with all zoning decisions, the Planning Commission must balance public and private interests. In this situation, we contend the Applicant's request results in no adverse impact to the public interest. Upon review of the enclosed materials, the variance request shall be found to be compliant with the procedures and standards set forth in the Fairburn Code of Ordinances and should be granted.

VI. Reservation of Constitutional Objections

Georgia law and the procedures of the City of Fairburn require us to raise Federal and State constitutional objections during a variance/rezoning process. Failure to raise constitutional objections at this stage may mean that the Applicant would be barred from raising important legal claims later in the process. Accordingly, we are required to raise our constitutional objections to the above referenced application as set forth in Exhibit A.

VII. Conclusion

The Applicant has satisfied at least one of the three criteria established in §80-251 for granting the variance request and demonstrated that the unique circumstances of this parcel coupled with the triangular shape and topographic relief results in a hardship in meeting the criteria set forth in Ordinance §§85-85(f) and 80-372. The proposed plan meets the intent and purpose of the applicable sections of the Ordinance for which the Applicant is making its request and will not have an adverse impact to the public or adjacent property owners. For the foregoing reasons, the Applicant respectfully requests that the Application for the variance to §80-85(f) and 80-372 be granted. The Applicant welcomes the opportunity to meet to answer any questions or to address any concerns relating to this letter or supporting materials.

Sincerely,



Laura W. Benz
Attorney for Charlene Denney, LLC and Peachtree Mechanical

Enclosures

EXHIBIT A
RESERVATION OF CONSTITUTIONAL OBJECTIONS

The denial of the variance for the Property would be unconstitutional in that it would deprive the Applicant and the owner of their property rights without first paying fair, adequate and just compensation in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the United States and Georgia Constitution.

The denial of the variance for the Property would be unconstitutional, illegal, null and void, constituting a taking of the Applicant and owner's property in violation of the Just Compensation Clause of the U.S. Constitution; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Georgia Constitution; and would discriminate between this Property and similarly situated properties in violation of the Equal Protection and Due Process Clauses of the US Constitution.

Any action resulting in denial of the variance request for the Property would constitute an arbitrary and capricious act by the Planning Commission, Board of Zoning Appeals and/or Mayor and City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Georgia Constitution, the Due Process Clause of the U.S. Constitution, and would destroy the Applicant and owner's property rights without first paying fair, adequate and just compensation for such rights in violation of the Georgia Constitution and the Due Process Clause and Equal Protection Clauses of the U.S. Constitution. Any denial of the request of zoning authorization different from the requested authorization on the Property would be unconstitutional.

This written notice is being provided to the Planning Commission and the Mayor and City Council of Fairburn in accordance with O.C.G.A §36-33-5. If the variance request is denied, the Applicant and owner reserve the right to seek damages in the Superior Court demanding just and adequate compensation under Georgia law for the taking of its property, attorney's fees and other damages arising out of the unlawful deprivation of its property rights.

VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received:_____

VARIANCE #:_____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: _Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC)

Address: _337 Adams Road, Fayetteville, GA 30214_____

Phone: _770-460-5155_____ Cell: _____ Fax: _____

Email Address: _RDenney@peachtree mechanical.com_____

OWNER INFORMATION (If different from Applicant)

Owner Name: Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC_____

Address: _____

Phone: _____ Cell: _____ Fax: _____

Email Address: _____

PROPERTY INFORMATION

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA _____

Parcel ID#: 09F080000280781_____ Land Lot: _27/28__ District: _9F____ Acreage: 3.96_____

Request: _Variance on Ordinance 80-85 to reduce the rear setback from 50' to the standard M-1 of 30'.

_____

_____

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[__X___] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[_____] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[_____] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES [NO PUBLIC HEARING REQUIRED]

[_____] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[_____] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative responses

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative responses

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative responses

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 27/28 DISTRICT: 9F TAX ID: 09F080000280781

PROPERTY ADDRESS 1235 Oakley Industrial Blvd, Fairburn, GA 30213

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Sworn to and subscribed before me this 5th day of 05-05- 2025

TYPE OR PRINT OWNER'S NAME
Charlena Denney

ADDRESS
337 Adams Rd

CITY, STATE & ZIP CODE
Fayetteville, Georgia 30214

OWNER'S SIGNATURE
( ) Charlena Denney

AREA CODE/ PHONE NUMBER
770-295-8820

EMAIL ADDRESS
cdenney@peachtreemechanical.com

NOTARY PUBLIC Ghulam M. Gulamali

GHULAM M. GULAMALI
NOTARY PUBLIC
GWINNETT COUNTY
STATE OF GEORGIA
Commission # W-00569854
My Comm. Expires Aug. 10, 2026

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

TYPE OR PRINT PETITIONER'S NAME

ADDRESS

CITY & STATE ZIP CODE

Sworn to and subscribed before me this the

_____ Day of _____ 20_____

NOTARY PUBLIC

PETITIIONER'S SIGNATURE

PHONE NUMBER

EMAIL ADDRESS

***V.* ATTORNEY/AGENT INFORMATION**

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz

TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street

ADDRESS

Newnan, GA 30263

CITY, STATE & ZIP CODE

[404] 493-7789

AREA CODE/PHONE NUMBER

Laura@LWBenz.com

EMAIL ADDRESS

Laura W. Benz

SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-85(f) and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
Charlene Denney
for +/- 3.95 Acres of Land
Located at 1235 Oakley Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the setback from 50' to 30' as required under §80-85(f) satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251(1): Primary variances shall be granted upon showing that relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the required minimum buffer of 50' adjacent to residential zoned properties to the standard 30' for M1 as established in §80-55(f).

The intent of the regulations governing the M-1 district as set forth in Ordinance §80-85 is to provide areas within the city for the manufacture, storage, sale and distribution of goods and the conduct of related commercial and industrial activities. Within §80-85(f) the minimum standards for setbacks are established with a rear yard setback of 30' except for where M-1 abuts a residential designation and then the rear yard setback is established as 50'. As shown within the letter of intent that accompanied this submission, the Property is bounded by PD and RM-12 along the same property boundary. Thus for the PD designated parcel that is a warehouse, the setback is established as 30', whereas the section of the boundary that abuts the RM-12 the rear setback is expanded to 50'. The Applicant asserts that the general purpose of the M-1 designation for the use of commercial and industrial activities is furthered by granting the requested reduction of the rear setback to be 30' the entire length of the property boundary when consideration of the distance between the actual residential elements and the Property.

While the adjacent zoned RM-12 property extends to the Applicant's southern property boundary, however from the corner of the Property it is approximately 350' to the closest parking lot and 440' to the nearest residential structure which has well established undisturbed forest between the two points. There are no residential units on the western side of Trickum Creek due to the expanded floodplain and natural resource features. As you can see from the map below, Trickum Creek and

the associated flood designation serves to provide a substantial natural buffer from the residential uses.

The RM-12 zoning classification parcel (The Peachtree Landing Gardens, LP) also is situated along the Property's southern boundary. As shown in the tax parcel map, there are no structures to the west side of Trickum Creek. Trickum Creek and its associated designated floodplain provides a large natural buffer which accomplishes the objectives of the ordinance. The RM-12 parcel has no access or frontage to Oakley Industrial Boulevard and therefore to construct any additional residential structures will require construction of access across Trickum Creek, the associated floodplain and wetlands. Given the limited property outside of these designated features, it is highly unlikely that any residential uses will be developed along the southern property boundary of the Property. The request to reduce the setback to the standard 30' setback prescribed in §80-55(f) will not adversely impact the adjacent residential property given the natural buffer that exists.



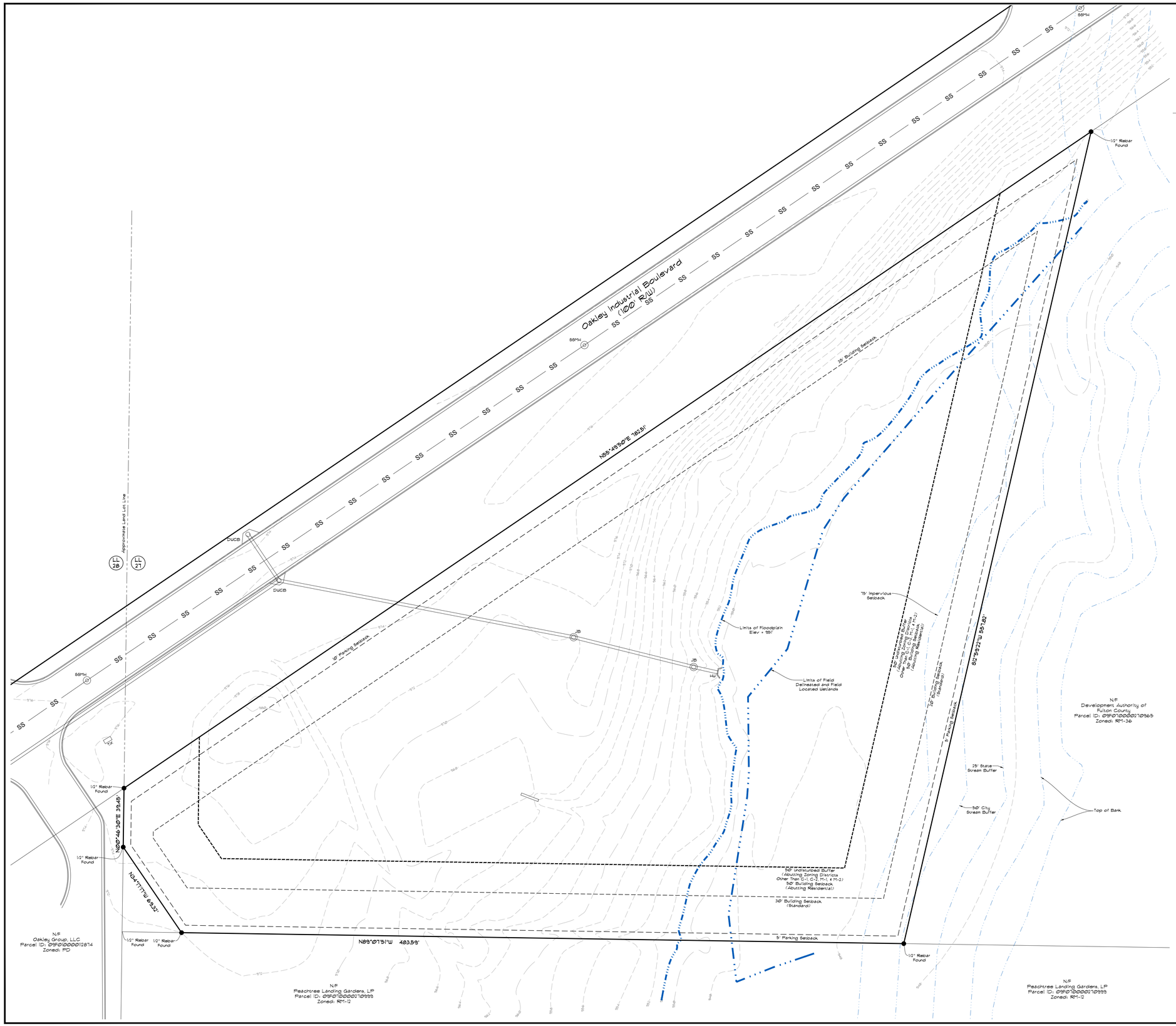


2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or**

As set forth herein, the request to reduce the setback to the standard 30' required in M-1 from the 50' adjacent to a residential district provides relief from the unnecessary hardship created by the existing topography, floodplain, lot size and shape. A large portion of the Property is undevelopable given the presence of the large wetland, special floodplain designation and Trickum Creek as shown below in the graphic taken from the aquatic resource report prepared by Environmental Corporation of America.



The topographical relief varies from 976 msl to 948 msl with the area of lesser relief towards the roadway and the broad expansive floodplain near the rear of the property. The floodplain is designated as AE, a special flood hazard area which is designated by FEMA as a high-risk area. As such, FEMA requires that structures within these designated areas are covered by flood insurance as well as requiring a permit from FEMA after demonstrating that the proposed project will not have an adverse impact on the floodways. The absence of topographic relief within the parcel would require any construction within this designated area to replace the flood storage elsewhere on the parcel, thus further reducing the developable area. In addition, the presence of a jurisdictional wetland requires a permit under Section 404 of the Clean Water Act from the US Army Corps of Engineers. Per the CWA regulations, impacts to wetlands are not permitted if there is a lesser environmentally damaging alternative, such as reduction of a setback to the standard 30'. The existence of the wetland and the special flood hazard area restricts development and decreases the width of the available area for development resulting in an irregular shape. The variance request does not result in any detriment to the public and should be granted.



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from two control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

DATE:

RELEASE DESCRIPTION

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EC	BACK OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WS	WATER SERVICE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
GM	GAS METER FORMERLY
MW	MONITORING WELL
	OAK/DECIDUOUS TREE
	PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GEORGIA REGISTERED
No. 3128
04-30-2025
PROFESSIONAL LAND SURVEYOR
JAMES W. ECKERT, JR.
SEAL VALIDIONLY IF PIN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

Boundary and Topographic Survey for

PEACHTREE MECHANICAL, INC.

Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4.00 ACRES AND SHOWN ON THAT CERTAIN COMPOSITE PLAT PHASE ONE FOR CITY OF FAIRBURN, DATED AUGUST 9, 2004, PREPARED BY DUE WEST SURVEYING, INC.

LESS AND EXCEPT:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

Deed Book 47265 Pg 340
Filed and Recorded Oct-13-2008 03:16pm
2008-0261970
Real Estate Transfer Tax $210.00
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

After recording, return to:
Patti B. Crosby, Paralegal
Holt Ney Zatcoff & Wasserman, LLP
100 Galleria Parkway, Suite 600
Atlanta, Georgia 30339
(770) 956-9600

LIMITED WARRANTY DEED - GEORGIA

THIS INDENTURE, made the 9th day of October, 2008, between **SVA FAIRBURN LIMITED PARTNERSHIP**, a Texas limited partnership, hereinafter called Grantor, and **CHARLENE AND DICKIE DENNEY, LLC**, a Georgia limited liability company, hereinafter called Grantee (the words "Grantor" and "Grantee" include all genders, plural and singular, and their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land located in Land Lot 27 of District 9F of Fulton County, Georgia and being more particularly described on **Exhibit "A"** attached hereto and made a part hereof.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor, subject to those exceptions listed on **Exhibit "B"** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

My Commission Expires:

[NOTARY SEAL]

GWEN MCLENDON
MY COMMISSION EXPIRES
August 20, 2010

SVA FAIRBURN LIMITED PARTNERSHIP,
a Texas limited partnership

By: SIVE Commercial, Inc., a Texas corporation, its General Partner

By: _____
David N. Arnow, Vice President

[CORPORATE SEAL]

SEAL

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2008 and subsequent years, a lien not yet due and payable; and the lien of additional real property taxes by reason of increased or amended assessments.

2. Declaration of Covenants, Conditions, Restrictions and Easements dated as of June 1, 1999 and recorded at Book 26899, Page 171, Fulton County, Georgia records, as amended by First Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of February 19, 2002 and recorded at Book 31937, Page 625, aforesaid records, and as further amended by Second Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of July 10, 2002 and recorded at Book 32717, Page 255, aforesaid records, and as further amended by Third Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of December 15, 2003 and recorded at Book 36728, Page 465, aforesaid records, and as further amended by Fourth Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of May 19, 2005 and recorded at Book 40040, Page 434, aforesaid records.

3. Restrictions, covenants and easements of record.

4. All matters that would be disclosed by a current, accurate survey and inspection of the subject property.

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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6. Lease Agreement

Not Applicable

PEACH TREE INC
535 MARKSMEN COURT
FAYETTEVILLE, GA 30214

May 5, 2025

Ms. Denise Brookins
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

Re: Letter of Intent of Charlene Denney to develop 1235 Oakley Industrial Boulevard (Fulton Co Tax Parcel 09F080000280781)

Dear Ms. Brookins,

It is the intent of Charlene Denney, LLC /Peachtree Mechanical to develop a site encompassing approximately 3.96 acres located adjacent to Oakley Industrial Boulevard in Fairburn, GA as referenced above. The project proposes the construction of one ± 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage. Other site improvements include parking, landscaping, utilities, and stormwater management. Should you have any questions or require additional information, please do not hesitate to contact Richard Denney at (678) 695-6800.

Sincerely,
Peachtree Mechanical

Charlene Denney, CEO

May 5, 2025

PHONE 770/460-5155
FAX 770/460-5079

SEDB, Woman Owned Business



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from multiple control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

DEVELOPMENT INFORMATION

Zoned: M-1

Setbacks:
Front = 35'
Side = 20' (50' if abutting residential district)
Rear = 30' (50' if abutting residential district)

Parking Design Requirements:
Standard Space = 10' x 18'
Compact Space = 9' x 15'

Required Parking Spaces
Office = 1 per 250 Sq. Ft.
Office = 12,800 Sq. Ft.
Office Required Spaces = 12,800 / 250 = 51.2 Spaces

Warehouse = 1 Space per 2,500 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Warehouse Required Spaces = 12,800 / 2,500 = 5.12 Spaces

Total Required Spaces = 51.2 + 5.12 = 56.32 Spaces

Provided Parking Spaces
46 Standard Spaces
8 Compact Spaces
4 Handicap Accessible Spaces
58 Total Spaces

Lot Coverage
Definition: The total horizontal ground area of a lot that is occupied by all buildings on the lot.
Maximum Lot Coverage = 60%

Office = 6,400 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Outdoor Storage = 30,000 Sq. Ft.

Total Building Area = 49,200 Sq. Ft.
Lot Coverage = 49,200 / 172,433 = 28.5%

Impervious Coverage
Total Building Area = 49,200 Sq. Ft.
Total Paved Area = 54,000 Sq. Ft.

Total Impervious Area = 103,200 Sq. Ft.
Impervious Percentage = 103,200 / 172,433 = 59.8%

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

RELEASE DESCRIPTION

DATE:

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
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LP	LIGHT POLE
FP	FLAG POLE
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MW	MONITORING WELL

OAK/DECIDUOUS TREE

PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GSWCC #29561

GEORGIA REGISTERED No. 23303 PROFESSIONAL LAND SURVEYOR (PN: 2025.107) JAMES W. ECKERT, JR.

SEAL VALID ONLY IF PN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

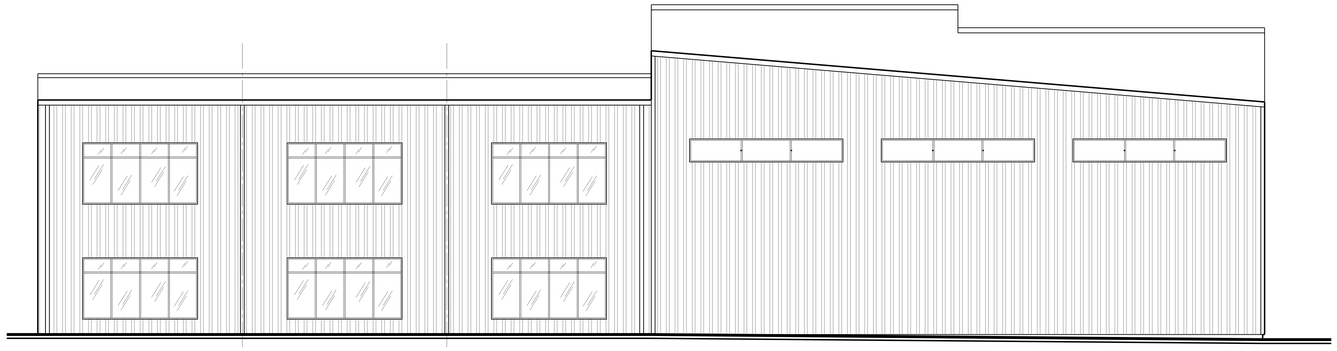
Zoning Plan for

PEACHTREE MECHANICAL, INC.

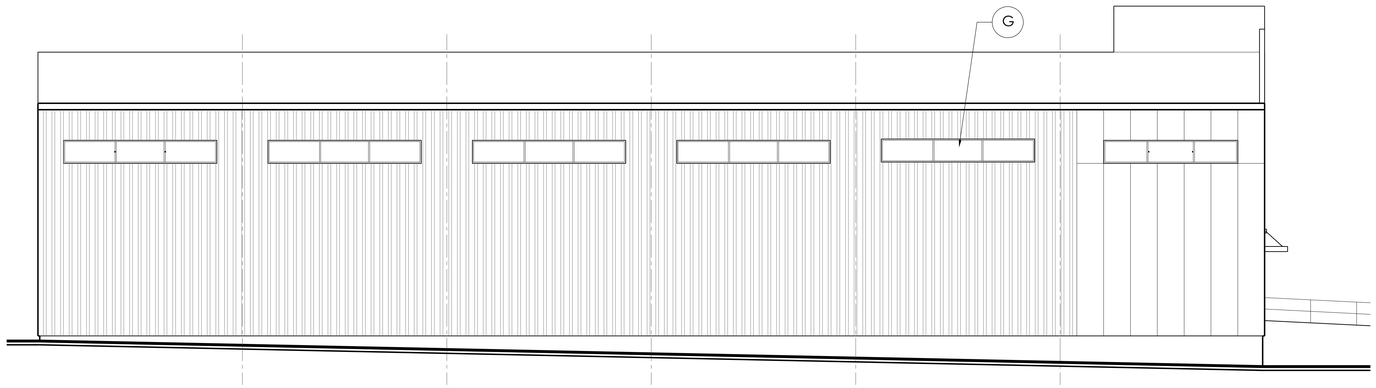
Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

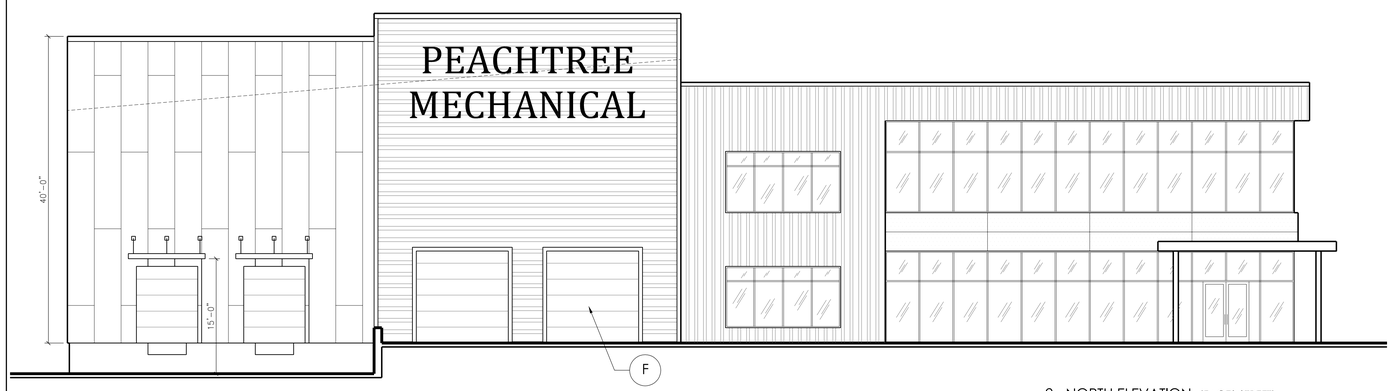
1 of 1



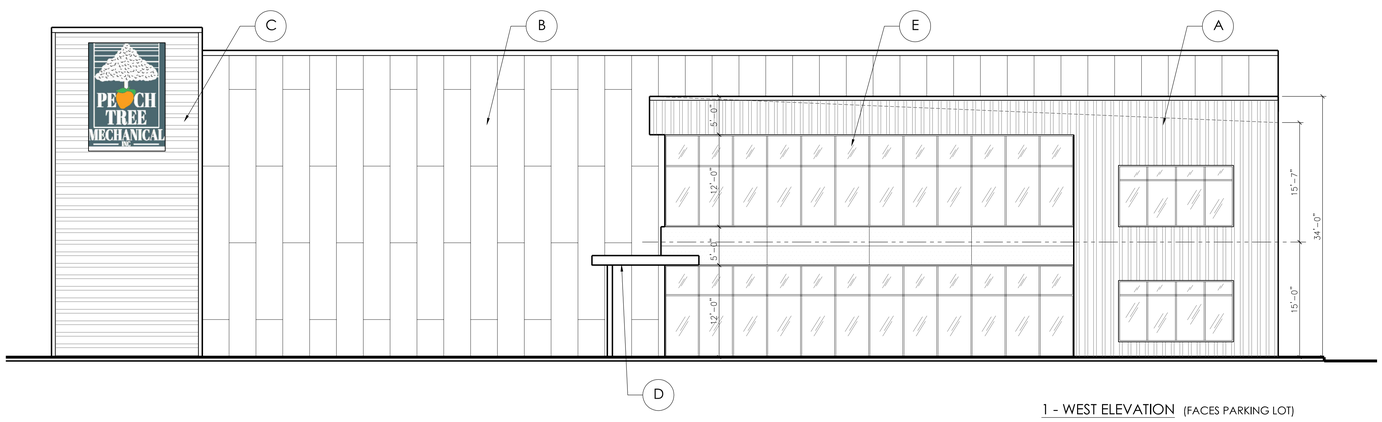
4 - SOUTH ELEVATION (FACES BACK OF PROPERTY)



3 - EAST ELEVATION (FACES BACK OF PROPERTY)



2 - NORTH ELEVATION (FACES STREET)



1 - WEST ELEVATION (FACES PARKING LOT)



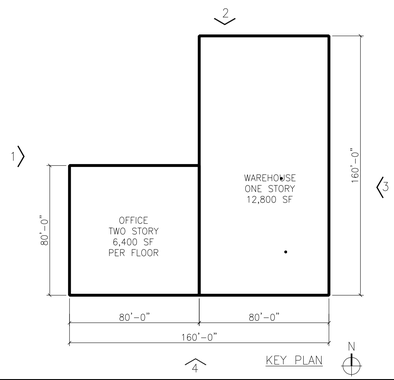
6 - VIEW FROM NORTH



5 - VIEW FROM NORTHWEST

EXTERIOR FINISH SCHEDULE

A	ARCHITECTURAL VERTICAL METAL SIDING
B	PREFINISHED INSULATED METAL PANELS
C	"WOOD-LOOK" HORIZONTAL METAL SIDING
D	PRE-ENGINEERED METAL ENTRANCE CANOPY
E	ALUM AND GLASS STOREFRONT SYSTEM
F	PREFINISHED OVERHEAD DOOR
G	ALUM AND GLASS CLERESTORY WINDOW SYSTEM



HUMAN ELEMENT
ARCHITECTS
324 Lawrence St
Marietta, Georgia 30060
ph: 678.402.1879
david@hearchitects.com

ENGINEER:

OWNER:

PEACH TREE MECHANICAL

COPYRIGHT HUMAN ELEMENT ARCHITECT LLC AS DATED BELOW

ISSUE	DESCRIPTION	DATE
A	SCHEMATIC FLOOR PLAN REVIEW	03/24/25
B	ISSUE PRELIM EXTERIOR ELEVS	05/05/25

SEAL:

NEW BULDING FOR PEACHTREE MECHANICAL

XXXXXXXXXXXXXXX
XXXXXXXXXXXXXX
FAYETTEVILLE, GA 3XXXX

JOB NUMBER: 2506

SHEET TITLE: PROPOSED EXTERIOR ELEVATIONS & RENDERINGS

SHEET NUMBER: A400

VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received:_____

VARIANCE #:_____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: _Charlene Denney, LLC (formerly Charlene & Dickie Denney, LLC) _____

Address: _337 Adams Road, Fayetteville, GA 30214_____

Phone: _770-460-5155_____ Cell: _____ Fax: _____

Email Address: _RDenney@peachtree mechanical.com_____

OWNER INFORMATION (If different from Applicant)

Owner Name: _____ _____ _____

Address: _____

Phone: _____ Cell: _____ Fax: _____

Email Address: _____

PROPERTY INFORMATION

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA _____

Parcel ID#: 09F080000280781_____ Land Lot: _27/28__ District: _9F___ Acreage: 3.96_____

Request: _Variance on Ordinance 80-372 to reduce the 50' buffer to zero. _____

_____

_

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[__X___] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[_____] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[_____] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES
[NO PUBLIC HEARING REQUIRED]

[_____] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[_____] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative responses

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative responses

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative responses

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 27/28 DISTRICT: 9F TAX ID: 09F080000280781

PROPERTY ADDRESS 1235 Oakley Industrial Blvd, Fairburn, GA 30213

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Sworn to and subscribed before me this 5th day of 05-05- 2025

TYPE OR PRINT OWNER'S NAME
Charlena Denney

ADDRESS
337 Adams Rd

CITY, STATE & ZIP CODE
Fayetteville, Georgia 30214

OWNER'S SIGNATURE

AREA CODE/ PHONE NUMBER
770-295 8820

EMAIL ADDRESS
cdenney@peachtreemechanical.com

NOTARY PUBLIC Ghulam M. Gulamali

GHULAM M. GULAMALI
NOTARY PUBLIC
GWINNETT COUNTY
STATE OF GEORGIA
Commission # W-00569854
My Comm. Expires Aug. 10, 2026

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

Sworn to and subscribed before me this the

TYPE OR PRINT PETITIONER'S NAME

_____ Day of _____ 20_____

ADDRESS

NOTARY PUBLIC

CITY & STATE ZIP CODE

PETITIIONER'S SIGNATURE

PHONE NUMBER

EMAIL ADDRESS

V. ATTORNEY/AGENT INFORMATION

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz

TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street

ADDRESS

Newnan, GA 30263

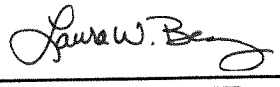
CITY, STATE & ZIP CODE

[404] 493-7789

AREA CODE/PHONE NUMBER

Laura@LWBenz.com

EMAIL ADDRESS



SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-372 and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
Charlene Denney
for +/- 3.95 Acres of Land
Located at 1235 Oakley Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the setback from 50' to 30' as required under §80-372 satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251(1): Primary variances shall be granted upon showing that relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the required minimum buffer of 50' associated with a M-1 adjacent to other zoning districts to zero as prescribed by Ordinance §80-372.

The purpose of a buffer is set forth in Ordinance §80-366 as to protect adjacent or other properties from potential nuisances associated with neighboring uses, protect the public from unsightly views along the public right-of-way and preserve and enhance aesthetic qualities, character, privacy and land values of the property within the City. A nuisance is generally legally defined broadly by statute as anything that causes hurt, inconvenience, or damage to another, that hurt or damage must arise from acts which affect the land itself. The Applicant is proposing to operate an office and associated warehouse facility which is complimentary to the adjacent uses. The proposed development is within the impervious surface maximums and will meet all requirements of the Georgia Stormwater Management Manual, thereby not having adverse impacts to hydrology or resulting in erosion to adjacent properties. The Property is bounded along its southern limits by parcels with PD and RM-12 zoning designations which require a 50' buffer. The Applicant requests that this requirement be reduced to zero given that its request would be in harmony with the adjacent land uses and meets the standards set forth in the purpose and intent of the Ordinance.

As shown in the figures below, the adjacent property designated as PD currently serves as a warehouse with its access and parking directly abutting the Applicant's Property. The proposed use is the same as the neighboring uses and will not have an adverse impact on the aesthetic quality

of this corridor. As shown in the figures taken from Google Earth and the Fulton County tax assessor, the proposed use is compatible with the surrounding parcels and the associated adjacent uses to the Property.









The RM-12 zoning classification parcel (The Peachtree Landing Gardens, LP) also is situated along the Property's southern boundary. As shown in the tax parcel map, there are no structures to the west side of Trickum Creek. Trickum Creek and its associated designated floodplain provides a large natural buffer which accomplishes the objectives of the ordinance. The RM-12 parcel has no access or frontage to Oakley Industrial Boulevard and therefore to construct any additional residential structures will require construction of access across Trickum Creek, the associated floodplain and wetlands. The current closest portion of the Property is approximately 350' from the nearest area. iven the limited property outside of these designated features, it is highly unlikely that any residential uses will be developed along the southern property boundary of the Property. The request to remove the buffer as prescribed in 80-372 will not adversely impact either of the adjacent properties given the likelihood of any development adjacent to the RM-12 and that the parking facilities, building and operations of the adjacent PD property are of a similar use.





There is precedent to grant the variance request when examining similar situated properties along Oakley Industrial Boulevard. The 2017 construction of the multi-family residential development adjacent to the Property does not have the required 25' buffer to the prior C-2 zoning as shown below. The parking lot was constructed directly on the property line abutting the adjacent parking area. Granting the request to reduce the buffer required in Ordinance §80-372 is in harmony with the general intent and purpose of the chapter.



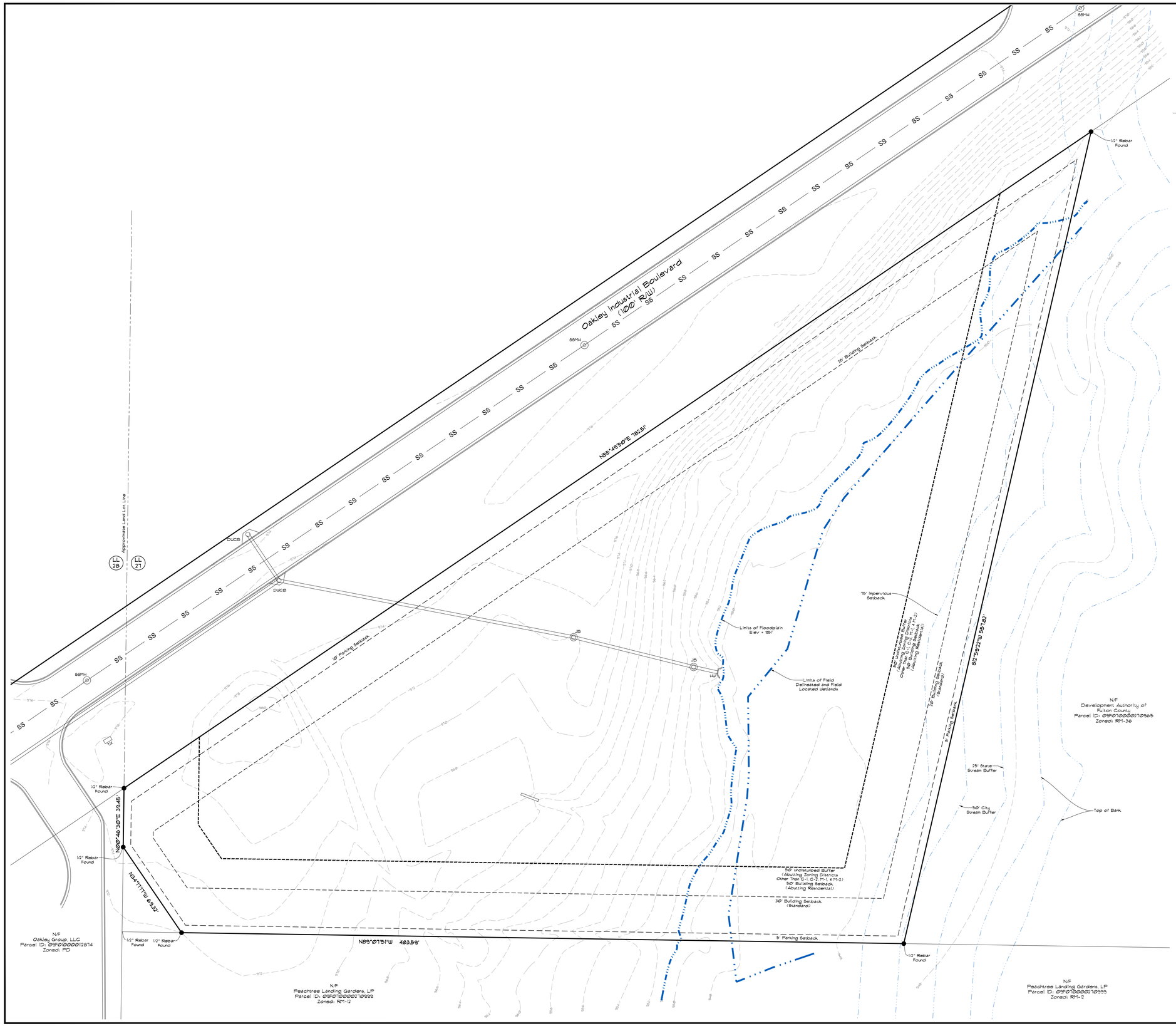
2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or**

The requirement of the buffer along the abutting zoning districts of 50' cannot be met when considering the existing stream, topographic relief, floodplain and wetlands that greatly reduce the

property's size and shape. A large portion of the Property is undevelopable given the presence of the large wetland, special floodplain designation and Trickum Creek as shown below in the graphic taken from the aquatic resource report prepared by Environmental Corporation of America.



The topographical relief varies from 976 msl to 948 msl with the area of lesser relief towards the roadway and the broad expansive floodplain near the rear of the property. The floodplain is designated as AE, a special flood hazard area which is designated by FEMA as a high-risk area. As such, FEMA requires that structures within these designated areas are covered by flood insurance as well as requiring a permit from FEMA after demonstrating that the proposed project will not have an adverse impact to the floodways. The absence of topographic relief within the parcel would require any construction within this designated area to replace the flood storage elsewhere on the parcel, thus further reducing the developable area. In addition, the presence of a jurisdictional wetland requires a permit under Section 404 of the Clean Water Act from the US Army Corps of Engineers. Per the CWA regulations, impacts to wetlands are not permitted if there is a lesser environmentally damaging alternative, such as reduction of a buffer. The existence of the wetland and the special flood hazard area restricts development and decreases the width of the available area for development resulting in an irregular shape. The variance request does not result in any detriment to the public and should be granted.



VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from two control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

0 15 30 60 90
Scale: 1" = 30'
Sheet Size: 24" x 36"

DATE:

RELEASE DESCRIPTION

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EC	BACK OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WS	WATER SERVICE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
GM	GAS METER FORMERLY
MW	MONITORING WELL
	OAK/DECIDUOUS TREE
	PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GEORGIA REGISTERED
No. 3128
04-30-2025
PROFESSIONAL LAND SURVEYOR
JAMES W. ECKERT, JR.
SEAL VALIDIONLY IF PIN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

Boundary and Topographic Survey for

PEACHTREE MECHANICAL, INC.

Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4.00 ACRES AND SHOWN ON THAT CERTAIN COMPOSITE PLAT PHASE ONE FOR CITY OF FAIRBURN, DATED AUGUST 9, 2004, PREPARED BY DUE WEST SURVEYING, INC.

LESS AND EXCEPT:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

Deed Book 47265 Pg 340
Filed and Recorded Oct-13-2008 03:16pm
2008-0261970
Real Estate Transfer Tax $210.00
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

After recording, return to:
Patti B. Crosby, Paralegal
Holt Ney Zatcoff & Wasserman, LLP
100 Galleria Parkway, Suite 600
Atlanta, Georgia 30339
(770) 956-9600

LIMITED WARRANTY DEED - GEORGIA

THIS INDENTURE, made the 9th day of October, 2008, between **SVA FAIRBURN LIMITED PARTNERSHIP**, a Texas limited partnership, hereinafter called Grantor, and **CHARLENE AND DICKIE DENNEY, LLC**, a Georgia limited liability company, hereinafter called Grantee (the words "Grantor" and "Grantee" include all genders, plural and singular, and their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land located in Land Lot 27 of District 9F of Fulton County, Georgia and being more particularly described on **Exhibit "A"** attached hereto and made a part hereof.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor, subject to those exceptions listed on **Exhibit "B"** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

My Commission Expires:

[NOTARY SEAL]

GWEN MCLENDON
MY COMMISSION EXPIRES
August 20, 2010

SVA FAIRBURN LIMITED PARTNERSHIP,
a Texas limited partnership

By: SIVE Commercial, Inc., a Texas corporation, its General Partner

By: _____
David N. Arnow, Vice President

[CORPORATE SEAL]

SEAL

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2008 and subsequent years, a lien not yet due and payable; and the lien of additional real property taxes by reason of increased or amended assessments.

2. Declaration of Covenants, Conditions, Restrictions and Easements dated as of June 1, 1999 and recorded at Book 26899, Page 171, Fulton County, Georgia records, as amended by First Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of February 19, 2002 and recorded at Book 31937, Page 625, aforesaid records, and as further amended by Second Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of July 10, 2002 and recorded at Book 32717, Page 255, aforesaid records, and as further amended by Third Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of December 15, 2003 and recorded at Book 36728, Page 465, aforesaid records, and as further amended by Fourth Amendment to Declaration of Covenants, Conditions, Restrictions and Easements dated as of May 19, 2005 and recorded at Book 40040, Page 434, aforesaid records.

3. Restrictions, covenants and easements of record.

4. All matters that would be disclosed by a current, accurate survey and inspection of the subject property.

Deed Book 47265 Pg 343
Cathelene Robinson
Clerk of Superior Court
Fulton County, Georgia

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 27 AND 28 OF DISTRICT 9F OF FULTON COUNTY, GEORGIA, BEING IN THE CITY OF FAIRBURN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR SET AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 28 WITH THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE FROM SAID TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN ALONG THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST 168.00 FEET TO A ½" REBAR SET; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) RUN NORTH 88° 53' 41" EAST A DISTANCE OF 17.47 FEET TO A ½" REBAR FOUND; THENCE RUN NORTH 53° 58' 54" EAST A DISTANCE OF 131.12 FEET TO A POINT; THENCE RUN SOUTH 36° 01' 06" EAST A DISTANCE OF 91.62 FEET TO A POINT; THENCE RUN SOUTH 89° 01' 10" EAST A DISTANCE OF 483.74 FEET TO A POINT; THENCE RUN NORTH 11° 07' 54" EAST A DISTANCE OF 557.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W); THENCE RUN ALONG SAID RIGHT-OF-WAY OF OAKLEY INDUSTRIAL BOULEVARD (100' R/W) SOUTH 53° 58' 54" WEST A DISTANCE OF 782.45 FEET TO A ½" REBAR SET AND THE TRUE POINT OF BEGINNING.

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LESS AND EXCEPT:

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SAID PARCEL CONTAINS 0.04 ACRES AND SHOWN AS PARCEL A ON THAT CERTAIN BOUNDARY SURVEY FOR SCORE INDOOR SPORTS, INC., DATED AUGUST 7, 2007, PREPARED BY DUE WEST SURVEYING, INC., AND BEARING THE SEAL AND CERTIFICATE OF CHRISTOPHER P. WEHRLE, GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2494.

6. Lease Agreement

Not Applicable

PEACH TREE INC
535 MARKSMEN COURT
FAYETTEVILLE, GA 30214

May 5, 2025

Ms. Denise Brookins
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

Re: Letter of Intent of Charlene Denney to develop 1235 Oakley Industrial Boulevard (Fulton Co Tax Parcel 09F080000280781)

Dear Ms. Brookins,

It is the intent of Charlene Denney, LLC /Peachtree Mechanical to develop a site encompassing approximately 3.96 acres located adjacent to Oakley Industrial Boulevard in Fairburn, GA as referenced above. The project proposes the construction of one ± 6,400 square foot (sf) office, 12,800 sf warehouse and 30,000 sf of outdoor storage. Other site improvements include parking, landscaping, utilities, and stormwater management. Should you have any questions or require additional information, please do not hesitate to contact Richard Denney at (678) 695-6800.

Sincerely,
Peachtree Mechanical

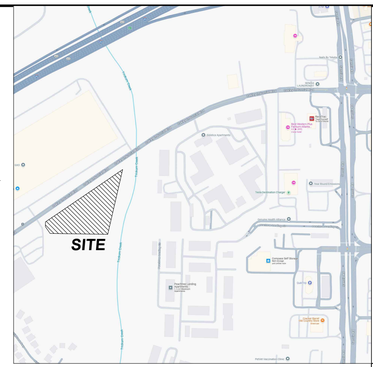
Charlene Denney, CEO

May 5, 2025

PHONE 770/460-5155
FAX 770/460-5079

SEDB, Woman Owned Business





VICINITY MAP
Not to Scale

GENERAL NOTES

Equipment Used:
Angular & Linear: Leica TS13
GPS: Carlson BRx6

The field data upon which this survey is based was collected from multiple control points and was not adjusted.

This survey has been calculated for closure and is found to be accurate to within one foot in 1,561,500 feet.

The 2' contours shown on this plat are based on U.S.G.S. datum and have a vertical accuracy of ± 1.0'. Contours outside of the property are approximate.

A portion of the this property is located in a special flood area as per F.I.R.M. Community Panel No. 13121C0462Fdated 09/18/2013. (Zone AE (Elev: 951'))

The utilities shown hereon are based upon an above-ground field survey. The actual utility locations should be field verified before any construction begins.

This survey was prepared without benefit of a title report which may reveal additional conveyances, easements, or rights-of-way not shown hereon.

PROPERTY INFORMATION

Owner: Charlene & Dickie Denney, LLC

Address: 1235 Oakley Industrial Boulevard, Fairburn, GA 30213

Parcel ID: 09F080000280781

Zoned: M-1

Area: 3.9585 Acres ± (172,433 Sq. Ft.)

Flood Zone: Zone AE (Elev: 951')

References: DB 47265, Pg 340

DEVELOPMENT INFORMATION

Zoned: M-1

Setbacks:
Front = 35'
Side = 20' (50' if abutting residential district)
Rear = 30' (50' if abutting residential district)

Parking Design Requirements:
Standard Space = 10' x 18'
Compact Space = 9' x 15'

Required Parking Spaces
Office = 1 per 250 Sq. Ft.
Office = 12,800 Sq. Ft.
Office Required Spaces = 12,800 / 250 = 51.2 Spaces

Warehouse = 1 Space per 2,500 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Warehouse Required Spaces = 12,800 / 2,500 = 5.12 Spaces

Total Required Spaces = 51.2 + 5.12 = 56.32 Spaces

Provided Parking Spaces
46 Standard Spaces
8 Compact Spaces
4 Handicap Accessible Spaces
58 Total Spaces

Lot Coverage
Definition: The total horizontal ground area of a lot that is occupied by all buildings on the lot.
Maximum Lot Coverage = 60%

Office = 6,400 Sq. Ft.
Warehouse = 12,800 Sq. Ft.
Outdoor Storage = 30,000 Sq. Ft.

Total Building Area = 49,200 Sq. Ft.
Lot Coverage = 49,200 / 172,433 = 28.5%

Impervious Coverage
Total Building Area = 49,200 Sq. Ft.
Total Paved Area = 54,000 Sq. Ft.

Total Impervious Area = 103,200 Sq. Ft.
Impervious Percentage = 103,200 / 172,433 = 59.8%

RELEASE DESCRIPTION

DATE:

LEGEND

R/W	RIGHT OF WAY
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IPS	IRON PIN SET
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
UP	UTILITY POLE
LP	LIGHT POLE
FP	FLAG POLE
SSMH	SANITARY SEWER MANHOLE
DMH	STORM DRAIN MANHOLE
INV	INVERT
FH	FIRE HYDRANT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
OU	OVERHEAD UTILITY
U	UNDERGROUND UTILITY
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
PVC	POLYVINYL CHLORIDE PIPE
WV	WATER VALVE
TR	TRANSFORMER
JB	JUNCTION BOX
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
WF	WATER FEATURE
WV	WATER VALVE
WM	WATER METER
CO	SEWER CLEAN-OUT
GV	GAS VALVE
MF	MONUMENT FORMERLY
MW	MONITORING WELL

OAK/DECIDUOUS TREE

PINE/EVERGREEN TREE

civil survey
civilsurvey, inc.
116 Maddox Road
Griffin, Georgia 30224
(470) 765-8898

GSWCC #29561

GEORGIA REGISTERED No. 23303 PROFESSIONAL LAND SURVEYOR (PN: 2025.107) JAMES W. ECKERT, JR. ENGINEER

SEAL VALID ONLY IF PN ON SEAL MATCHES PROJECT NUMBER IN TITLEBLOCK

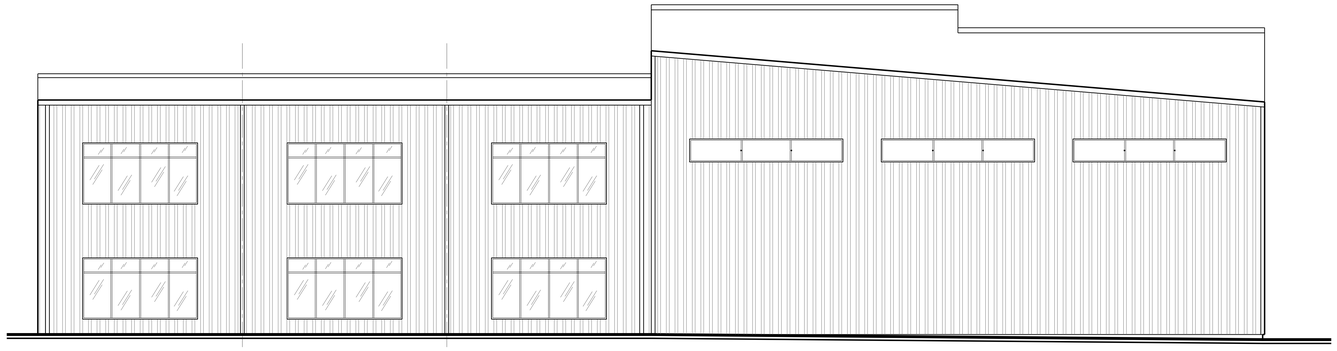
Zoning Plan for

PEACHTREE MECHANICAL, INC.

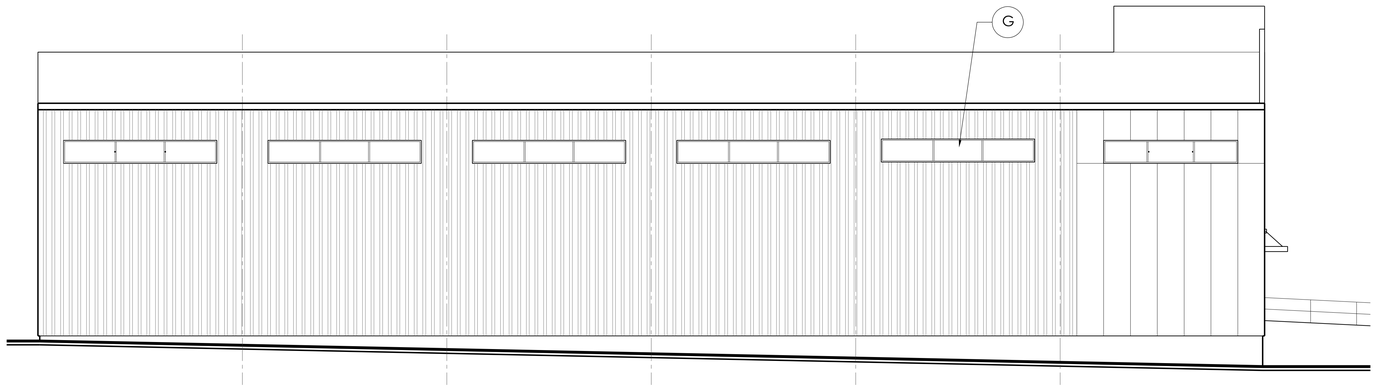
Property Address:
1235 Oakley Industrial Boulevard
Fairburn, GA 30213

Date: 30 April 2025
Land Lot: 27
Land District: 9F
Land Section: N/A
City: Fairburn
County: Fulton
State: Georgia
csi Project Number: 2025.107

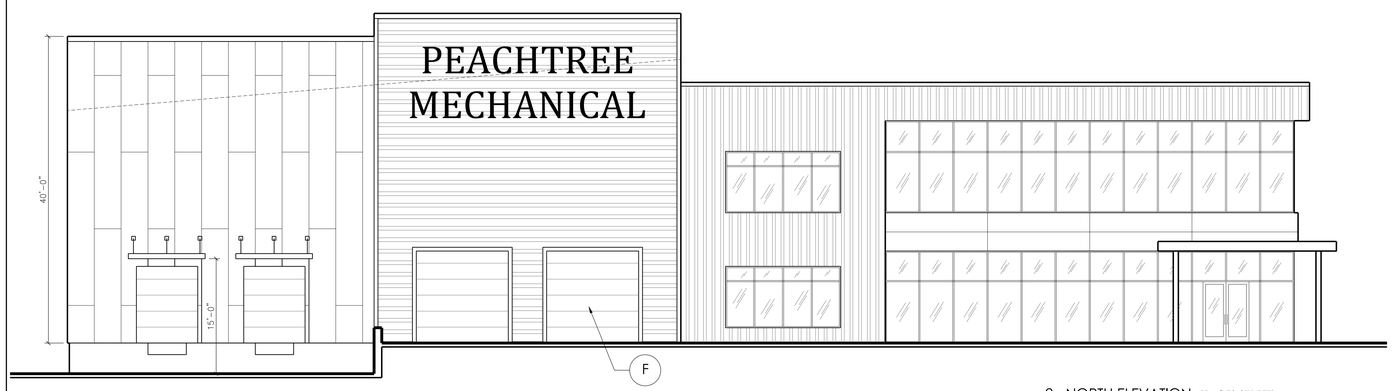
Sheet Size: 24" x 36"



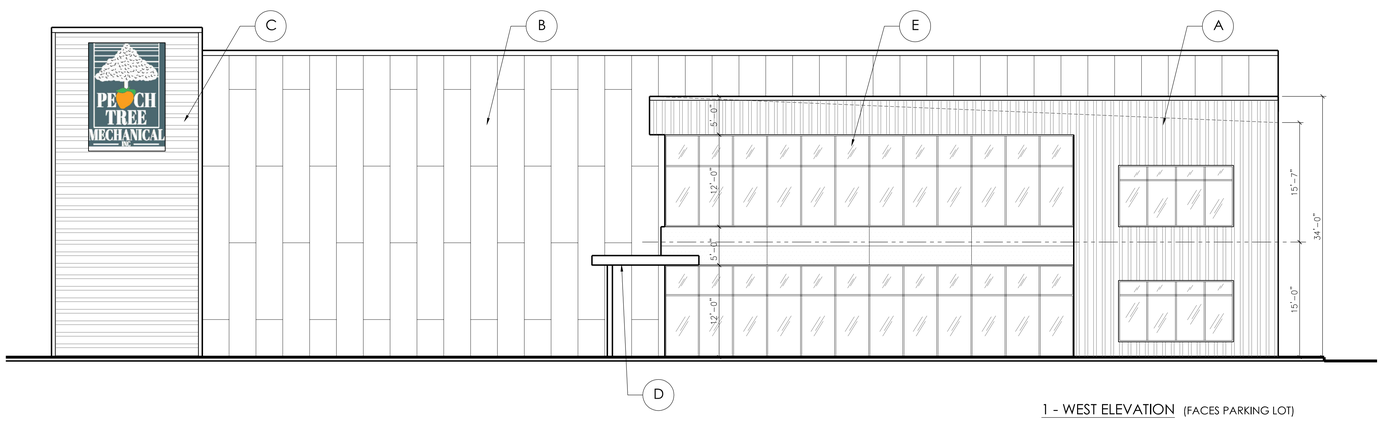
4 - SOUTH ELEVATION (FACES BACK OF PROPERTY)



3 - EAST ELEVATION (FACES BACK OF PROPERTY)



2 - NORTH ELEVATION (FACES STREET)



1 - WEST ELEVATION (FACES PARKING LOT)



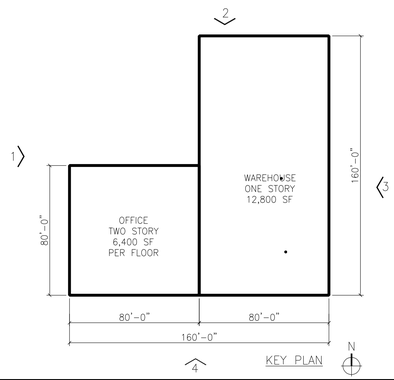
6 - VIEW FROM NORTH



5 - VIEW FROM NORTHWEST

EXTERIOR FINISH SCHEDULE

A	ARCHITECTURAL VERTICAL METAL SIDING
B	PREFINISHED INSULATED METAL PANELS
C	"WOOD-LOOK" HORIZONTAL METAL SIDING
D	PRE-ENGINEERED METAL ENTRANCE CANOPY
E	ALUM AND GLASS STOREFRONT SYSTEM
F	PREFINISHED OVERHEAD DOOR
G	ALUM AND GLASS CLERESTORY WINDOW SYSTEM



HUMAN ELEMENT
ARCHITECTS
324 Lawrence St
Marietta, Georgia 30060
ph: 678.402.1879
david@hearchitects.com

ENGINEER:

OWNER:

PEACH TREE MECHANICAL

COPYRIGHT HUMAN ELEMENT ARCHITECT LLC AS DATED BELOW

ISSUE	DESCRIPTION	DATE
A	SCHEMATIC FLOOR PLAN REVIEW	03/24/25
B	ISSUE PRELIM EXTERIOR ELEVS	05/05/25

SEAL:

NEW BULDING FOR PEACHTREE MECHANICAL

XXXXXXXXXXXXXXX
XXXXXXXXXXXXXX
FAYETTEVILLE, GA 3XXXX

JOB NUMBER: 2506

SHEET TITLE: PROPOSED EXTERIOR ELEVATIONS & RENDERINGS

SHEET NUMBER: A400

CITY OF FAIRBURN

PLANNING & ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: RaceTrac – 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751] – Request to reduce the Landscaped Buffer from 35' to 10'.

Agent/Applicant/Petitioner Information

Applicant: RaceTrac, Inc

Property Owner: Greenland Georgia, Inc.

Background

The site is located at 0 Fairburn Industrial Boulevard on the southeast corner of the intersection of Fairburn Industrial Boulevard and Howell Avenue. The site is currently zoned M-2 (Heavy Industrial) and is in the Highway 74 Overlay District. The site is approximately 16.97 acres.



Discussion

The applicant is proposing to construct a 6,008-square foot gas station and convenience store with seven gasoline fuel pumps and five diesel pumps.

The Zoning Code requires that "retail and commercial services developments shall provide a landscaped buffer with a minimum horizontal dimension of 35 feet adjacent to the Highway 74 right-of-way."

The applicant is proposing to reduce the Landscaped Buffer from 35 feet to 10 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.
   This condition has been satisfied. The purpose and intent of the Georgia Highway 74 Overlay Zoning District is to ensure attractive developments which are complimentary and will promote a mix of uses rather than the undesirable commercial sprawl which has plagued many communities and threatened the very character that attracted such development interests; reinforce and implement a land use plan that features residential, office, personal services, hospitality uses, and retail commercial uses along Georgia Highway 74; and protect the aesthetics of the community, provide for safe travel through, and access to the area and safeguard the welfare of its residents, while encouraging development along the Georgia Highway 74 corridor. Therefore, if relief is granted, the proposed construction would be in harmony with the general purpose and intent of the Georgia Highway 74 Overlay Zoning District.

2. The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.
   This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its topography, streams, size, and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.
   Not applicable.

Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed plans in regard to the 35-foot Landscaped Buffer reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Legal Description
- Deed
- Letter of Intent
- Current Survey
- Proposed Plans

SITE PICTURES

South viewpoint



VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received: _____

VARIANCE #: _____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: RaceTrac, Inc

Address: 200 Galleria Pkwy, Ste. 900 Atlanta GA 30339

Phone: (512) 417-3225 Cell: _____ Fax: _____

Email Address: sjones@racetrac.com

OWNER INFORMATION (If different from Applicant)

Owner Name: Greenland Georgia, Inc. - CONTACT: Suresh Jatia

Address: _____

Phone: (770) 435-1100 Cell: _____ Fax: _____

Email Address: suresh@greenlandamerica.com

PROPERTY INFORMATION

Address: 0 FAIRBURN INDUSTRIAL BLVD

Parcel ID#: 09F090100480751 Land Lot: 48 District: 9-F Acreage: 5.3 ac

Request: We are seeking a variance to reduce the 35' landscape buffer along the GA Hwy 74 ROW to 10' (Sec. 80-90-e-1-a).

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[X] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[ ] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[ ] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES
[NO PUBLIC HEARING REQUIRED]

[ ] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[ ] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative.

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative.

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative.

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 48 DISTRICT: 9-F TAX ID: 09F090100480751

PROPERTY ADDRESS 0 FAIRBURN INDUSTRIAL BLVD

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Suresh Jatia
TYPE OR PRINT OWNER'S NAME

C03, 3rd Fl Paragon Centre
ADDRESS Pandurang Budkar Marg,
Worli, Mumbai - 400013
CITY, STATE & ZIP CODE

OWNER'S SIGNATURE

91-22-24944805
AREA CODE/ PHONE NUMBER

Suresh@greenlandamerica.com
EMAIL ADDRESS

Sworn to and subscribed before me this 7th day of April 20 25

NOTARY PUBLIC

NANCY RENEE BLACK NOTARY PUBLIC EXPIRES GEORGIA AUGUST 29, 2026 COBB COUNTY

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

KasTrac, Inc.
TYPE OR PRINT PETITIONER'S NAME

200 Galleria Pkwy, Suite 900
ADDRESS

Atlanta GA 30339
CITY & STATE ZIP CODE

Sworn to and subscribed before me this the

10th Day of February 20 25

NOTARY PUBLIC

SAMANTHA JONES NOTARY PUBLIC COBB COUNTY, GEORGIA MY COMMISSION EXPIRES JULY 01, 2025

PETITIONER'S SIGNATURE

(512)417-3275
PHONE NUMBER

sjones@raletrac.com
EMAIL ADDRESS

***V.* ATTORNEY/AGENT INFORMATION**

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz
TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street
ADDRESS

Newnan, GA 30263
CITY, STATE & ZIP CODE

(404) 437-7789
AREA CODE/PHONE NUMBER

Laura@LWBenz.com
EMAIL ADDRESS

Laura W. Benz
SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-90(e)(1)(a) and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
RACETRAC
for +/- 4.21 Acres of Land
Located at 0 Fairburn Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the landscape buffer from 35' to 10' as required under §80-90(e)(1)(a) satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251(1): Primary variances shall be granted upon showing that relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the vegetative buffer that is prescribed by the Georgia Highway 74 Overlay Zoning District (§80-90 et seq.) required under §80-90(e)(1)(a).

The findings and intent of the GA Hwy 74 overlay district is to ensure attractive developments that are complimentary promoting a mix of uses that protect the aesthetics of the community, provide for safe travel through, and access to the area and safeguard the welfare of its residents, while encouraging development along the Georgia Highway 74 corridor.

The City Council unanimously approved the special use permit on June 10, 2024 with a similar site plan. There is precedent to allow the variance when examining similar situated properties along SR 74. The majority of adjacent developments do not have a vegetative buffer and therefore it cannot be argued that there would be a detriment to the public if a variance reducing the buffer is approved. The design and proposal meet the aesthetic requirements of the overlay district regarding materials and siting location. The purpose of the overlay as it pertains to the vegetative setback is an aesthetic which the Applicant asserts will be met by the 10' vegetative setback when coupled with the grassed right-of-way along SR 74. The reduction of the vegetative buffer along Highway 74 will not adversely impact the safety of travel through the corridor, access to the area or welfare of residents. As such, the Applicant's proposal to maintain a 10' vegetative buffer rather than the 35' buffer satisfies the purpose and intent of the chapter and its request for a variance to this chapter should be granted pursuant to the criteria discussed herein.



221 Hwy 74



292 Hwy 74



301 Fairburn Industrial



221 Fairburn Industrial

2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or**

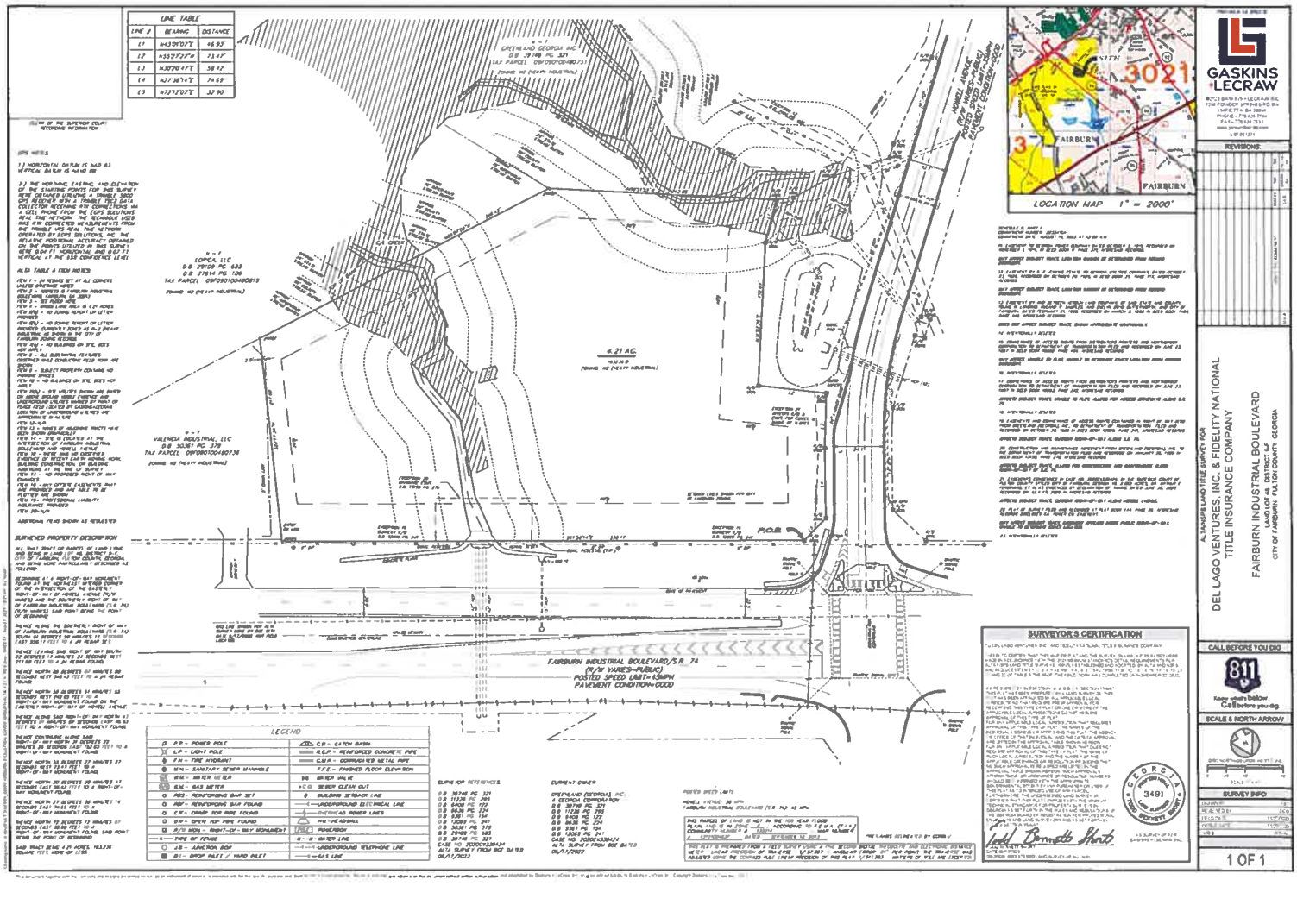
The requirement of the 35' vegetative buffer along SR 74 cannot be met when consideration of the existing streams, topographic relief, modification of the property's size and shape for roadway drainage associated with Howell Avenue are considered. The property is approximately 4 acres that is bifuracted by two streams along with wetlands.



The site further has 17’ of topographic relief requiring dirt to be moved as well as the construction of structural walls. In order to minimize impacts to jurisdictional streams and wetlands, Racetrac is constructing walls and implementing underground detention. The presence of these jurisdictional features results in limited space for the development. In addition, the unique shape of the property resulting from the construction of Howell Avenue and the associated stormwater detention results in limited configurations to provide the required access and parking required to serve the proposed use. To adhere to the 35’ setback required under 80-90(e)(1)(a) would result in additional impacts to the wetlands and streams.

The plan is substantially similar to that which came before the Planning Commission in April 2024 and was a part of the special use permit that was unanimously approved by the City Council on June 10, 2024.

ALTA Survey


LINE TABLE
LINE # | BEARING | DISTANCE
L1 | N43°01'02"E | 46.93
L2 | N55°27'27"W | 73.47
L3 | N30°26'47"E | 58.42
L4 | N27°38'14"E | 74.69
L5 | N73°12'02"E | 32.90
LOCATION MAP 1" = 2000'
SURVEYOR'S CERTIFICATION
LEGEND
P.O.B.
4.21 AC.
FAIRBURN INDUSTRIAL BOULEVARD/S.R. 74
(R/W VARIES-PUBLIC)
POSTED SPEED LIMIT=45MPH
PAVEMENT CONDITION=GOOD
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
TOPCA, LLC
D.B. 29129 PG. 683
D.B. 27814 PG. 106
TAX PARCEL 09F090100480819
ZONED: HI (HEAVY INDUSTRIAL)
VALENCIA INDUSTRIAL, LLC
D.B. 30361 PG. 379
TAX PARCEL 09F090100480736
ZONED: HI (HEAVY INDUSTRIAL)
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
POSTED SPEED LIMITS
HOWELL MILL ROAD - 35 MPH
FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) - 45 MPH
CURRENT OWNER
GREENLAND (GEORGIA), INC.
A GEORGIA CORPORATION
D.B. 39748 PG. 321
D.B. 11376 PG. 295
D.B. 6408 PG. 172
D.B. 6636 PG. 224
D.B. 5381 PG. 154
D.B. 12089 PG. 241
D.B. 30361 PG. 379
D.B. 29909 PG. 683
D.B. 12089 PG. 241
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
GASKINS LECRAW
REVISIONS
ALTA/NSPS LAND TITLE SURVEY FOR
DEL LAGO VENTURES, INC. & FIDELITY NATIONAL TITLE INSURANCE COMPANY
FAIRBURN INDUSTRIAL BOULEVARD
LAND LOT 46, DISTRICT 1F
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA
CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.
SCALE & NORTH ARROW
SURVEY INFO
1 OF 1

Legal Description

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 48, DISTRICT 9-F, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A RIGHT-OF-WAY MONUMENT FOUND AT THE NORTHEAST MITERED CORNER OF THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HOWELL AVENUE (R/W VARIES) AND THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) (R/W VARIES), SAID POINT BEING THE POINT OF BEGINNING;

THENCE ALONG THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) SOUTH 61 DEGREES 50 MINUTES 14 SECONDS EAST 556.17 FEET TO A #4 REBAR SET;

THENCE LEAVING SAID RIGHT OF WAY SOUTH 23 DEGREES 02 MINUTES 19 SECONDS WEST 212.06 FEET TO A #4 REBAR SET;

THENCE NORTH 88 DEGREES 29 MINUTES 07 SECONDS WEST 351.90 FEET TO A #4 REBAR SET;

THENCE SOUTH 84 DEGREES 13 MINUTES 31 SECONDS WEST A DISTANCE OF 354.83 FEET TO A #4 REBAR SET;

THENCE NORTH 68 DEGREES 18 MINUTES 11 SECONDS WEST A DISTANCE OF 96.69 FEET TO A #4 REBAR SET;

THENCE SOUTH 45 DEGREES 23 MINUTES 34 SECONDS WEST A DISTANCE OF 211.56 FEET TO A #4 REBAR SET;

THENCE SOUTH 72 DEGREES 09 MINUTES 52 SECONDS WEST A DISTANCE OF 57.95 FEET TO #4 REBAR SET ON THE SOUTH EASTERLY RIGHT OF WAY OF HOWELL AVENUE;

THENCE ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 251.84 FEET TO A #4 REBAR SET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 70.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 52 DEGREES 23 MINUTES 09 SECONDS EAST A DISTANCE OF 100.78 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 43 MINUTES 09 SECONDS EAST A DISTANCE OF 15.49 FEET TO A POINT;

THENCE SOUTH 80 DEGREES 00 MINUTES 54 SECONDS EAST A DISTANCE OF 61.26 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 89 DEGREES 52 MINUTES 08 SECONDS EAST A DISTANCE OF 48.94 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE SOUTH 68 DEGREES 33 MINUTES 17 SECONDS EAST A DISTANCE OF 18.70 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 01 MINUTES 07 SECONDS EAST 46.93 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 31 DEGREES 22 MINUTES 26 SECONDS EAST 152.65 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 55 DEGREES 27 MINUTES 27 SECONDS WEST 73.47 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 30 DEGREES 20 MINUTES 47 SECONDS EAST 58.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 27 DEGREES 38 MINUTES 14 SECONDS EAST 74.69 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 72 DEGREES 12 MINUTES 07 SECONDS EAST 32.90 FEET TO A RIGHT-OF-WAY MONUMENT FOUND, SAID POINT BEING THE POINT OF BEGINNING;

SAID TRACT BEING 5.30 ACRES, 230,999 SQUARE FEET, MORE OR LESS.

Warranty Deed

00131036

GEORGIA, Fulton County, Clerk's Office Superior Court
Filed & Recorded, DEC 11 1987 at 4:10 Barbara J. Price CLERK

GENERAL WARRANTY DEED

Fulton County, Georgia
Real Estate Transfer Tax
Paid $ 300.00
Date DEC 11 1987
Clerk, Superior Court
By Deputy Clerk

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENDURE, made as of this 10th day of December, 1987, between NORTHBROOK CORPORATION, a Georgia corporation, as party of the first part (hereinafter referred to as "Grantor"), and GREENLAND (GEORGIA), INC.; a Georgia corporation, as party of the second part (hereinafter referred to as "Grantee").

W I T N E S S E T H:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations, in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged has granted, bargained, sold and conveyed and by these presents does grant, bargain, sell and convey unto the Grantee, its successors, and assigns all that tract or parcel of land described in Exhibit "A" attached hereto and subject to those items described in Exhibit "B" attached hereto (the "Permitted Exceptions").

TO HAVE AND TO HOLD the said bargained premises, together with all and singular rights, members and appurtenances thereof, to the only proper use, benefit and behoof of Grantee forever IN FEE SIMPLE.

And Grantor will warrant and forever defend the right and title to the above described property unto Grantee against the lawful claims of all persons whomsoever, except for claims arising under the Permitted Exceptions.

IN WITNESS WHEREOF, Grantor has hereunto set its hand and affixed its seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Charles O'Benedict
Unofficial Witness

Colleen S. Voulbrock
Notary Public

My commission expires:

[NOTARIAL SEAL]
Notary Public, Georgia, State at Large
My Commission Expires Feb. 20, 1989

N.P. SEAL

NORTHBROOK CORPORATION, a Georgia corporation

BY: Ralph L. Eskew
RALPH L. ESKEW, President

[AFFIX CORPORATE SEAL]

CORP. SEAL

10-T-164(A)

EXHIBIT "A"

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 48 of the 9-F District of Fulton County, Georgia and being more particularly described as follows:

BEGINNING at a point on the southwesterly right-of-way of Georgia State Highway No. 74 (a 100-ft. right-of-way), which point is located 582.9 feet northwesterly from the intersection of the southwesterly side of Georgia State Highway No. 74 and the line dividing Land Lots 47 and 48; running thence south 24 degrees 11 minutes 13 seconds west 293.48 feet to a point; running thence north 87 degrees 32 minutes 52 seconds west 351.9 feet to a point; running thence south 28 degrees 57 minutes 58 seconds east 623.1 feet to a point located on the line dividing Land Lots 31 and 48; running thence north 88 degrees 27 minutes 13 seconds west along said land lot line 669.2 feet to an iron pin found; running thence north 50 degrees 28 minutes west 536.2 feet to a point; running thence north 46 degrees 15 minutes 10 seconds east 1038.52 feet to a point located on the southwesterly right-of-way of said Georgia State Highway No. 74; running thence south 60 degrees 54 minutes 48 seconds east along said right-of-way 575.28 feet to a point and the POINT OF BEGINNING, said property consisting of 16.97 acres as depicted on Plat for Greenland (Georgia), Inc., dated October 22, 1987 by Steed & Boyd Land Surveyors.

RE

00131036

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Express Easement dated December 23, 1986, by Northbrook Corporation, to William D. Reeves and David W. Porter filed and recorded January 16, 1987, in Deed Book 10576, Page 090, aforesaid Records, for purposes of constructing a sewer line to connect onto County sanitary sewer system, said easement to be 30-feet in width through the period of construction, and upon completion, said easement will be 10-feet width.

2. Right-of-way dated December 30, 1975, from Verdun Land Company, Nominee to Fulton County, recorded on January 8, 1976, in Deed Book 6408, Pages 122 through 127, inclusive, aforesaid Records.

3. Matters disclosed on Plat of Survey for Greenland (Georgia), Inc., delineated by Steed & Boyd Land Surveyors, dated October 22, 1987, discloses the following:

   (a) a sewer line with manholes crossing the caption property;

   (b) a 20-foot sanitary sewer easement entering caption from the northwesterly boundary thereof connecting to aforesaid sewer line in (a) hereof;

   (c) Informational Note on said plat reveals that this plat was taken from a survey of December 6, 1985, revised December 5, 1986. According to Surveyor's Report, Joseph W. Steed, Jr., certifies that a careful inspection was again performed on December 5, 1986, and said Surveyor states that no encroachments are evident; and that a "Lake was on the site at one time, but has been drained"; and a sanitary sewer as shown on plat. Exception is taken to any other facts which should be certified by an up-to-date Surveyor's Report subsequent to December 5, 1986.

RLG

BOOK 11226 PAGE 297

Letter of Intent

211 Perimeter Center Parkway NE, Suite 425
Atlanta, GA 30346
678.695.6800

February 26, 2025

Chancellor Felton
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

RE: Letter of Intent
RaceTrac, Inc.
Fairburn Industrial Blvd & Howell Ave
Fairburn, GA
BE #GAA220184.00

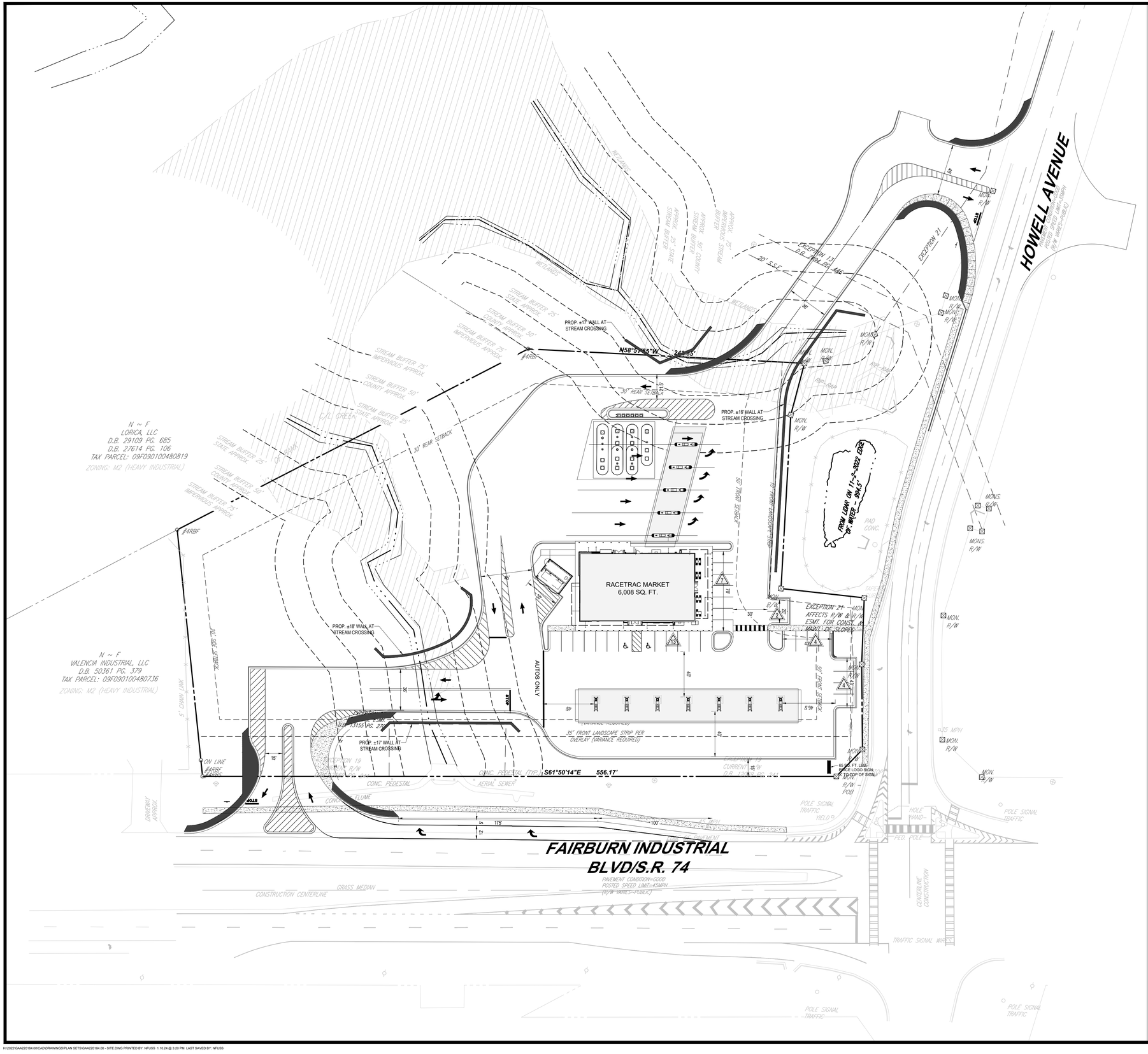
It is the intent of Bohler, LLC on behalf of RaceTrac, Inc., to develop a site encompassing ±13.91 acres located at the southeast parcel at the intersection of Fairburn Industrial Blvd and Howell Ave in Fairburn, GA. The project proposes the construction of one ±6,008 SF gas station convenient store with seven gasoline fuel pumps and five diesel pumps. Other site improvements include new pavement markings, parking, limited sidewalks, landscaping, utilities, and stormwater management.

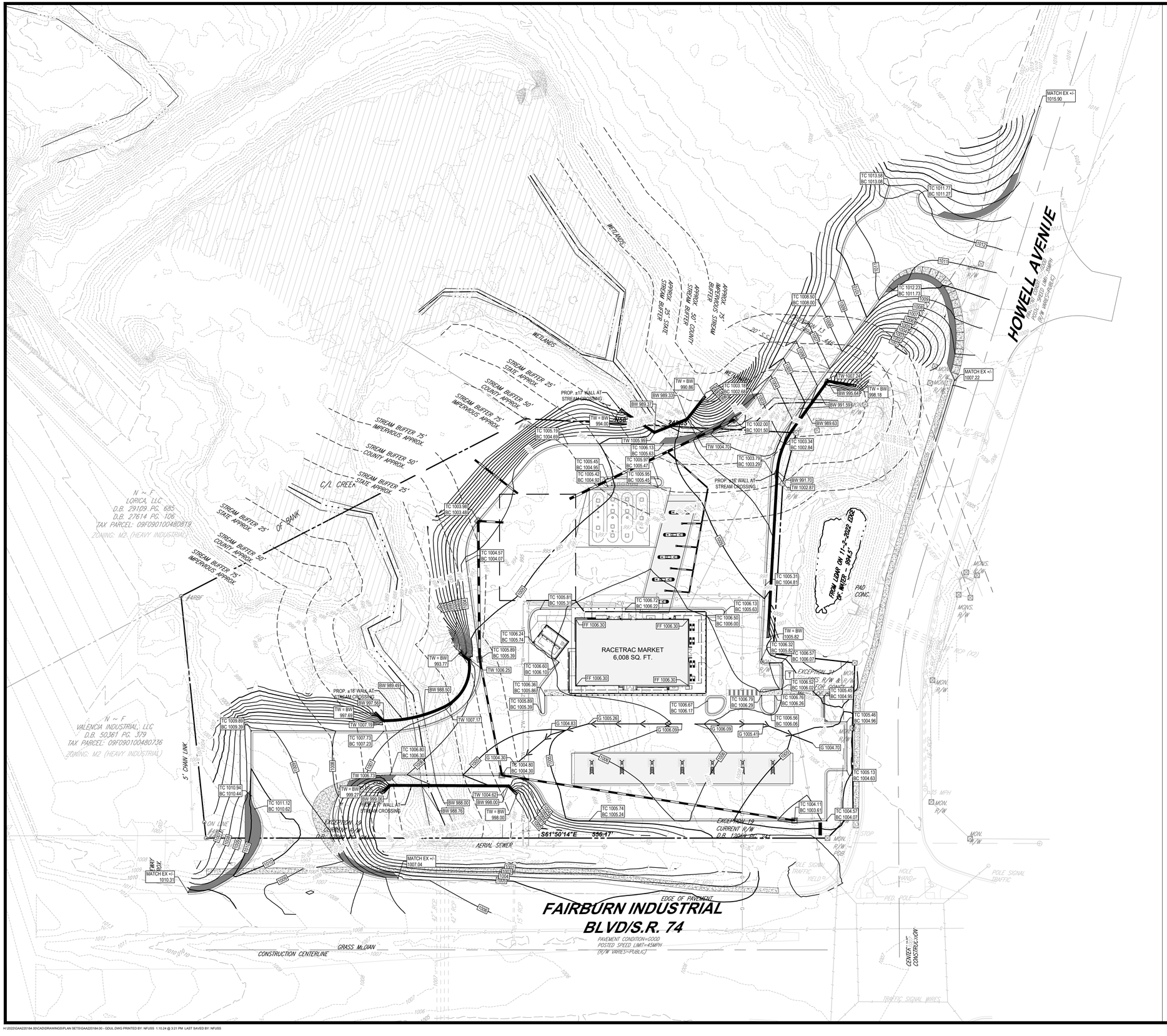
Should you have any questions or require additional information, please do not hesitate to contact this office at (678) 695-6800.

Sincerely,
BOHLER ENGINEERING GA, LLC



Nathan Fuss, PE


HOWELL AVENUE
FAIRBURN INDUSTRIAL BLVD/S.R. 74
RACETRAC MARKET
6,008 SQ. FT.
PROP. ±17' WALL AT STREAM CROSSING
PROP. ±16' WALL AT STREAM CROSSING
PROP. ±18' WALL AT STREAM CROSSING
PROP. ±17' WALL AT STREAM CROSSING
N58°51'55"W 249.05'
S61°50'14"E 556.17'
30' REAR SETBACK
20' S.S.E.
EXCEPTION 1,3 D.B. 1804, PG. 446
EXCEPTION 21
EXCEPTION 19 D.B. 13155, PG. 270
EXCEPTION 21 AFFECTS R/W & ESMT. FOR CONST. & MAINT. OF SLOPES
FROM LDMP ON 11-2-2022 GDS
N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819
ZONING: M2 (HEAVY INDUSTRIAL)
N ~ F
VALENCIA INDUSTRIAL, LLC
D.B. 50361 PG. 379
TAX PARCEL: 09F090100480736
ZONING: M2 (HEAVY INDUSTRIAL)
WETLANDS
STREAM BUFFER 25' STATE APPROX.
STREAM BUFFER 50' COUNTY APPROX.
STREAM BUFFER 75' IMPERVIOUS APPROX.
CL CREEK
5' CHAIN LINK
ZABBIS 30"
AUTOS ONLY
ON LINE #4RBF
#4RBF
#4RBF
CONC. PEDESTAL (TYP.)
AERIAL SEWER
CONC. FLUME
DRIVEWAY APPROX.
POLE SIGNAL TRAFFIC
HOLE YARD
PED. POLE
PAD CONC.
MON. R/W
MONS. R/W
35 MPH
65 SQ. FT. LED PRICE LOGO SIGN ON TOP OF SIGN
MON. R/W POST
CONSTRUCTION CENTERLINE
GRASS MEDIAN
PAVEMENT CONDITION=GOOD
POSTED SPEED LIMIT=45MPH
(R/W VARIES-PUBLIC)
TRAFFIC SIGNAL WIRE
CENTERLINE CONSTRUCTION
PAVEMENT
100'
175'
5'
12'
15'
45'
57'
59'
65'
70'
80'
90'
40'
30'
35'
25'
10'
5.59'
5.59'
5.59



GRADING LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
120 / 125	CONTOUR LINE	120 / 125
TC 516.00 BC 515.55 OR 384	SPOT ELEVATIONS	TC 516.00 BC 515.55
SAN #	SANITARY LABEL	SANI #
STM #	STORM LABEL	STM #
	STORM SEWER	
D	STORM MANHOLE	D
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	MONITORING WELL	
	BORING	
	BENCHMARK	
	TEST PIT	

GENERAL GRADING NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.
2. SITE GRADING MUST BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AS REFERENCED IN THIS PLAN SET. IF NO GEOTECHNICAL REPORT HAS BEEN REFERENCED, THE CONTRACTOR MUST HAVE A GEOTECHNICAL ENGINEER PROVIDE WRITTEN SPECIFICATIONS AND RECOMMENDATIONS PRIOR TO THE CONTRACTOR COMMENCING THE GRADING WORK. THE CONTRACTOR MUST FOLLOW THE REQUIREMENTS OF ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS, WHICH HAVE JURISDICTION OVER THIS PROJECT.
3. THE CONTRACTOR IS REQUIRED TO SECURE ALL NECESSARY AND/OR REQUIRED PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. THE CONTRACTOR MUST SUPPLY A COPY OF APPROVALS TO THE ENGINEER OF RECORD AND THE OWNER PRIOR TO THE CONTRACTOR COMMENCING ANY WORK.
4. THE CONTRACTOR IS FULLY RESPONSIBLE FOR VERIFYING EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCING ANY CONSTRUCTION. SHOULD DISCREPANCIES BETWEEN THE PLANS AND INFORMATION OBTAINED THROUGH FIELD VERIFICATIONS BE IDENTIFIED OR EXIST, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND REPLACING ALL UNSUITABLE MATERIALS WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. THE CONTRACTOR MUST COMPACT ALL EXCAVATED OR FILLED AREAS IN STRICT ACCORDANCE WITH THE GEOTECHNICAL REPORT'S GUIDANCE. MOISTURE CONTENT AT TIME OF PLACEMENT MUST BE SUBMITTED IN A COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED. THIS REPORT MUST VERIFY THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS. RULES, STATUTES, LAWS, ORDINANCES AND CODES WHICH ARE IN EFFECT AND WHICH ARE APPLICABLE TO THE PROJECT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT MUST BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER/DEVELOPER, OR OWNER/DEVELOPER'S REPRESENTATIVE, SUBBASE MUST BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL, COMPACTED AS THE GEOTECHNICAL REPORT DIRECTS. EARTHWORK ACTIVITIES INCLUDING, BUT NOT LIMITED TO, EXCAVATION, BACKFILL, AND COMPACTING MUST COMPLY WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES. EARTHWORK ACTIVITIES MUST COMPLY WITH THE STANDARD STATE DOT SPECIFICATIONS FOR ROADWAY CONSTRUCTION (LATEST EDITION) AND ANY AMENDMENTS OR REVISIONS THERETO.
6. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS MUST BE ADJUSTED, AS NECESSARY, TO MATCH PROPOSED FINISHED GRADES WITH NO TRIPPING OR SAFETY HAZARD IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES.
7. IN THE EVENT OF A DISCREPANCY(IES) AND/OR A CONFLICT(S) BETWEEN PLANS, OR RELATIVE TO OTHER PLANS, THE GRADING PLAN TAKES PRECEDENCE AND CONTROLS. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY DISCREPANCY(IES) AND/OR CONFLICT(S).
8. THE CONTRACTOR IS RESPONSIBLE TO IMPORT FILL OR EXPORT EXCESS MATERIAL AS NECESSARY TO CONFORM TO THE PROPOSED GRADING, AND TO BACKFILL EXCAVATIONS FOR THE INSTALLATION OF UNDERGROUND IMPROVEMENTS.

BOHLER
211 PERIMETER CENTER PKWY NE.
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

NO.	REVISION	BY	DATE

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED.

RaceTrac

RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

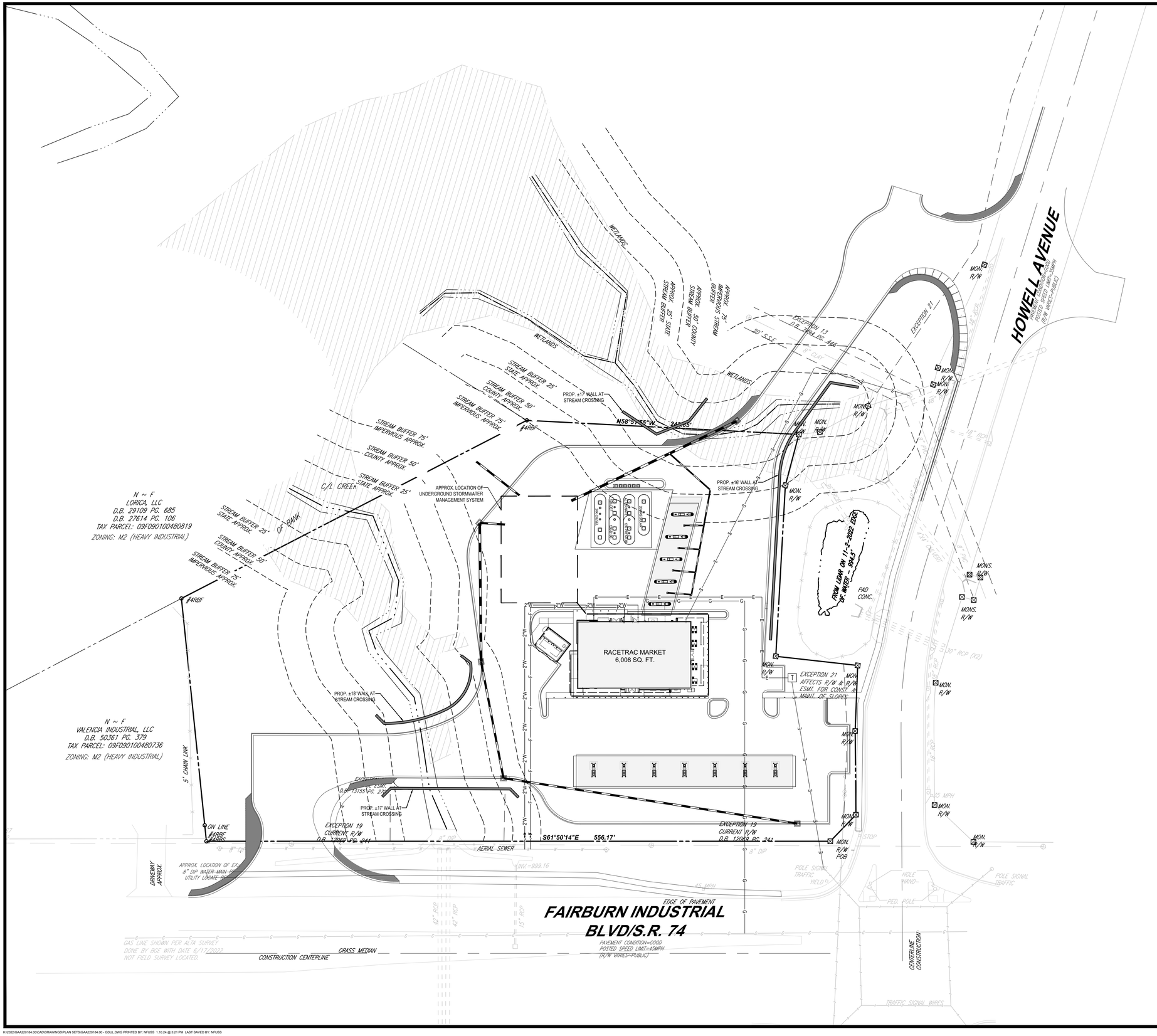
GRADING PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C4	
SHEET NO.	REVISION

40 20 10 0 40
1"= 40'



UTILITY LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
SAN #	SANITARY LABEL	SAN #
STM #	STORM LABEL	STM #
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
S	SANITARY MANHOLE	S
D	STORM MANHOLE	D
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	CLEAN OUT	
E	ELECTRIC MANHOLE	E
T	TELEPHONE MANHOLE	T
EB	ELECTRIC BOX	EB
EP	ELECTRIC PEDESTAL	EP
	MONITORING WELL	
	TEST PIT	

NO.	REVISION	BY	DATE

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

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SUITE 100 ATLANTA, GA 30339
(770) 431-7600

UTILITY PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C8	
SHEET NO.	REVISION



CLERK OF THE SUPERIOR COURT
RECORDING INFORMATION

LEGEND

P.P.– POWER POLE	C.B.– CATCH BASIN
L.P.– LIGHT POLE	R.C.P.– REINFORCED CONCRETE PIPE
F.H.– FIRE HYDRANT	C.M.P.– CORRUGATED METAL PIPE
M.H.– SANITARY SEWER MANHOLE	F.F.E.– FINISHED FLOOR ELEVATION
W.M.– WATER METER	WATER VALVE
G.M.– GAS METER	C.O. SEWER CLEAN OUT
RBS– REINFORCING BAR SET	BUILDING SETBACK LINE
RBF– REINFORCING BAR FOUND	–––E––– UNDERGROUND ELECTRICAL LINE
CTF– CRIMP TOP PIPE FOUND	OVERHEAD POWER LINES
OTF– OPEN TOP PIPE FOUND	HW.–HEADWALL
R/W MON.– RIGHT–OF–WAY MONUMENT	PBX POWERBOX
TYPE OF FENCE	–W– –W– WATER LINE
J.B.– JUNCTION BOX	–––T–––T– UNDERGROUND TELEPHONE LINE
D.I.– DROP INLET / YARD INLET	–––G––– GAS LINE

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83.
VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

SURVEYOR REFERENCES:

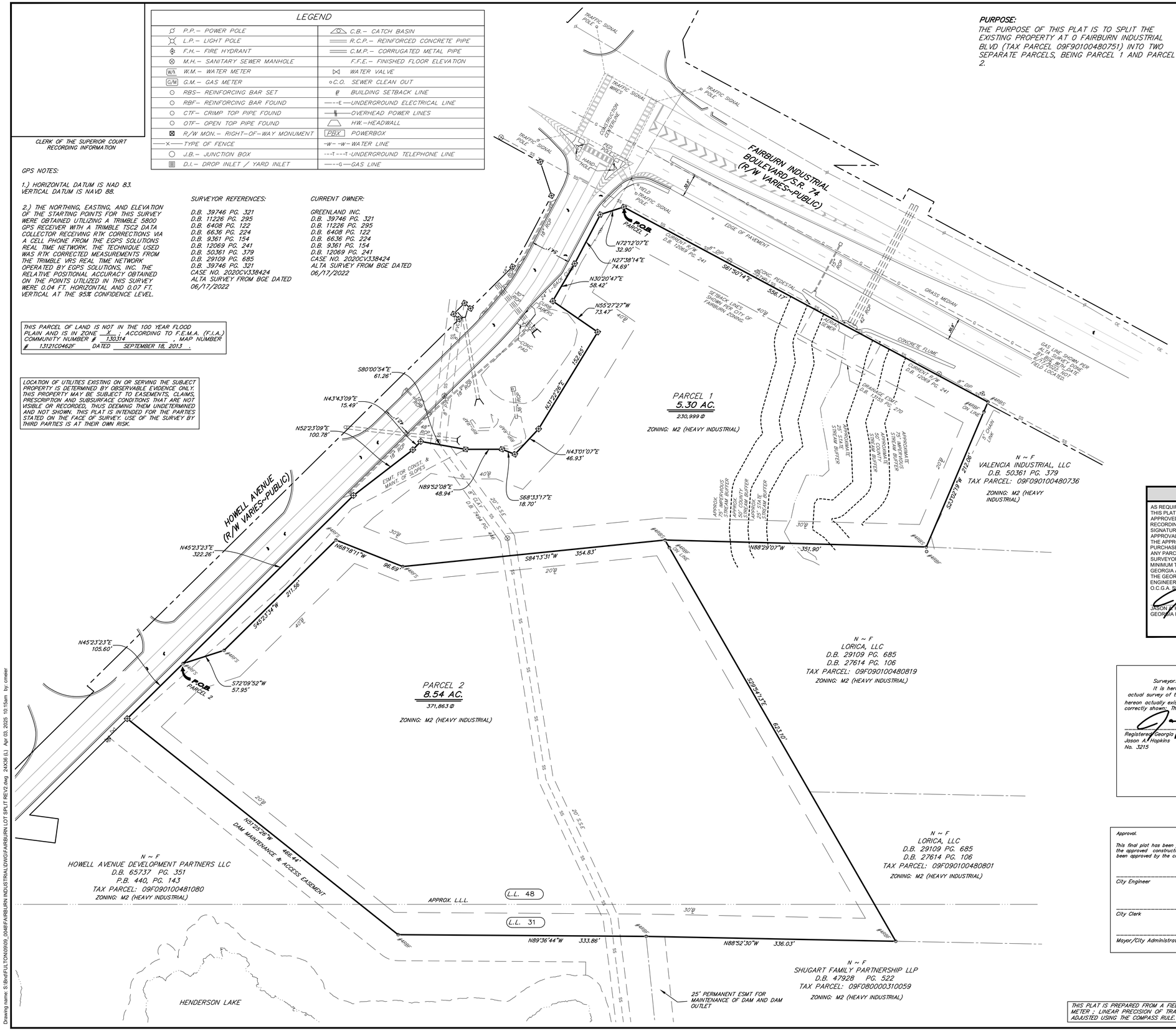
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
D.B. 29109 PG. 685
D.B. 39746 PG. 321
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

CURRENT OWNER:

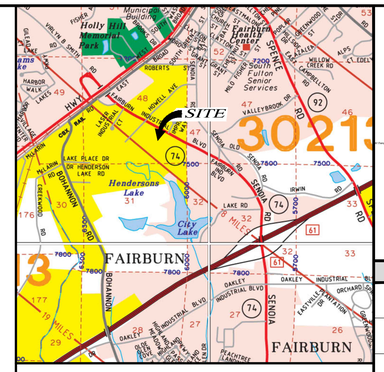
GREENLAND INC.
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE X, ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER # 130314, MAP NUMBER # 13121C0462F DATED SEPTEMBER 18, 2013.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY OBSERVABLE EVIDENCE ONLY. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SUBSURFACE CONDITIONS THAT ARE NOT VISIBLE OR RECORDED, THUS DEEMING THEM UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY. USE OF THE SURVEY BY THIRD PARTIES IS AT THEIR OWN RISK.



PURPOSE:
THE PURPOSE OF THIS PLAT IS TO SPLIT THE EXISTING PROPERTY AT 0 FAIRBURN INDUSTRIAL BLVD (TAX PARCEL 09F90100480751) INTO TWO SEPARATE PARCELS, BEING PARCEL 1 AND PARCEL 2.



LOCATION MAP 1" = 2000'

OWNER:
GREENLAND GEORGIA INC.
4020 CHIARRWOOD TRCE
MARIETTA, GA 30062

DEVELOPER:
RACETRAC
200 GALLERIA PKWY SE
SUITE 900
ATLANTA, GEORGIA 30339

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.G.C.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GEORGIA REGISTERED 3215 LAND SURVEYOR JASON A. HOPKINS

JASON A. HOPKINS — DATE: 4–2–25
GEORGIA REGISTERED LAND SURVEYOR NO. 3215

AS SURVEYOR FOR GASKINS + LECRAW, INC.

Surveyor.
It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property made by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and material are correctly shown. This plat conforms to all requirements of the Georgia Plat Act. By:

Registered Georgia Land Surveyor Jason A. Hopkins No. 3215 — *Date* 4–2–25

GEORGIA PROFESSIONAL 3215 LAND SURVEYOR JASON A. HOPKINS

Approval.
This final plat has been prepared in accordance with the approved concept plat, the approved preliminary plat, the approved construction plans, and the other development codes and ordinances of the city, and has been approved by the city for recording in the Office of the Clerk of the Superior Court of Fulton County.

City Engineer — Date

City Clerk — Date

Mayor/City Administrator — Date

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER ; LINEAR PRECISION OF TRAVERSE : 1/ 57,867 ; ANGULAR ERROR: 01" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/ 511,203 . MATTERS OF TITLE ARE EXCEPTED.

PREPARED IN THE OFFICE OF:
GASKINS + LECRAW

© 2025 GASKINS + LECRAW, INC.

1266 POWDER SPRINGS RD SW
MARIETTA, GA 30064
PHONE - 770.424.7168
FAX - 770.424.7593
www.gaskinslecraw.com
LSF001371

REVISIONS:

REV #	DATE	DRAWN BY:	CHECKED BY:
1	3/12/2025	CAM	JAH
2	4/2/2025	CAM	JAH

MODIFIED BEARING AND DISTANCE LABELS TO INCREASE LEGIBILITY
REVISED LOT SPLIT LINES

LOT SPLIT SURVEY FOR:
RACETRAC

FAIRBURN INDUSTRIAL BOULEVARD

LAND LOTS 31 & 48, DISTRICT 9-F,
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:

N

GRID NORTH - GA WEST ZONE

0' 30' 60' 120'

SCALE: 1" = 60'

SURVEY INFO:

DRAWN BY:	TBS/JAH
REVIEWED BY:	DCO/JAH
FIELD DATE:	6-6-23
OFFICE DATE:	6-13-23
JOB #:	005060

1 OF 1

Drawing name: S:\Bnd\FULTON\09\09_004\6\FAIRBURN INDUSTRIAL\DWG\FAIRBURN LOT SPLIT REV2.dwg 24X36 (L) Apr 03, 2025 10:15am by: cmeier

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Gaskins + LeCraw, Inc. shall be without liability to Gaskins + LeCraw, Inc. Copyright Gaskins + LeCraw, Inc., 2025

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area
   - 5.30 acres x 20 TDUs = 106.0 TDUs required
   - or 121,793 SF / 2,000 SF x 1 tree = 60.9 TDUs required
   - 50% of replacement trees shall be canopy trees = 39 canopy trees required

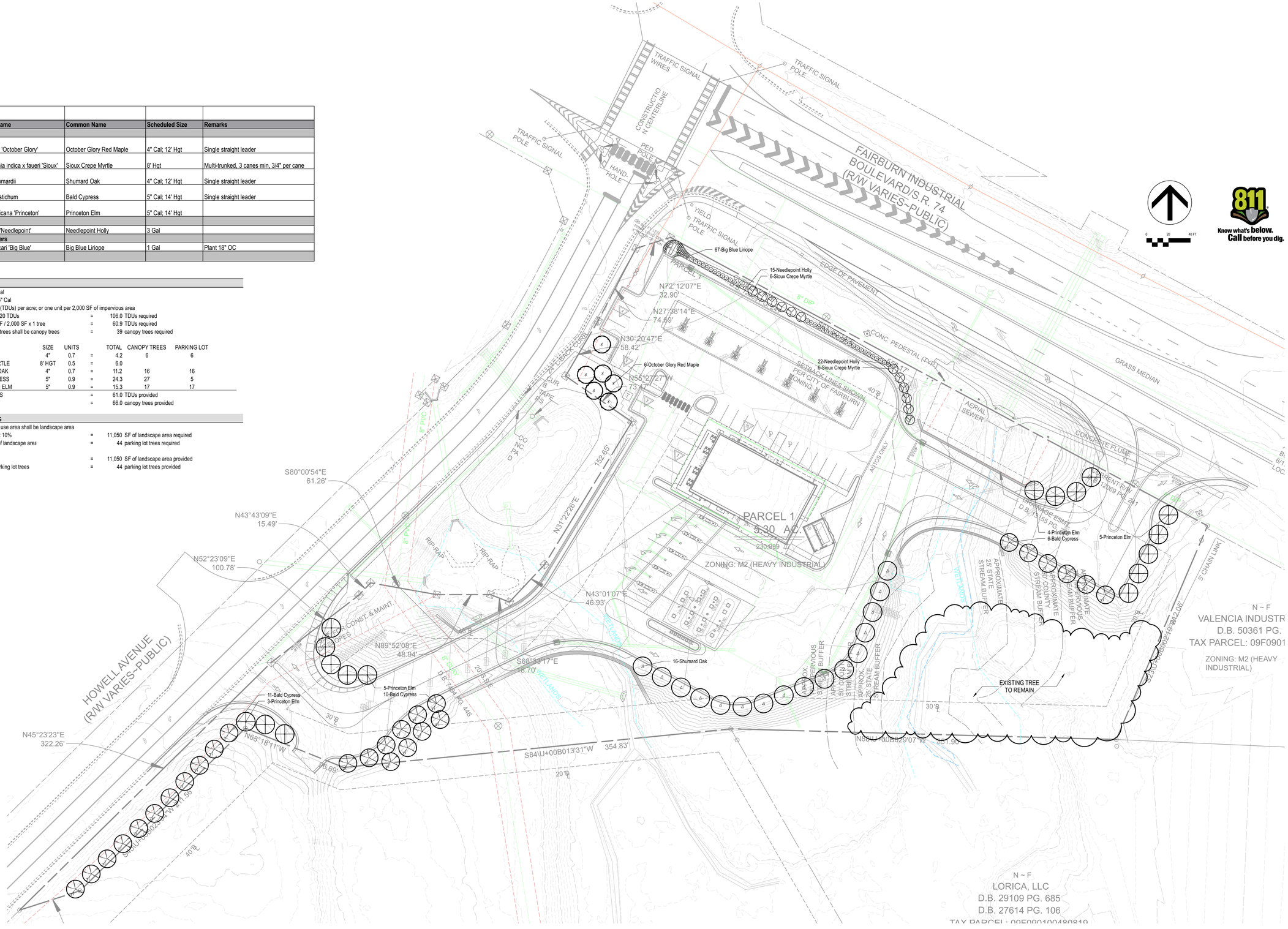
PROVIDED

	QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
1.	6	RED MAPLE	4"	0.7	=	4.2	6	6
	12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
	16	SHUMARD OAK	4"	0.7	=	11.2	16	16
	27	BALD CYPRESS	5"	0.9	=	24.3	27	5
	17	PRINCETON ELM	5"	0.9	=	15.3	17	17
	78	TOTAL UNITS			=	61.0	TDUs provided	
					=	66.0	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED
1. 10% of the vehicular use area shall be landscape area
   - 110,500 SF x 10% = 11,050 SF of landscape area required
2. (1) tree per 250 SF of landscape area = 44 parking lot trees required

PROVIDED
1. Landscape area = 11,050 SF of landscape area provided
2. See Section A for parking lot trees = 44 parking lot trees provided



MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BLVD.
ATLANTA, GEORGIA 30339
(770) 431-7600

LAND LOTS 31 & 48, DISTRICT 9-F
CITY OF FAIRBURN, FULTON COUNTY, GA

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

MLD PROJECT #	2023181
DRAWN BY	KCN
CHECKED BY	ADN
DATE	6/24/25

Landscape Plan

L-1.1

PERMIT

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED

Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area

5.30 acres x 20 TDUs	=	106.0 TDUs required
or 121,793 SF / 2,000 SF x 1 tree	=	60.9 TDUs required
50% of replacement trees shall be canopy trees	=	39 canopy trees required

PROVIDED

QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
6	RED MAPLE	4"	0.7	=	4.2	6	6
12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
16	SHUMARD OAK	4"	0.7	=	11.2	16	16
27	BALD CYPRESS	5"	0.9	=	24.3	27	5
17	PRINCETON ELM	5"	0.9	=	15.3	17	17
78	TOTAL UNITS			=	61.0	TDUs provided	
				=	66	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED

1.	10% of the vehicular use area shall be landscape area		
	110,500 SF x 10%	=	11,050 SF of landscape area required
2.	(1) tree per 250 SF of landscape area	=	44 parking lot trees required

PROVIDED

1.	Landscape area	=	11,050 SF of landscape area provided
2.	See Section A for parking lot trees	=	44 parking lot trees provided



N ~ F
VALENCIA INDUSTR
D.B. 50361 PG.
TAX PARCEL: 09F0901

ZONING: M2 (HEAVY INDUSTRIAL)

N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

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LAND LOTS 31 & 48, DISTRICT 9-F
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Rendering

PERMIT

L-1.0

CITY OF FAIRBURN

PLANNING & ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: RaceTrac – 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751] – Request to reduce the Front Setback from 50' to 35'.

Agent/Applicant/Petitioner Information

Applicant: RaceTrac, Inc

Property Owner: Greenland Georgia, Inc.

Background

The site is located at 0 Fairburn Industrial Boulevard on the southeast corner of the intersection of Fairburn Industrial Boulevard and Howell Avenue. The site is currently zoned M-2 (Heavy Industrial) and is in the Highway 74 Overlay District. The site is approximately 16.97 acres.



Discussion

The applicant is proposing to construct a 6,008-square foot gas station and convenience store with seven gasoline fuel pumps and five diesel pumps.

The Zoning Code requires that "the following schedule shall control building setbacks for all commercial construction… front yard setback: 50 feet, 50 feet from each street right-of-way for corner lots"

The applicant is proposing to reduce the Front Setback from 50 feet to 35 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.
   This condition has been satisfied. The purpose and intent of the Georgia Highway 74 Overlay Zoning District is to ensure attractive developments which are complimentary and will promote a mix of uses rather than the undesirable commercial sprawl which has plagued many communities and threatened the very character that attracted such development interests; reinforce and implement a land use plan that features residential, office, personal services, hospitality uses, and retail commercial uses along Georgia Highway 74; and protect the aesthetics of the community, provide for safe travel through, and access to the area and safeguard the welfare of its residents, while encouraging development along the Georgia Highway 74 corridor. Therefore, if relief is granted, the proposed construction would be in harmony with the general purpose and intent of the Georgia Highway 74 Overlay Zoning District.

2. The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.
   This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its topography, streams, size, and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.
   Not applicable.

Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed plans in regard to the 50-foot Front Setback reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Legal Description
- Deed
- Letter of Intent
- Current Survey
- Proposed Plans

SITE PICTURES

South viewpoint



VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received: _____

VARIANCE #: _____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: RaceTrac, Inc

Address: 200 Ballenc Pkwy, Ste 900 Atlanta GA 30339

Phone: (678) 417-3225 Cell: _____ Fax: _____

Email Address: sjones@racetrac.com

OWNER INFORMATION (If different from Applicant)

Owner Name: Greenland Georgia, Inc. - CONTACT: Suresh Jatia

Address: _____

Phone: (770) 435-1100 Cell: _____ Fax: _____

Email Address: suresh@greenlandamerica.com

PROPERTY INFORMATION

Address: 0 FAIRBURN INDUSTRIAL BLVD

Parcel ID#: 09F090100480751 Land Lot: 48 District: 9-F Acreage: 5.3 ac

Request: We are seeking a variance to reduce to the 50' front setback along GA Hwy 74 and Howell Ave ROW to 35' (Sec. 80-90-e-2-a).

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[X] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[ ] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[ ] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES
[NO PUBLIC HEARING REQUIRED]

[ ] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[ ] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative.

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative.

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative.

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 48 DISTRICT: 9-F TAX ID: 09F090100480751

PROPERTY ADDRESS 0 FAIRBURN INDUSTRIAL BLVD

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Suresh Jatia
TYPE OR PRINT OWNER'S NAME

C03, 3rd fl Paragon Centre
ADDRESS Pandurang Budhkar Marg,
Worli, Mumbai - 400013
CITY, STATE & ZIP CODE

OWNER'S SIGNATURE

91-22-24944805
AREA CODE/ PHONE NUMBER

EMAIL ADDRESS

Sworn to and subscribed before me this 7th day of April 20 25

Nancy Renee Black
NOTARY PUBLIC

NANCY RENEE BLACK NOTARY PUBLIC EXPIRES GEORGIA AUGUST 29, 2026 COBB COUNTY

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

RaceTrac, Inc.
TYPE OR PRINT PETITIONER'S NAME

200 Galleria Pkwy, Suite 900
ADDRESS

Atlanta, GA 30339
CITY & STATE ZIP CODE

Sworn to and subscribed before me this the

10th Day of February 20 25

NOTARY PUBLIC

SAMANTHA JONES NOTARY PUBLIC COBB COUNTY, GEORGIA MY COMMISSION EXPIRES JULY 01, 2025

PETITIONER'S SIGNATURE

(512)417-3275
PHONE NUMBER

sjones@raletrac.com
EMAIL ADDRESS

***V.* ATTORNEY/AGENT INFORMATION**

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz
TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street
ADDRESS

Newnan, GA 30263
CITY, STATE & ZIP CODE

(404) 437-7789
AREA CODE/PHONE NUMBER

Laura@LWBenz.com
EMAIL ADDRESS

Laura W. Benz
SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-90(e)(2)(a) and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
RACETRAC
for +/- 4.21 Acres of Land
Located at 0 Fairburn Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

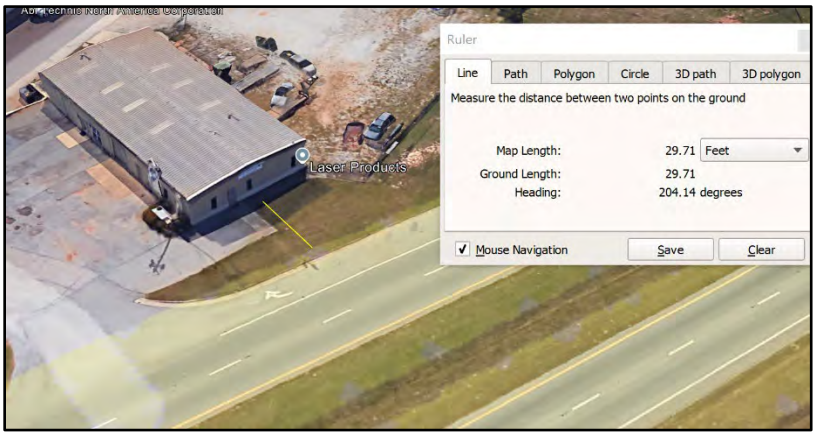
I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the landscape buffer from 35' to 10' as required under §80-90(e)(2)(a) satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that (1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

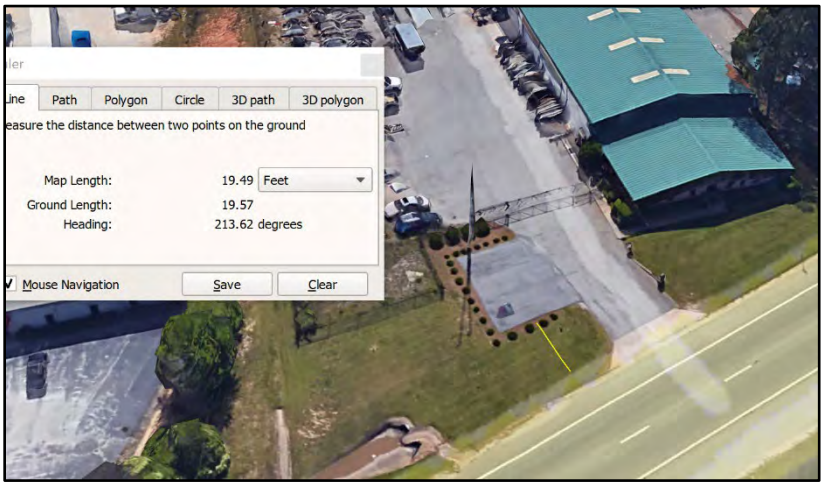
The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the vegetative buffer that is prescribed by the Georgia Highway 74 Overlay Zoning District (§80-90 et seq.) required under §80-90(e)(1)(a).



The findings and intent of the GA Hwy 74 overlay district is to ensure attractive developments that are complimentary promoting a mix of uses that protect the aesthetics of the community, provide for safe travel through, and access to the area and safeguard the welfare of its residents, while encouraging development along the Georgia Highway 74 corridor.

The City Council unanimously approved the special use permit on June 10, 2024 with a similar site plan. There is precedent to allow the variance when examining similar situated properties along SR 74 and Howell Avenue and asserts that the proposed 35' setback exceeds that of the existing properties along Hwy 74 that are approximately 20'. Therefore, the Applicant's proposal cannot be argued that it would have a detriment to the public if a variance reducing the setback is approved. to have a reduced buffer of 35' from the required 50'. The reduction of the setback to 35' will not

adversely impact the safety of travel through the corridor, access to the area or welfare of residents. As such, the Applicant's proposal to reduce the setback to 35' from 50' satisfies the purpose and intent of the chapter and its request for a variance to this chapter should be granted pursuant to the criteria discussed herein.





2. **Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or**

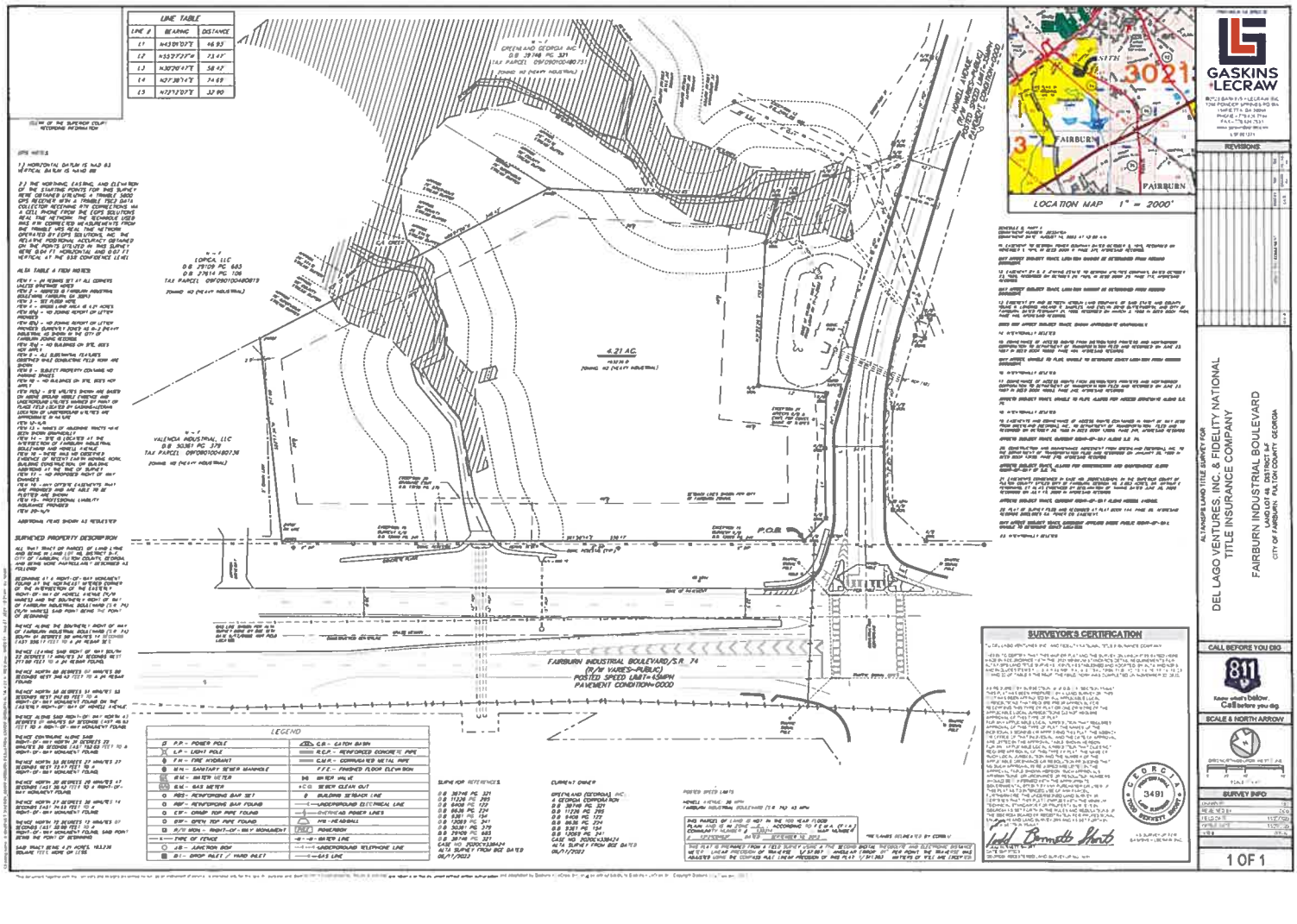


The requirement of the 50' setback along SR 74 and Howell Avenue cannot be met when incorporated with the existing streams, topographic relief, modification of the property's size and shape for roadway drainage associated with Howell Avenue. The property is approximately 4 acres that is bifuracted by two streams along with a wetland that is approximately 2 acres as shown below.

The site further has 17' of topographic relief requiring dirt to be moved as well as the construction of structural walls. In order to minimize impacts to jurisdictional streams and wetlands, the Applicant is constructing walls and implementing underground detention. The presence of these jurisdictional features results in limited space for the development. In addition, the unique shape of the property resulting from the

construction of Howell Avenue and the associated stormwater detention results in limited configurations to provide the required access and parking required to serve the proposed use. The 50’ setback required under 80-90(e)(2)(a) would result in a hardship and the requested variance to reduce the setback to 35’ from the required 50’ satisfies the intent and purpose of the ordinance.

ALTA Survey


LINE TABLE
LINE # | BEARING | DISTANCE
L1 | N43°01'02"E | 46.93
L2 | N55°27'27"W | 73.47
L3 | N30°26'47"E | 58.42
L4 | N27°38'14"E | 74.69
L5 | N73°12'02"E | 32.90
LOCATION MAP 1" = 2000'
SURVEYOR'S CERTIFICATION
LEGEND
P.O.B.
4.21 AC.
FAIRBURN INDUSTRIAL BOULEVARD/S.R. 74
(R/W VARIES-PUBLIC)
POSTED SPEED LIMIT=45MPH
PAVEMENT CONDITION=GOOD
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
TOPCA, LLC
D.B. 29129 PG. 683
D.B. 27814 PG. 106
TAX PARCEL 09F090100480819
ZONED: HI (HEAVY INDUSTRIAL)
VALENCIA INDUSTRIAL, LLC
D.B. 30361 PG. 379
TAX PARCEL 09F090100480736
ZONED: HI (HEAVY INDUSTRIAL)
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
POSTED SPEED LIMITS
HOWELL MILL ROAD - 35 MPH
FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) - 45 MPH
CURRENT OWNER
GREENLAND (GEORGIA), INC.
A GEORGIA CORPORATION
D.B. 39748 PG. 321
D.B. 11376 PG. 295
D.B. 6408 PG. 172
D.B. 6636 PG. 224
D.B. 5381 PG. 154
D.B. 12089 PG. 241
D.B. 30361 PG. 379
D.B. 29909 PG. 683
D.B. 12089 PG. 241
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
GASKINS LECRAW
REVISIONS
ALTA/NSPS LAND TITLE SURVEY FOR
DEL LAGO VENTURES, INC. & FIDELITY NATIONAL TITLE INSURANCE COMPANY
FAIRBURN INDUSTRIAL BOULEVARD
LAND LOT 46, DISTRICT 1F
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA
CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.
SCALE & NORTH ARROW
SURVEY INFO
1 OF 1

Legal Description

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 48, DISTRICT 9-F, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A RIGHT-OF-WAY MONUMENT FOUND AT THE NORTHEAST MITERED CORNER OF THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HOWELL AVENUE (R/W VARIES) AND THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) (R/W VARIES), SAID POINT BEING THE POINT OF BEGINNING;

THENCE ALONG THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) SOUTH 61 DEGREES 50 MINUTES 14 SECONDS EAST 556.17 FEET TO A #4 REBAR SET;

THENCE LEAVING SAID RIGHT OF WAY SOUTH 23 DEGREES 02 MINUTES 19 SECONDS WEST 212.06 FEET TO A #4 REBAR SET;

THENCE NORTH 88 DEGREES 29 MINUTES 07 SECONDS WEST 351.90 FEET TO A #4 REBAR SET;

THENCE SOUTH 84 DEGREES 13 MINUTES 31 SECONDS WEST A DISTANCE OF 354.83 FEET TO A #4 REBAR SET;

THENCE NORTH 68 DEGREES 18 MINUTES 11 SECONDS WEST A DISTANCE OF 96.69 FEET TO A #4 REBAR SET;

THENCE SOUTH 45 DEGREES 23 MINUTES 34 SECONDS WEST A DISTANCE OF 211.56 FEET TO A #4 REBAR SET;

THENCE SOUTH 72 DEGREES 09 MINUTES 52 SECONDS WEST A DISTANCE OF 57.95 FEET TO #4 REBAR SET ON THE SOUTH EASTERLY RIGHT OF WAY OF HOWELL AVENUE;

THENCE ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 251.84 FEET TO A #4 REBAR SET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 70.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 52 DEGREES 23 MINUTES 09 SECONDS EAST A DISTANCE OF 100.78 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 43 MINUTES 09 SECONDS EAST A DISTANCE OF 15.49 FEET TO A POINT;

THENCE SOUTH 80 DEGREES 00 MINUTES 54 SECONDS EAST A DISTANCE OF 61.26 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 89 DEGREES 52 MINUTES 08 SECONDS EAST A DISTANCE OF 48.94 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE SOUTH 68 DEGREES 33 MINUTES 17 SECONDS EAST A DISTANCE OF 18.70 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 01 MINUTES 07 SECONDS EAST 46.93 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 31 DEGREES 22 MINUTES 26 SECONDS EAST 152.65 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 55 DEGREES 27 MINUTES 27 SECONDS WEST 73.47 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 30 DEGREES 20 MINUTES 47 SECONDS EAST 58.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 27 DEGREES 38 MINUTES 14 SECONDS EAST 74.69 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 72 DEGREES 12 MINUTES 07 SECONDS EAST 32.90 FEET TO A RIGHT-OF-WAY MONUMENT FOUND, SAID POINT BEING THE POINT OF BEGINNING;

SAID TRACT BEING 5.30 ACRES, 230,999 SQUARE FEET, MORE OR LESS.

Warranty Deed

00131036

GEORGIA, Fulton County, Clerk's Office Superior Court
Filed & Recorded, DEC 11 1987 at 4:10 Barbara J. Price CLERK

GENERAL WARRANTY DEED

Fulton County, Georgia
Real Estate Transfer Tax
Paid $ 300.00
Date DEC 11 1987
Clerk, Superior Court
By Deputy Clerk

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENDURE, made as of this 10th day of December, 1987, between NORTHBROOK CORPORATION, a Georgia corporation, as party of the first part (hereinafter referred to as "Grantor"), and GREENLAND (GEORGIA), INC.; a Georgia corporation, as party of the second part (hereinafter referred to as "Grantee").

W I T N E S S E T H:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations, in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged has granted, bargained, sold and conveyed and by these presents does grant, bargain, sell and convey unto the Grantee, its successors, and assigns all that tract or parcel of land described in Exhibit "A" attached hereto and subject to those items described in Exhibit "B" attached hereto (the "Permitted Exceptions").

TO HAVE AND TO HOLD the said bargained premises, together with all and singular rights, members and appurtenances thereof, to the only proper use, benefit and behoof of Grantee forever IN FEE SIMPLE.

And Grantor will warrant and forever defend the right and title to the above described property unto Grantee against the lawful claims of all persons whomsoever, except for claims arising under the Permitted Exceptions.

IN WITNESS WHEREOF, Grantor has hereunto set its hand and affixed its seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Charles O'Benedict
Unofficial Witness

Colleen S. Voulbrock
Notary Public

My commission expires:

[NOTARIAL SEAL]
Notary Public, Georgia, State at Large
My Commission Expires Feb. 20, 1989

N.P. SEAL

NORTHBROOK CORPORATION, a Georgia corporation

BY: Ralph L. Eskew
RALPH L. ESKEW, President

[AFFIX CORPORATE SEAL]

CORP. SEAL

10-T-164(A)

EXHIBIT "A"

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 48 of the 9-F District of Fulton County, Georgia and being more particularly described as follows:

BEGINNING at a point on the southwesterly right-of-way of Georgia State Highway No. 74 (a 100-ft. right-of-way), which point is located 582.9 feet northwesterly from the intersection of the southwesterly side of Georgia State Highway No. 74 and the line dividing Land Lots 47 and 48; running thence south 24 degrees 11 minutes 13 seconds west 293.48 feet to a point; running thence north 87 degrees 32 minutes 52 seconds west 351.9 feet to a point; running thence south 28 degrees 57 minutes 58 seconds east 623.1 feet to a point located on the line dividing Land Lots 31 and 48; running thence north 88 degrees 27 minutes 13 seconds west along said land lot line 669.2 feet to an iron pin found; running thence north 50 degrees 28 minutes west 536.2 feet to a point; running thence north 46 degrees 15 minutes 10 seconds east 1038.52 feet to a point located on the southwesterly right-of-way of said Georgia State Highway No. 74; running thence south 60 degrees 54 minutes 48 seconds east along said right-of-way 575.28 feet to a point and the POINT OF BEGINNING, said property consisting of 16.97 acres as depicted on Plat for Greenland (Georgia), Inc., dated October 22, 1987 by Steed & Boyd Land Surveyors.

RE

00131036

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Express Easement dated December 23, 1986, by Northbrook Corporation, to William D. Reeves and David W. Porter filed and recorded January 16, 1987, in Deed Book 10576, Page 090, aforesaid Records, for purposes of constructing a sewer line to connect onto County sanitary sewer system, said easement to be 30-feet in width through the period of construction, and upon completion, said easement will be 10-feet width.

2. Right-of-way dated December 30, 1975, from Verdun Land Company, Nominee to Fulton County, recorded on January 8, 1976, in Deed Book 6408, Pages 122 through 127, inclusive, aforesaid Records.

3. Matters disclosed on Plat of Survey for Greenland (Georgia), Inc., delineated by Steed & Boyd Land Surveyors, dated October 22, 1987, discloses the following:

   (a) a sewer line with manholes crossing the caption property;

   (b) a 20-foot sanitary sewer easement entering caption from the northwesterly boundary thereof connecting to aforesaid sewer line in (a) hereof;

   (c) Informational Note on said plat reveals that this plat was taken from a survey of December 6, 1985, revised December 5, 1986. According to Surveyor's Report, Joseph W. Steed, Jr., certifies that a careful inspection was again performed on December 5, 1986, and said Surveyor states that no encroachments are evident; and that a "Lake was on the site at one time, but has been drained"; and a sanitary sewer as shown on plat. Exception is taken to any other facts which should be certified by an up-to-date Surveyor's Report subsequent to December 5, 1986.

RLG

BOOK 11226 PAGE 297

Letter of Intent

211 Perimeter Center Parkway NE, Suite 425
Atlanta, GA 30346
678.695.6800

February 26, 2025

Chancellor Felton
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

RE: Letter of Intent
RaceTrac, Inc.
Fairburn Industrial Blvd & Howell Ave
Fairburn, GA
BE #GAA220184.00

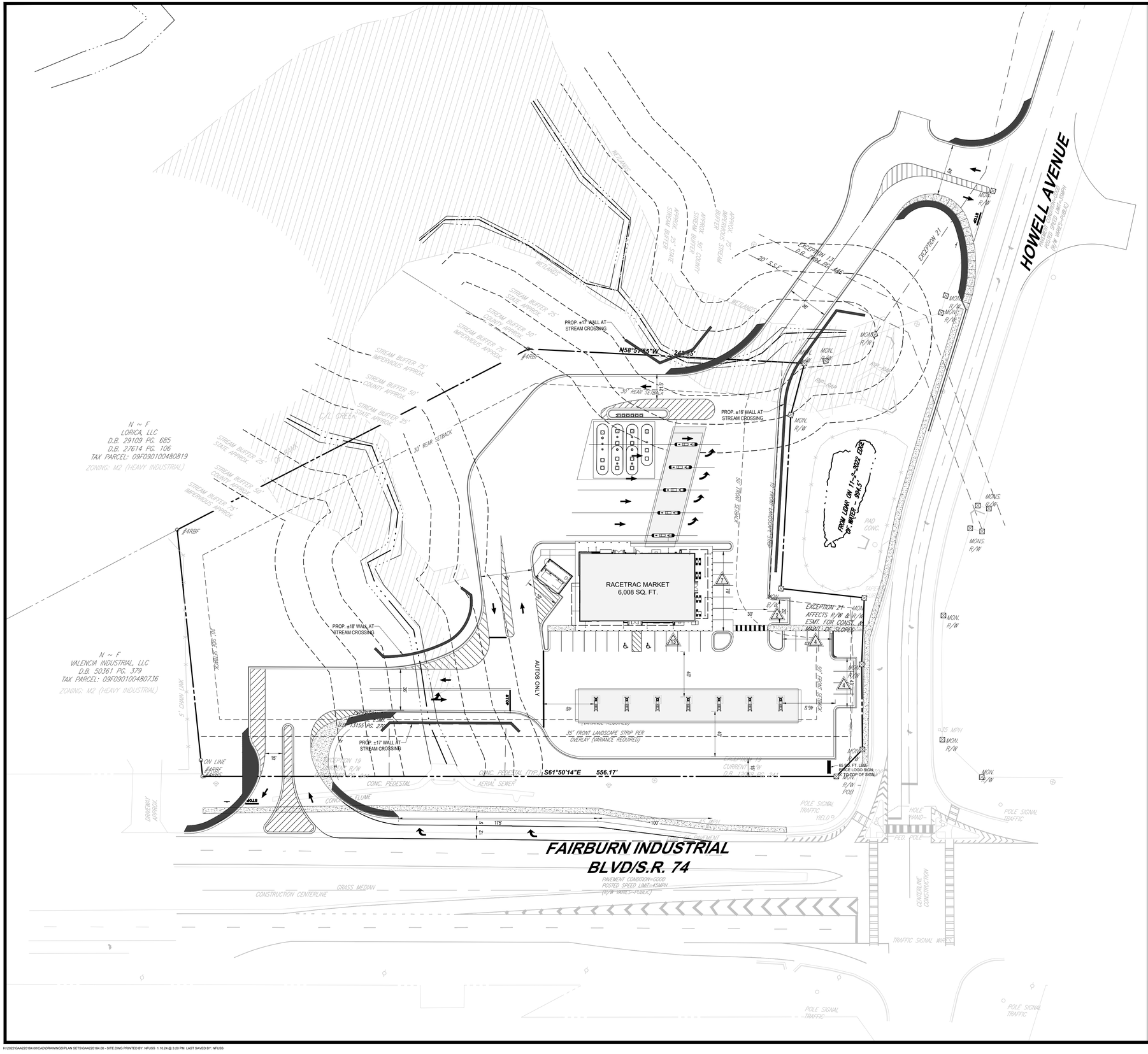
It is the intent of Bohler, LLC on behalf of RaceTrac, Inc., to develop a site encompassing ±13.91 acres located at the southeast parcel at the intersection of Fairburn Industrial Blvd and Howell Ave in Fairburn, GA. The project proposes the construction of one ±6,008 SF gas station convenient store with seven gasoline fuel pumps and five diesel pumps. Other site improvements include new pavement markings, parking, limited sidewalks, landscaping, utilities, and stormwater management.

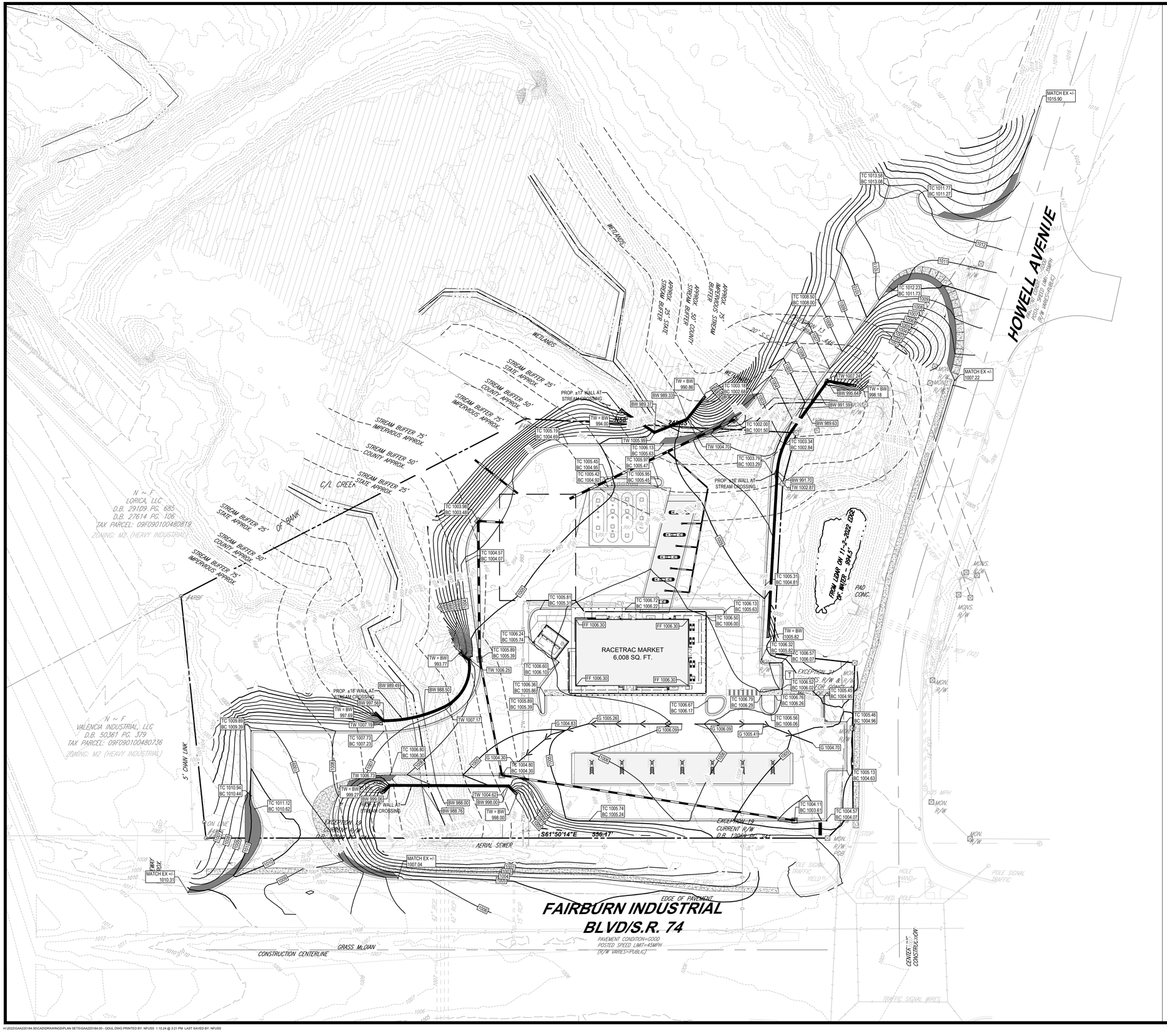
Should you have any questions or require additional information, please do not hesitate to contact this office at (678) 695-6800.

Sincerely,
BOHLER ENGINEERING GA, LLC



Nathan Fuss, PE


HOWELL AVENUE
FAIRBURN INDUSTRIAL BLVD/S.R. 74
RACETRAC MARKET
6,008 SQ. FT.
PROP. ±17' WALL AT STREAM CROSSING
PROP. ±16' WALL AT STREAM CROSSING
PROP. ±18' WALL AT STREAM CROSSING
PROP. ±17' WALL AT STREAM CROSSING
N58°51'55"W 249.05'
S61°50'14"E 556.17'
30' REAR SETBACK
20' S.S.E.
EXCEPTION 1,3 D.B. 1804, PG. 446
EXCEPTION 21
EXCEPTION 19 D.B. 13155, PG. 270
EXCEPTION 21 AFFECTS R/W & ESMT. FOR CONST. & MAINT. OF SLOPES
FROM LDMP ON 11-2-2022 GDS
N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819
ZONING: M2 (HEAVY INDUSTRIAL)
N ~ F
VALENCIA INDUSTRIAL, LLC
D.B. 50361 PG. 379
TAX PARCEL: 09F090100480736
ZONING: M2 (HEAVY INDUSTRIAL)
WETLANDS
STREAM BUFFER 25' STATE APPROX.
STREAM BUFFER 50' COUNTY APPROX.
STREAM BUFFER 75' IMPERVIOUS APPROX.
CL CREEK
5' CHAIN LINK
ZABBIS 30"
AUTOS ONLY
ON LINE #4RBF
#4RBF
#4RBF
CONC. PEDESTAL (TYP.)
AERIAL SEWER
CONC. FLUME
DRIVEWAY APPROX.
POLE SIGNAL TRAFFIC
HOLE YARD
PED. POLE
PAD CONC.
MON. R/W
MONS. R/W
35 MPH
65 SQ. FT. LED PRICE LOGO SIGN ON TOP OF SIGN
MON. R/W POST
CONSTRUCTION CENTERLINE
GRASS MEDIAN
PAVEMENT CONDITION=GOOD
POSTED SPEED LIMIT=45MPH
(R/W VARIES-PUBLIC)
TRAFFIC SIGNAL WIRE
CENTERLINE CONSTRUCTION
PAVEMENT
100'
175'
5'
12'
15'
45'
57'
59'
65'
70'
80'
90'
40'
30'
35'
25'
10'
5.59'
5.59'
5.59



GRADING LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
120 / 125	CONTOUR LINE	120 / 125
TC 516.00 BC 515.55 OR 384	SPOT ELEVATIONS	TC 516.00 BC 515.55
SAN #	SANITARY LABEL	SANI #
STM #	STORM LABEL	STM #
	STORM SEWER	
D	STORM MANHOLE	D
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	MONITORING WELL	
	BORING	
	BENCHMARK	
	TEST PIT	

GENERAL GRADING NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.
2. SITE GRADING MUST BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AS REFERENCED IN THIS PLAN SET. IF NO GEOTECHNICAL REPORT HAS BEEN REFERENCED, THE CONTRACTOR MUST HAVE A GEOTECHNICAL ENGINEER PROVIDE WRITTEN SPECIFICATIONS AND RECOMMENDATIONS PRIOR TO THE CONTRACTOR COMMENCING THE GRADING WORK. THE CONTRACTOR MUST FOLLOW THE REQUIREMENTS OF ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS, WHICH HAVE JURISDICTION OVER THIS PROJECT.
3. THE CONTRACTOR IS REQUIRED TO SECURE ALL NECESSARY AND/OR REQUIRED PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. THE CONTRACTOR MUST SUPPLY A COPY OF APPROVALS TO THE ENGINEER OF RECORD AND THE OWNER PRIOR TO THE CONTRACTOR COMMENCING ANY WORK.
4. THE CONTRACTOR IS FULLY RESPONSIBLE FOR VERIFYING EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCING ANY CONSTRUCTION. SHOULD DISCREPANCIES BETWEEN THE PLANS AND INFORMATION OBTAINED THROUGH FIELD VERIFICATIONS BE IDENTIFIED OR EXIST, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND REPLACING ALL UNSUITABLE MATERIALS WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. THE CONTRACTOR MUST COMPACT ALL EXCAVATED OR FILLED AREAS IN STRICT ACCORDANCE WITH THE GEOTECHNICAL REPORT'S GUIDANCE. MOISTURE CONTENT AT TIME OF PLACEMENT MUST BE SUBMITTED IN A COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED. THIS REPORT MUST VERIFY THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS. RULES, STATUTES, LAWS, ORDINANCES AND CODES WHICH ARE IN EFFECT AND WHICH ARE APPLICABLE TO THE PROJECT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT MUST BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER/DEVELOPER, OR OWNER/DEVELOPER'S REPRESENTATIVE, SUBBASE MUST BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL, COMPACTED AS THE GEOTECHNICAL REPORT DIRECTS. EARTHWORK ACTIVITIES INCLUDING, BUT NOT LIMITED TO, EXCAVATION, BACKFILL, AND COMPACTING MUST COMPLY WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES. EARTHWORK ACTIVITIES MUST COMPLY WITH THE STANDARD STATE DOT SPECIFICATIONS FOR ROADWAY CONSTRUCTION (LATEST EDITION) AND ANY AMENDMENTS OR REVISIONS THERETO.
6. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS MUST BE ADJUSTED, AS NECESSARY, TO MATCH PROPOSED FINISHED GRADES WITH NO TRIPPING OR SAFETY HAZARD IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES.
7. IN THE EVENT OF A DISCREPANCY(IES) AND/OR A CONFLICT(S) BETWEEN PLANS, OR RELATIVE TO OTHER PLANS, THE GRADING PLAN TAKES PRECEDENCE AND CONTROLS. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY DISCREPANCY(IES) AND/OR CONFLICT(S).
8. THE CONTRACTOR IS RESPONSIBLE TO IMPORT FILL OR EXPORT EXCESS MATERIAL AS NECESSARY TO CONFORM TO THE PROPOSED GRADING, AND TO BACKFILL EXCAVATIONS FOR THE INSTALLATION OF UNDERGROUND IMPROVEMENTS.

BOHLER
211 PERIMETER CENTER PKWY NE.
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

NO.	REVISION	BY	DATE

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED.

RaceTrac

RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

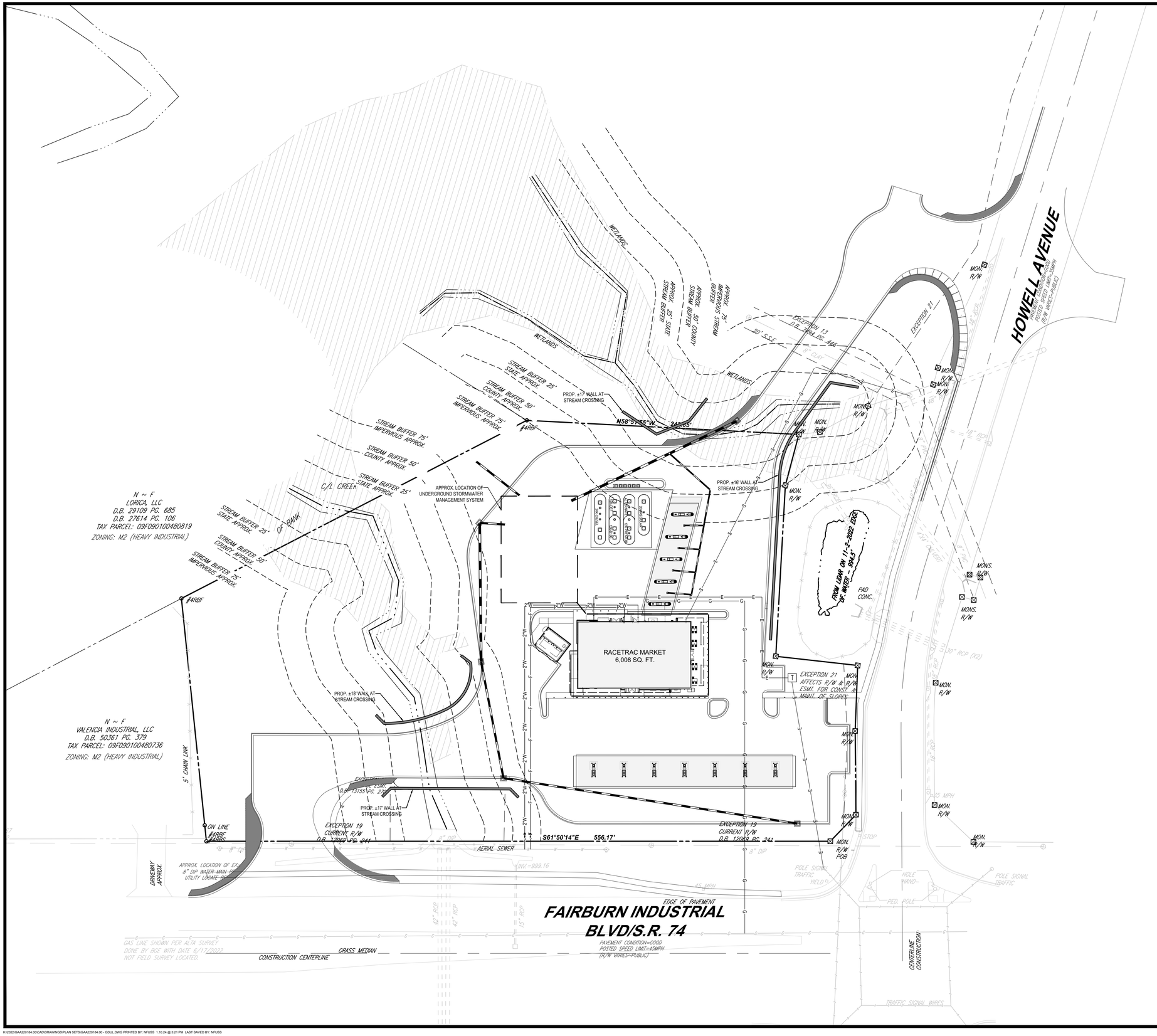
GRADING PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C4	
SHEET NO.	REVISION

40 20 10 0 40
1"= 40'



UTILITY LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
SAN #	SANITARY LABEL	SAN #
STM #	STORM LABEL	STM #
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
S	SANITARY MANHOLE	S
D	STORM MANHOLE	D
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	CLEAN OUT	
E	ELECTRIC MANHOLE	E
T	TELEPHONE MANHOLE	T
EB	ELECTRIC BOX	EB
EP	ELECTRIC PEDESTAL	EP
	MONITORING WELL	
	TEST PIT	

NO.	REVISION	BY	DATE

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

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RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

UTILITY PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C8	
SHEET NO.	REVISION



CLERK OF THE SUPERIOR COURT
RECORDING INFORMATION

LEGEND

P.P.– POWER POLE	C.B.– CATCH BASIN
L.P.– LIGHT POLE	R.C.P.– REINFORCED CONCRETE PIPE
F.H.– FIRE HYDRANT	C.M.P.– CORRUGATED METAL PIPE
M.H.– SANITARY SEWER MANHOLE	F.F.E.– FINISHED FLOOR ELEVATION
W.M.– WATER METER	WATER VALVE
G.M.– GAS METER	C.O. SEWER CLEAN OUT
RBS– REINFORCING BAR SET	BUILDING SETBACK LINE
RBF– REINFORCING BAR FOUND	–––E––– UNDERGROUND ELECTRICAL LINE
CTF– CRIMP TOP PIPE FOUND	OVERHEAD POWER LINES
OTF– OPEN TOP PIPE FOUND	HW.–HEADWALL
R/W MON.– RIGHT–OF–WAY MONUMENT	PBX POWERBOX
TYPE OF FENCE	–W– –W– WATER LINE
J.B.– JUNCTION BOX	–––T–––T– UNDERGROUND TELEPHONE LINE
D.I.– DROP INLET / YARD INLET	–––G––– GAS LINE

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83.
VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

SURVEYOR REFERENCES:

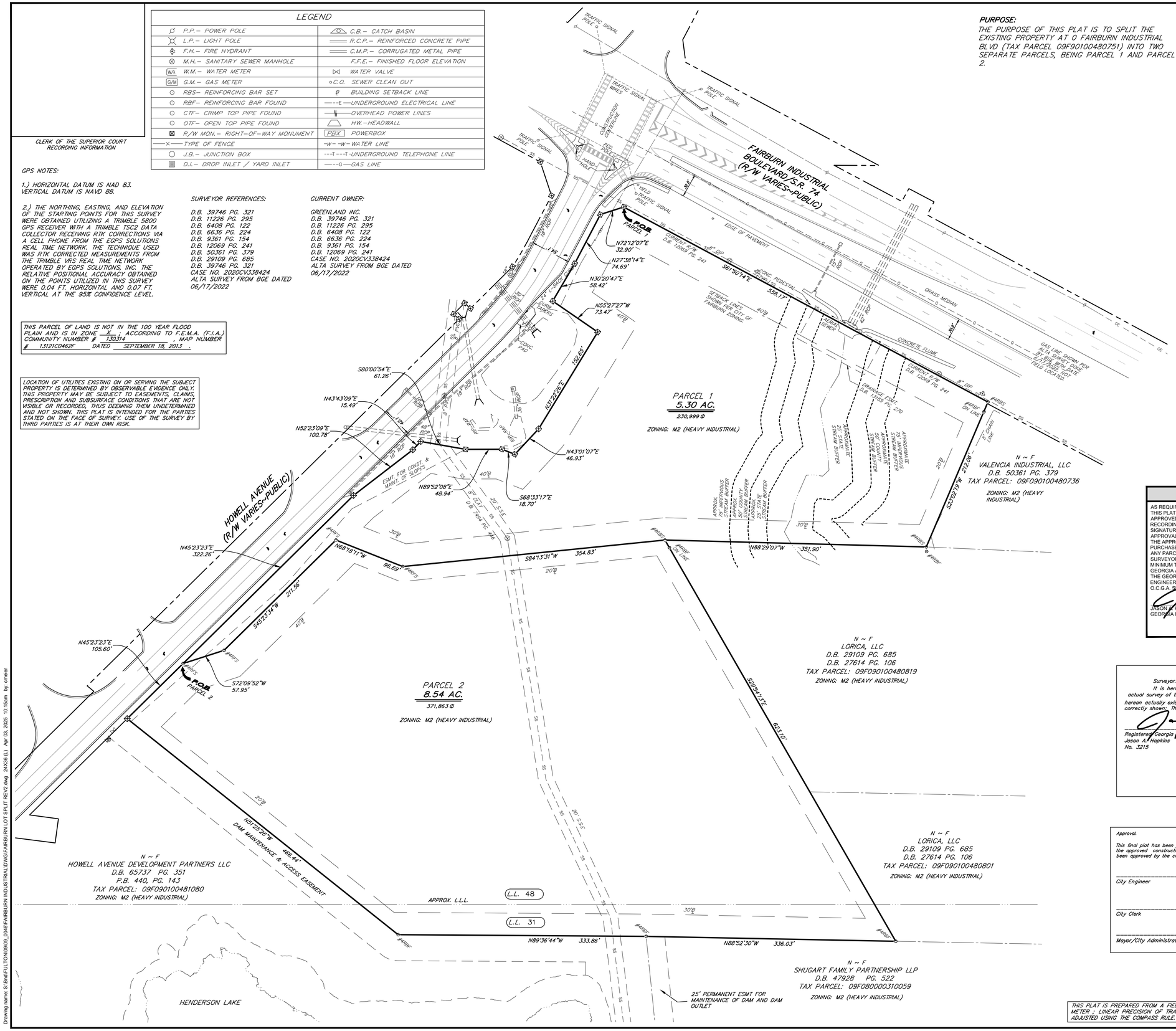
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
D.B. 29109 PG. 685
D.B. 39746 PG. 321
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

CURRENT OWNER:

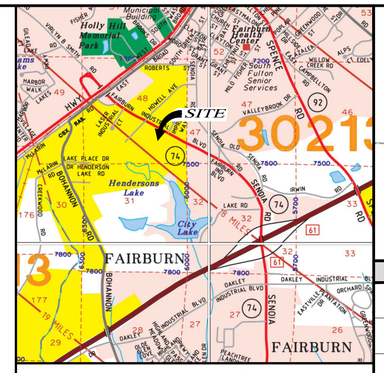
GREENLAND INC.
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE X, ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER # 130314, MAP NUMBER # 13121C0462F DATED SEPTEMBER 18, 2013.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY OBSERVABLE EVIDENCE ONLY. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SUBSURFACE CONDITIONS THAT ARE NOT VISIBLE OR RECORDED, THUS DEEMING THEM UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY. USE OF THE SURVEY BY THIRD PARTIES IS AT THEIR OWN RISK.



PURPOSE:
THE PURPOSE OF THIS PLAT IS TO SPLIT THE EXISTING PROPERTY AT 0 FAIRBURN INDUSTRIAL BLVD (TAX PARCEL 09F90100480751) INTO TWO SEPARATE PARCELS, BEING PARCEL 1 AND PARCEL 2.



LOCATION MAP 1" = 2000'

OWNER:
GREENLAND GEORGIA INC.
4020 CHIARRWOOD TRCE
MARIETTA, GA 30062

DEVELOPER:
RACETRAC
200 GALLERIA PKWY SE
SUITE 900
ATLANTA, GEORGIA 30339

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.G.C.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GEORGIA REGISTERED 3215 LAND SURVEYOR JASON A. HOPKINS

JASON A. HOPKINS — DATE: 4–2–25
GEORGIA REGISTERED LAND SURVEYOR NO. 3215

AS SURVEYOR FOR GASKINS + LECRAW, INC.

Surveyor.
It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property made by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and material are correctly shown. This plat conforms to all requirements of the Georgia Plat Act. By:

Registered Georgia Land Surveyor Jason A. Hopkins No. 3215 — *Date* 4–2–25

GEORGIA PROFESSIONAL 3215 LAND SURVEYOR JASON A. HOPKINS

Approval.
This final plat has been prepared in accordance with the approved concept plat, the approved preliminary plat, the approved construction plans, and the other development codes and ordinances of the city, and has been approved by the city for recording in the Office of the Clerk of the Superior Court of Fulton County.

City Engineer — *Date*

City Clerk — *Date*

Mayor/City Administrator — *Date*

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER ; LINEAR PRECISION OF TRAVERSE : 1/ 57,867 ; ANGULAR ERROR: 01" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/ 511,203 . MATTERS OF TITLE ARE EXCEPTED.

PREPARED IN THE OFFICE OF:
GASKINS + LECRAW, INC.
1266 POWDER SPRINGS RD SW
MARIETTA, GA 30064
PHONE - 770.424.7168
FAX - 770.424.7593
www.gaskinslecraw.com
LSF001371

© 2025 GASKINS + LECRAW, INC.

REVISIONS:

REV #	DATE	DRAWN BY:	CHECKED BY:
2	4/2/2025	CAM	JAH
1	3/12/2025	CAM	JAH

1 REVISED LOT SPLIT LINES
2 MODIFIED BEARING AND DISTANCE LABELS TO INCREASE LEGIBILITY

LOT SPLIT SURVEY FOR:
RACETRAC

FAIRBURN INDUSTRIAL BOULEVARD

LAND LOTS 31 & 48, DISTRICT 9-F,
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG
811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:
N
GRID NORTH - GA WEST ZONE
0' 30' 60' 120'
SCALE: 1" = 60'

SURVEY INFO:

DRAWN BY:	TBS/JAH
REVIEWED BY:	DCO/JAH
FIELD DATE:	6-6-23
OFFICE DATE:	6-13-23
JOB #:	005060

1 OF 1

Drawing name: S:\Bnd\FULTON\09\09_004\6\FAIRBURN INDUSTRIAL\DWG\FAIRBURN LOT SPLIT REV2.dwg 24X36 (L) Apr 03, 2025 10:15am by: cmeier

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Gaskins + LeCraw, Inc. shall be without liability to Gaskins + LeCraw, Inc. Copyright Gaskins + LeCraw, Inc., 2025

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area
   - 5.30 acres x 20 TDUs = 106.0 TDUs required
   - or 121,793 SF / 2,000 SF x 1 tree = 60.9 TDUs required
   - 50% of replacement trees shall be canopy trees = 39 canopy trees required

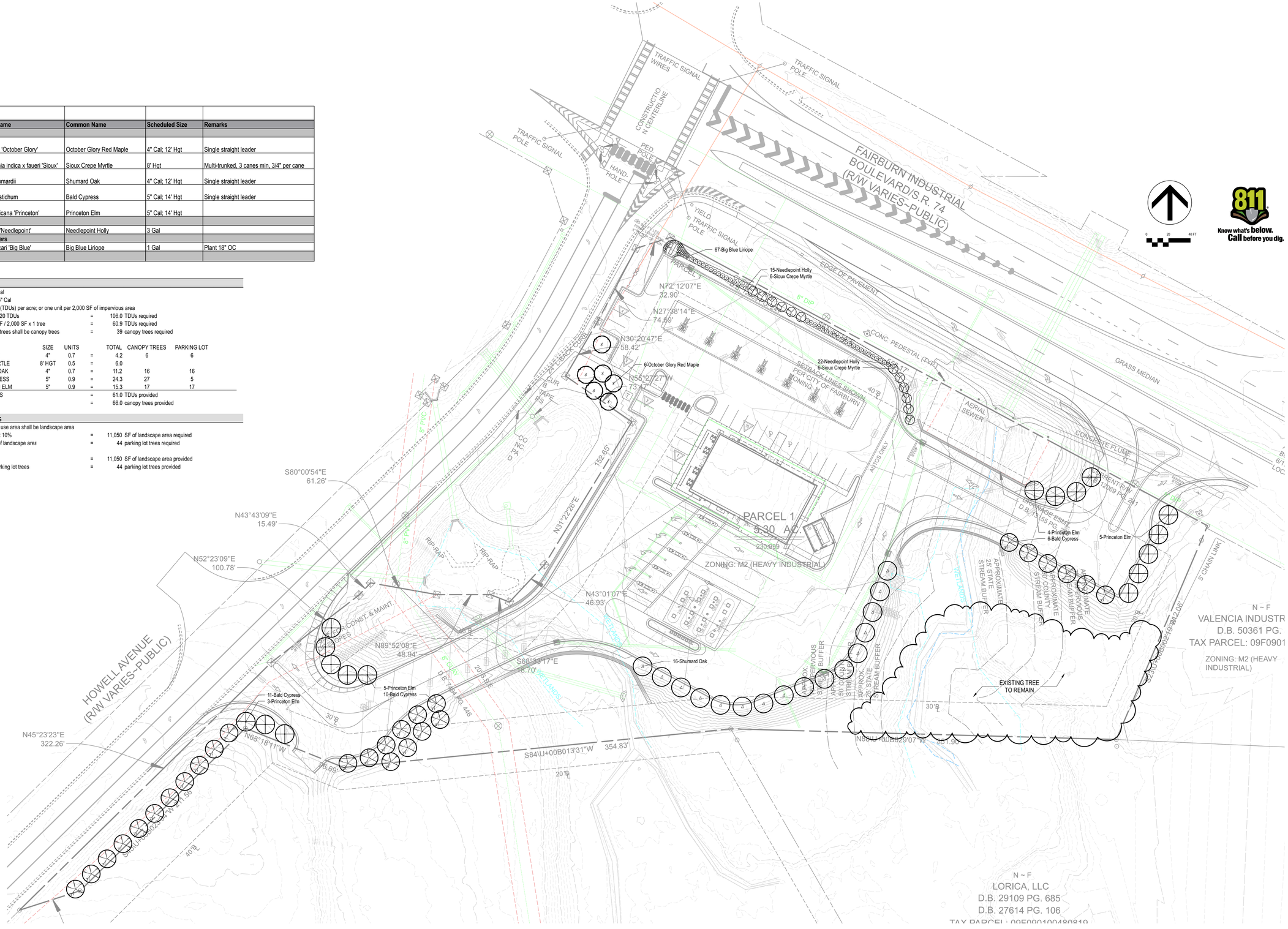
PROVIDED

	QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
1.	6	RED MAPLE	4"	0.7	=	4.2	6	6
	12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
	16	SHUMARD OAK	4"	0.7	=	11.2	16	16
	27	BALD CYPRESS	5"	0.9	=	24.3	27	5
	17	PRINCETON ELM	5"	0.9	=	15.3	17	17
	78	TOTAL UNITS			=	61.0	TDUs provided	
					=	66.0	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED
1. 10% of the vehicular use area shall be landscape area
   - 110,500 SF x 10% = 11,050 SF of landscape area required
2. (1) tree per 250 SF of landscape area = 44 parking lot trees required

PROVIDED
1. Landscape area = 11,050 SF of landscape area provided
2. See Section A for parking lot trees = 44 parking lot trees provided



MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BLVD.
ATLANTA, GEORGIA 30339
(770) 431-7600

LAND LOTS 31 & 48, DISTRICT 9-F
CITY OF FAIRBURN, FULTON COUNTY, GA

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

MLD PROJECT #	2023181
DRAWN BY	KCN
CHECKED BY	ADN
DATE	6/24/25

Landscape Plan

L-1.1

PERMIT

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED

Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area

5.30 acres x 20 TDUs	=	106.0 TDUs required
or 121,793 SF / 2,000 SF x 1 tree	=	60.9 TDUs required
50% of replacement trees shall be canopy trees	=	39 canopy trees required

PROVIDED

QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
6	RED MAPLE	4"	0.7	=	4.2	6	6
12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
16	SHUMARD OAK	4"	0.7	=	11.2	16	16
27	BALD CYPRESS	5"	0.9	=	24.3	27	5
17	PRINCETON ELM	5"	0.9	=	15.3	17	17
78	TOTAL UNITS			=	61.0	TDUs provided	
				=	66	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED

1.	10% of the vehicular use area shall be landscape area		
	110,500 SF x 10%	=	11,050 SF of landscape area required
2.	(1) tree per 250 SF of landscape area	=	44 parking lot trees required

PROVIDED

1.	Landscape area	=	11,050 SF of landscape area provided
2.	See Section A for parking lot trees	=	44 parking lot trees provided



N ~ F
VALENCIA INDUSTR
D.B. 50361 PG.
TAX PARCEL: 09F0901

ZONING: M2 (HEAVY INDUSTRIAL)

N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BLVD.
ATLANTA, GEORGIA 30339
(770) 431-7600

LAND LOTS 31 & 48, DISTRICT 9-F
CITY OF FAIRBURN, FULTON COUNTY, GA

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

MLD PROJECT #	2023181
DRAWN BY	KCN
CHECKED BY	ADN
DATE	6/24/25

Rendering

PERMIT

L-1.0

CITY OF FAIRBURN

PLANNING & ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: RaceTrac – 0 Fairburn Industrial Boulevard [Parcel ID: 09F090100480751] – Request to reduce the Perimeter Landscape Area from 10’ to 0’.

Agent/Applicant/Petitioner Information

Applicant: RaceTrac, Inc

Property Owner: Greenland Georgia, Inc.

Background

The site is located at 0 Fairburn Industrial Boulevard on the southeast corner of the intersection of Fairburn Industrial Boulevard and Howell Avenue. The site is currently zoned M-2 (Heavy Industrial) and is in the Highway 74 Overlay District. The site is approximately 16.97 acres.



Discussion

The applicant is proposing to construct a 6,008-square foot gas station and convenience store with seven gasoline fuel pumps and five diesel pumps.

The Zoning Code requires that "perimeter landscape areas abutting a public street right-of-way shall have a minimum dimension of ten feet from the right-of-way line to the vehicular use area."

The applicant is proposing to reduce the Perimeter Landscape Area from 10 feet to 0 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.
   This condition has been satisfied. The purpose and intent of the off-street parking, loading, and landscape requirements is to provide the reasonable provision of future off-street parking within the city, to restrict temporary storage of vehicles and recreational vehicles in residential districts; to alleviate any unnecessary traffic congestion which could result from on-street parking; and to encourage development and usage of off-street parking facilities. Therefore, if relief is granted, the proposed construction would be in harmony with the general purpose and intent of the off-street parking, loading, and landscape requirements.

2. The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.
   This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its topography, streams, size, and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.
   Not applicable.

Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed plans in regard to the 10-foot Perimeter Landscape Area reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Legal Description
- Deed
- Letter of Intent
- Current Survey
- Proposed Plans

SITE PICTURES

South viewpoint



VARIANCE APPLICATION CHECKLIST

Please submit one (1) copy of the following documents and information.

ITEM #	REQUIRED ITEM	CHECK √ *(Office Use Only)*
1.	Application Checklist	
2.	Application Form	
3.	Survey	
4.	Legal Description	
5.	Warranty Deed	
6.	Lease Agreement	
7.	Letter of Intent	
8.	Conceptual Site Plan	

Fees: $350 per variance application and $31 public hearing sign

For any documents that are larger than 11" x 17," a copy reduced to 11" x 17" shall also be required.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATIONS ARE ACCEPTED MONDAY – FRIDAY FROM 9:00 A.M. TO 3:00 P.M.

APPLICATION FOR VARIANCES

Date Received: _____

VARIANCE #: _____
(Office Use Only)

SECTION I – GENERAL INFORMATION

APPLICANT INFORMATION

Applicant Name: RaceTrac, Inc

Address: 200 Galleria Pkwy, Ste. 900 Atlanta GA 30339

Phone: (512) 417-3235 Cell: _____ Fax: _____

Email Address: sjones@racetrac.com

OWNER INFORMATION (If different from Applicant)

Owner Name: Greenland Georgia, Inc. - CONTACT: Suresh Jatia

Address: _____

Phone: (770) 435-1100 Cell: _____ Fax: _____

Email Address: suresh@greenlandamerica.com

PROPERTY INFORMATION

Address: 0 FAIRBURN INDUSTRIAL BLVD

Parcel ID#: 09F090100480751 Land Lot: 48 District: 9-F Acreage: 5.3 ac

Request: We are seeking a variance to reduce to the 10' landscape strip along Howell Ave ROW to 0' (Sec. 80-336-b-2).

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II **VARIANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING COMMISSION OR CITY COUNCIL**

[X] 1) **PRIMARY VARIANCE:** Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.

[____] 2) **SECONDARY VARIANCE:** Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.

[____] 2) **CONCURRENT VARIANCE:** Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.

MINOR & ADMINISTRATIVE MINOR VARIANCES [NO PUBLIC HEARING REQUIRED]

[____] 1) **MINOR VARIANCE:** Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)

[____] 2) **ADMINISTRATIVE MINOR VARIANCE:** Relief requiring 1 foot or less from required building setback

VARIANCE CONSIDERATIONS:

1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

See attached narrative.

2) The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or

See attached narrative.

3) Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

See attached narrative.

SECTION III LEGAL DESCRIPTION OF PROPERTY *(Legal description/survey must match submitted site plan.)*

SUBDIVISION _____ UNIT/PHASE: _____ LOT NO(S): _____

LAND LOT(S): 48 DISTRICT: 9-F TAX ID: 09F090100480751

PROPERTY ADDRESS 0 FAIRBURN INDUSTRIAL BLVD

SECTION IV AUTHORITY TO PURSUE VARIANCE

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

a) If you are the sole owner of the property and not the petitioner complete Part 1.
b) If you are the petitioner and not the sole owner of the property complete Part 2.
c) If you are the sole owner and petitioner complete Part 1.
d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. OWNER INFORMATION

Owner states under an oath that he or she is the owner of the property described in the attached legal description. ***[EACH OWNER'S SIGNATURE MUST BE NOTARIZED]***

Suresh Jatia
TYPE OR PRINT OWNER'S NAME

C03, 3rd fl Paragon Centre
ADDRESS Pandurang Budhkar Marg

Worli, Mumbai - 400013
CITY, STATE & ZIP CODE

OWNER'S SIGNATURE

91+22-24944805
AREA CODE/ PHONE NUMBER

suresh@greenlandamerica.com
EMAIL ADDRESS

Sworn to and subscribed before me this _____ day of _____ 20_____

NOTARY PUBLIC

***Part 2.* APPLICANT INFORMATION**

Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

RaceTrac, Inc
TYPE OR PRINT PETITIONER'S NAME

200 Galleria Pkwy, Suite 900
ADDRESS

Atlanta GA 30339
CITY & STATE ZIP CODE

Sworn to and subscribed before me this the

Day of February 20 25

NOTARY PUBLIC

SAMANTHA JONES
NOTARY PUBLIC
COBB COUNTY, GEORGIA
MY COMMISSION EXPIRES
JULY 01, 2025

PETITIONER'S SIGNATURE

(512)417-3275
PHONE NUMBER

sjones@raletrac.com
EMAIL ADDRESS

***V.* ATTORNEY/AGENT INFORMATION**

CHECK ONE: [ ] ATTORNEY [ ] AGENT

Laura Benz
TYPE OR PRINT ATTORNEY/AGENT NAME

19 W. Broad Street
ADDRESS

Newnan, GA 30263
CITY, STATE & ZIP CODE

(404) 437-7789
AREA CODE/PHONE NUMBER

Laura@LWBenz.com
EMAIL ADDRESS

Laura W. Benz
SIGNATURE OF ATTORNEY/AGENT

Variance Narrative for § 80-336(b)(2) and Criteria Response

and other materials required by City of Fairburn, Georgia
for the Variance request of
RACETRAC
for +/- 4.21 Acres of Land
Located at 0 Fairburn Industrial Boulevard, Fairburn, Georgia 30213

Submitted for the Applicant by:
Laura W. Benz, Esq.
Benz Law LLC
19 W. Broad Street
Newnan, GA 30263
404.493.7789
Laura@LWBenz.com

I. BASIS OF VARIANCE REQUEST

Pursuant to Ordinance § 80-251, the Applicant must satisfy one of the three considerations. The Applicant asserts that the proposed request for a variance to reduce the landscape buffer along Howell Avenue from 10' to 0' as required under §80-336(b)(2) satisfies both § 80-251(1) and (2). The variance considerations for §80-251(3) pertains to hardships created by conditions from existing foliage or structures making signs unable to be read from a public road, which is not applicable to this project. Under criterion 1 a variance from the requested standard can be made in harmony with the general purpose and intent of the chapter. Pursuant to §80-251(2) a variance shall be issued if the application of the provision to a particular piece of property due to extraordinary and exceptional conditions due to lot size, shape or topography create an unnecessary hardship while causing no detriment to the public. The Applicant must only satisfy one of these criteria under the Ordinance for approval of its variance request.

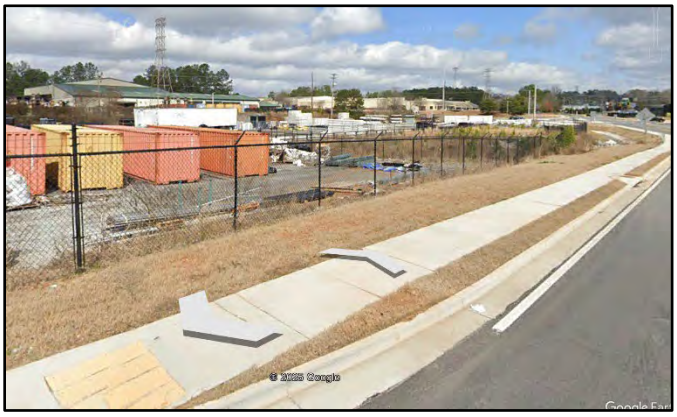
II. RESPONSE TO STANDARD QUESTIONS FOR VARIANCE REQUEST

1. Sec. 80-251. - Primary variances and concurrent variances shall only be granted upon showing that (1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The regulations impose a hardship on the development of the property and the issuance of a variance is in harmony with the purpose of the Ordinance. This portion of the City of Fairburn ordinance acknowledges that there are circumstances when standard zoning requirements should be waived. The specific provision which the Applicant seeks to reduce the vegetative buffer along Howell Avenue that is prescribed by the Georgia Highway 74 Overlay Zoning District (§80-90 et seq.) required under §80-336(b)(2).

The findings and intent of the GA Hwy 74 overlay district is to ensure attractive developments that are complimentary promoting a mix of uses that protect the aesthetics of the community, provide for safe travel through, and access to the area and safeguard the welfare of its residents, while encouraging development along the Georgia Highway 74 corridor.

The City Council unanimously approved the special use permit on June 10, 2024 with a similar site plan. There is precedent to allow the variance when examining similar situated properties along Howell Avenue. The majority of adjacent developments along Howell Avenue do not have a vegetative buffer as shown in the photographs below and therefore it cannot be argued that there would be a detriment to the public if a variance reducing the vegetative buffer is approved. The design and proposal meet the aesthetic requirements of the overlay district regarding materials and siting location. The



reduction of the vegetative buffer along Howell Avenue at this site, will not adversely impact the safety of travel through the corridor, access to the area or welfare of residents. As such, the Applicant's proposal to reduce the vegetative buffer from 10' to 0' along Howell Avenue satisfies the purpose and intent of the chapter and its request for a variance to this chapter should be granted pursuant to the criteria discussed herein.





III. Sec. 80-251. Primary variances and concurrent variances shall only be granted upon showing that the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or



The requirement of the 10' vegetative buffer along Howell Avenue cannot be met when consideration of the existing streams, topographic relief, modification of the property's size and shape for roadway drainage associated with Howell Avenue are considered. The property is approximately 4 acres that is bifuracted by two streams along with wetlands.

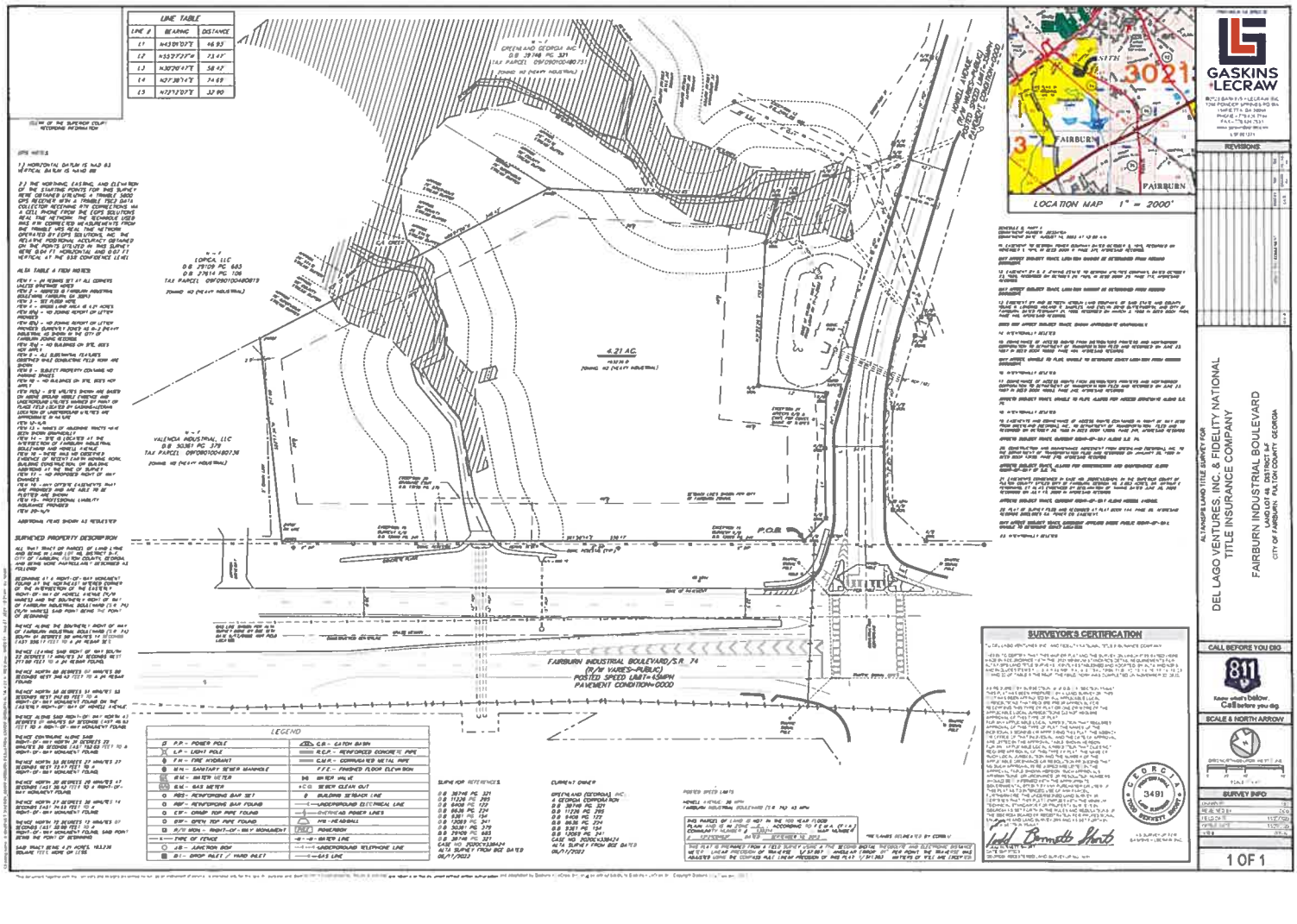
The site further has 17' of topographic relief requiring dirt to be moved as well as the construction of structural walls. In order to minimize impacts to jurisdictional streams and wetlands, the Applicant is constructing walls and implementing underground detention. The presence of these jurisdictional features results in limited space for the development. In addition, the unique shape of the property resulting from the construction of Howell Avenue and the associated stormwater detention results in limited configurations to provide the

required access and parking required to serve the proposed use. To adhere to the 10’ vegetative setback required under §80-336(b)(2) does not improve the aesthetic along Howell Avenue given the existence of the roadway stormwater detention facility as shown below. The plan is substantially similar to that which came before the Planning Commission in April 2024 and was a part of the special use permit that was unanimously approved by the City Council on June 10, 2024 coupled with the reasons set forth herein, the requested variance should be granted.





ALTA Survey


LINE TABLE
LINE # | BEARING | DISTANCE
L1 | N43°01'02"E | 46.93
L2 | N55°27'27"W | 73.47
L3 | N30°26'47"E | 58.42
L4 | N27°38'14"E | 74.69
L5 | N73°12'02"E | 32.90
LOCATION MAP 1" = 2000'
SURVEYOR'S CERTIFICATION
LEGEND
P.O.B.
4.21 AC.
FAIRBURN INDUSTRIAL BOULEVARD/S.R. 74
(R/W VARIES-PUBLIC)
POSTED SPEED LIMIT=45MPH
PAVEMENT CONDITION=GOOD
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
TOPCA, LLC
D.B. 29129 PG. 683
D.B. 27814 PG. 106
TAX PARCEL 09F090100480819
ZONED: HI (HEAVY INDUSTRIAL)
VALENCIA INDUSTRIAL, LLC
D.B. 30361 PG. 379
TAX PARCEL 09F090100480736
ZONED: HI (HEAVY INDUSTRIAL)
GREENLAND GEORGIA INC.
D.B. 39748 PG. 321
TAX PARCEL 09F090100480731
ZONED: HI (HEAVY INDUSTRIAL)
POSTED SPEED LIMITS
HOWELL MILL ROAD - 35 MPH
FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) - 45 MPH
CURRENT OWNER
GREENLAND (GEORGIA), INC.
A GEORGIA CORPORATION
D.B. 39748 PG. 321
D.B. 11376 PG. 295
D.B. 6408 PG. 172
D.B. 6636 PG. 224
D.B. 5381 PG. 154
D.B. 12089 PG. 241
D.B. 30361 PG. 379
D.B. 29909 PG. 683
D.B. 12089 PG. 241
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
CASE NO. 20SC433824
ALTA SURVEY FROM BCE DATED 06/01/2023
GASKINS LECRAW
REVISIONS
ALTA/NSPS LAND TITLE SURVEY FOR
DEL LAGO VENTURES, INC. & FIDELITY NATIONAL TITLE INSURANCE COMPANY
FAIRBURN INDUSTRIAL BOULEVARD
LAND LOT 46, DISTRICT 1F
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA
CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.
SCALE & NORTH ARROW
SURVEY INFO
1 OF 1

Legal Description

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 48, DISTRICT 9-F, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A RIGHT-OF-WAY MONUMENT FOUND AT THE NORTHEAST MITERED CORNER OF THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HOWELL AVENUE (R/W VARIES) AND THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) (R/W VARIES), SAID POINT BEING THE POINT OF BEGINNING;

THENCE ALONG THE SOUTHERLY RIGHT OF WAY OF FAIRBURN INDUSTRIAL BOULEVARD (S.R. 74) SOUTH 61 DEGREES 50 MINUTES 14 SECONDS EAST 556.17 FEET TO A #4 REBAR SET;

THENCE LEAVING SAID RIGHT OF WAY SOUTH 23 DEGREES 02 MINUTES 19 SECONDS WEST 212.06 FEET TO A #4 REBAR SET;

THENCE NORTH 88 DEGREES 29 MINUTES 07 SECONDS WEST 351.90 FEET TO A #4 REBAR SET;

THENCE SOUTH 84 DEGREES 13 MINUTES 31 SECONDS WEST A DISTANCE OF 354.83 FEET TO A #4 REBAR SET;

THENCE NORTH 68 DEGREES 18 MINUTES 11 SECONDS WEST A DISTANCE OF 96.69 FEET TO A #4 REBAR SET;

THENCE SOUTH 45 DEGREES 23 MINUTES 34 SECONDS WEST A DISTANCE OF 211.56 FEET TO A #4 REBAR SET;

THENCE SOUTH 72 DEGREES 09 MINUTES 52 SECONDS WEST A DISTANCE OF 57.95 FEET TO #4 REBAR SET ON THE SOUTH EASTERLY RIGHT OF WAY OF HOWELL AVENUE;

THENCE ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 251.84 FEET TO A #4 REBAR SET;

THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 45 DEGREES 23 MINUTES 23 SECONDS EAST A DISTANCE OF 70.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 52 DEGREES 23 MINUTES 09 SECONDS EAST A DISTANCE OF 100.78 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 43 MINUTES 09 SECONDS EAST A DISTANCE OF 15.49 FEET TO A POINT;

THENCE SOUTH 80 DEGREES 00 MINUTES 54 SECONDS EAST A DISTANCE OF 61.26 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 89 DEGREES 52 MINUTES 08 SECONDS EAST A DISTANCE OF 48.94 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE SOUTH 68 DEGREES 33 MINUTES 17 SECONDS EAST A DISTANCE OF 18.70 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 43 DEGREES 01 MINUTES 07 SECONDS EAST 46.93 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 31 DEGREES 22 MINUTES 26 SECONDS EAST 152.65 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 55 DEGREES 27 MINUTES 27 SECONDS WEST 73.47 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 30 DEGREES 20 MINUTES 47 SECONDS EAST 58.42 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 27 DEGREES 38 MINUTES 14 SECONDS EAST 74.69 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 72 DEGREES 12 MINUTES 07 SECONDS EAST 32.90 FEET TO A RIGHT-OF-WAY MONUMENT FOUND, SAID POINT BEING THE POINT OF BEGINNING;

SAID TRACT BEING 5.30 ACRES, 230,999 SQUARE FEET, MORE OR LESS.

Warranty Deed

00131036

GEORGIA, Fulton County, Clerk's Office Superior Court
Filed & Recorded, DEC 11 1987 at 4:10 Barbara J. Price CLERK

GENERAL WARRANTY DEED

Fulton County, Georgia
Real Estate Transfer Tax
Paid $ 300.00
Date DEC 11 1987
Clerk, Superior Court
By Deputy Clerk

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENDURE, made as of this 10th day of December, 1987, between NORTHBROOK CORPORATION, a Georgia corporation, as party of the first part (hereinafter referred to as "Grantor"), and GREENLAND (GEORGIA), INC.; a Georgia corporation, as party of the second part (hereinafter referred to as "Grantee").

W I T N E S S E T H:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations, in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged has granted, bargained, sold and conveyed and by these presents does grant, bargain, sell and convey unto the Grantee, its successors, and assigns all that tract or parcel of land described in Exhibit "A" attached hereto and subject to those items described in Exhibit "B" attached hereto (the "Permitted Exceptions").

TO HAVE AND TO HOLD the said bargained premises, together with all and singular rights, members and appurtenances thereof, to the only proper use, benefit and behoof of Grantee forever IN FEE SIMPLE.

And Grantor will warrant and forever defend the right and title to the above described property unto Grantee against the lawful claims of all persons whomsoever, except for claims arising under the Permitted Exceptions.

IN WITNESS WHEREOF, Grantor has hereunto set its hand and affixed its seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Charles O'Benedict
Unofficial Witness

Colleen S. Voulbrock
Notary Public

My commission expires:

[NOTARIAL SEAL]
Notary Public, Georgia, State at Large
My Commission Expires Feb. 20, 1989

N.P. SEAL

NORTHBROOK CORPORATION, a Georgia corporation

BY: Ralph L. Eskew
RALPH L. ESKEW, President

[AFFIX CORPORATE SEAL]

CORP. SEAL

10-T-164(A)

EXHIBIT "A"

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 48 of the 9-F District of Fulton County, Georgia and being more particularly described as follows:

BEGINNING at a point on the southwesterly right-of-way of Georgia State Highway No. 74 (a 100-ft. right-of-way), which point is located 582.9 feet northwesterly from the intersection of the southwesterly side of Georgia State Highway No. 74 and the line dividing Land Lots 47 and 48; running thence south 24 degrees 11 minutes 13 seconds west 293.48 feet to a point; running thence north 87 degrees 32 minutes 52 seconds west 351.9 feet to a point; running thence south 28 degrees 57 minutes 58 seconds east 623.1 feet to a point located on the line dividing Land Lots 31 and 48; running thence north 88 degrees 27 minutes 13 seconds west along said land lot line 669.2 feet to an iron pin found; running thence north 50 degrees 28 minutes west 536.2 feet to a point; running thence north 46 degrees 15 minutes 10 seconds east 1038.52 feet to a point located on the southwesterly right-of-way of said Georgia State Highway No. 74; running thence south 60 degrees 54 minutes 48 seconds east along said right-of-way 575.28 feet to a point and the POINT OF BEGINNING, said property consisting of 16.97 acres as depicted on Plat for Greenland (Georgia), Inc., dated October 22, 1987 by Steed & Boyd Land Surveyors.

RE

00131036

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Express Easement dated December 23, 1986, by Northbrook Corporation, to William D. Reeves and David W. Porter filed and recorded January 16, 1987, in Deed Book 10576, Page 090, aforesaid Records, for purposes of constructing a sewer line to connect onto County sanitary sewer system, said easement to be 30-feet in width through the period of construction, and upon completion, said easement will be 10-feet width.

2. Right-of-way dated December 30, 1975, from Verdun Land Company, Nominee to Fulton County, recorded on January 8, 1976, in Deed Book 6408, Pages 122 through 127, inclusive, aforesaid Records.

3. Matters disclosed on Plat of Survey for Greenland (Georgia), Inc., delineated by Steed & Boyd Land Surveyors, dated October 22, 1987, discloses the following:

   (a) a sewer line with manholes crossing the caption property;

   (b) a 20-foot sanitary sewer easement entering caption from the northwesterly boundary thereof connecting to aforesaid sewer line in (a) hereof;

   (c) Informational Note on said plat reveals that this plat was taken from a survey of December 6, 1985, revised December 5, 1986. According to Surveyor's Report, Joseph W. Steed, Jr., certifies that a careful inspection was again performed on December 5, 1986, and said Surveyor states that no encroachments are evident; and that a "Lake was on the site at one time, but has been drained"; and a sanitary sewer as shown on plat. Exception is taken to any other facts which should be certified by an up-to-date Surveyor's Report subsequent to December 5, 1986.

RLG

BOOK 11226 PAGE 297

Letter of Intent

211 Perimeter Center Parkway NE, Suite 425
Atlanta, GA 30346
678.695.6800

February 26, 2025

Chancellor Felton
City of Fairburn
Department of Planning and Zoning
314 NW Broad Street
Fairburn, GA 30213

RE: Letter of Intent
RaceTrac, Inc.
Fairburn Industrial Blvd & Howell Ave
Fairburn, GA
BE #GAA220184.00

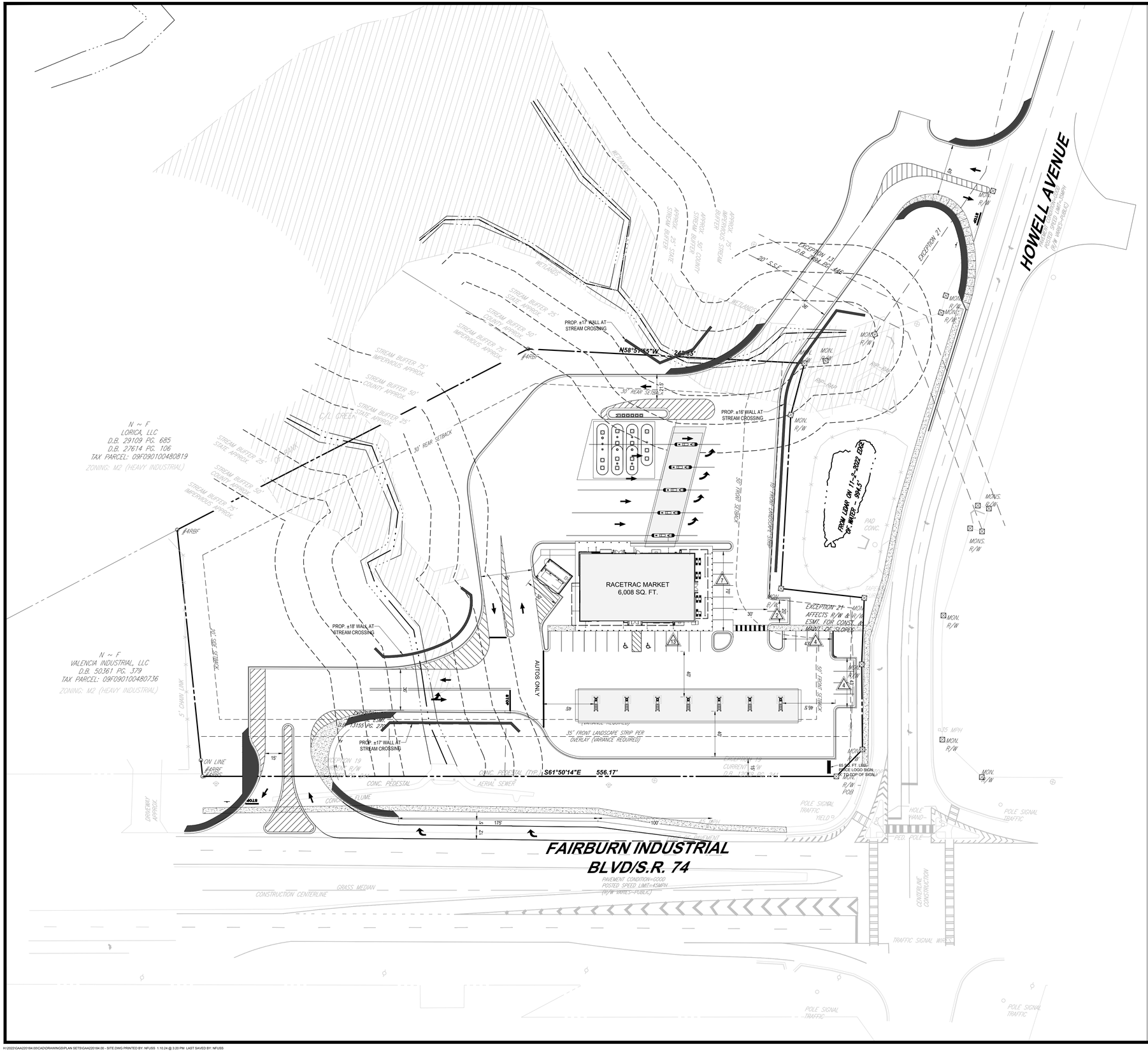
It is the intent of Bohler, LLC on behalf of RaceTrac, Inc., to develop a site encompassing ±13.91 acres located at the southeast parcel at the intersection of Fairburn Industrial Blvd and Howell Ave in Fairburn, GA. The project proposes the construction of one ±6,008 SF gas station convenient store with seven gasoline fuel pumps and five diesel pumps. Other site improvements include new pavement markings, parking, limited sidewalks, landscaping, utilities, and stormwater management.

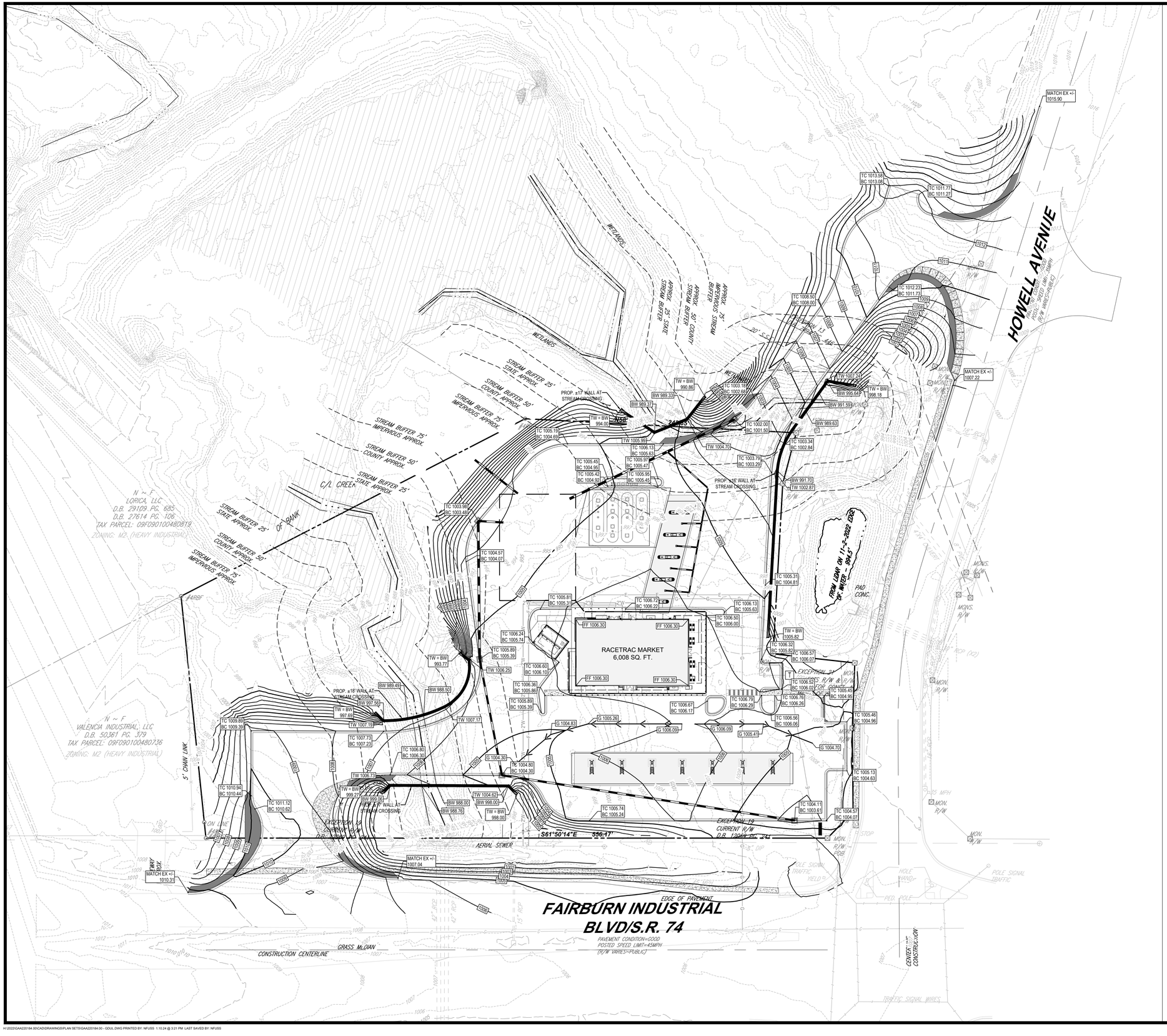
Should you have any questions or require additional information, please do not hesitate to contact this office at (678) 695-6800.

Sincerely,
BOHLER ENGINEERING GA, LLC



Nathan Fuss, PE


HOWELL AVENUE
FAIRBURN INDUSTRIAL BLVD/S.R. 74
RACETRAC MARKET
6,008 SQ. FT.
PROP. ±17' WALL AT STREAM CROSSING
PROP. ±16' WALL AT STREAM CROSSING
PROP. ±18' WALL AT STREAM CROSSING
PROP. ±17' WALL AT STREAM CROSSING
N58°51'55"W 249.05'
S61°50'14"E 556.17'
30' REAR SETBACK
20' S.S.E.
EXCEPTION 1,3 D.B. 1804, PG. 446
EXCEPTION 21
EXCEPTION 19 D.B. 13155, PG. 270
EXCEPTION 21 AFFECTS R/W & ESMT. FOR CONST. & MAINT. OF SLOPES
FROM LDMP ON 11-2-2022 GDS
N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819
ZONING: M2 (HEAVY INDUSTRIAL)
N ~ F
VALENCIA INDUSTRIAL, LLC
D.B. 50361 PG. 379
TAX PARCEL: 09F090100480736
ZONING: M2 (HEAVY INDUSTRIAL)
WETLANDS
STREAM BUFFER 25' STATE APPROX.
STREAM BUFFER 50' COUNTY APPROX.
STREAM BUFFER 75' IMPERVIOUS APPROX.
CL CREEK
5' CHAIN LINK
ZABBIS 30"
AUTOS ONLY
ON LINE #4RBF
#4RBF
#4RBF
CONC. PEDESTAL (TYP.)
AERIAL SEWER
CONC. FLUME
DRIVEWAY APPROX.
POLE SIGNAL TRAFFIC
HOLE YARD
PED. POLE
PAD CONC.
MON. R/W
MONS. R/W
35 MPH
65 SQ. FT. LED PRICE LOGO SIGN ON TOP OF SIGN
MON. R/W POST
CONSTRUCTION CENTERLINE
GRASS MEDIAN
PAVEMENT CONDITION=GOOD
POSTED SPEED LIMIT=45MPH
(R/W VARIES-PUBLIC)
TRAFFIC SIGNAL WIRE
CENTERLINE CONSTRUCTION
PAVEMENT
100'
175'
5'
12'
15'
45'
57'
59'
65'
70'
80'
90'
40'
30'
35'
25'
10'
5.59'
5.59'
5.59



GRADING LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
120 / 125	CONTOUR LINE	120 / 125
TC 516.00 BC 515.55 OR 384	SPOT ELEVATIONS	TC 516.00 BC 515.55
SAN #	SANITARY LABEL	SANI #
STM #	STORM LABEL	STM #
	STORM SEWER	
D	STORM MANHOLE	D
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	MONITORING WELL	
	BORING	
	BENCHMARK	
	TEST PIT	

GENERAL GRADING NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.
2. SITE GRADING MUST BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AS REFERENCED IN THIS PLAN SET. IF NO GEOTECHNICAL REPORT HAS BEEN REFERENCED, THE CONTRACTOR MUST HAVE A GEOTECHNICAL ENGINEER PROVIDE WRITTEN SPECIFICATIONS AND RECOMMENDATIONS PRIOR TO THE CONTRACTOR COMMENCING THE GRADING WORK. THE CONTRACTOR MUST FOLLOW THE REQUIREMENTS OF ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS, WHICH HAVE JURISDICTION OVER THIS PROJECT.
3. THE CONTRACTOR IS REQUIRED TO SECURE ALL NECESSARY AND/OR REQUIRED PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. THE CONTRACTOR MUST SUPPLY A COPY OF APPROVALS TO THE ENGINEER OF RECORD AND THE OWNER PRIOR TO THE CONTRACTOR COMMENCING ANY WORK.
4. THE CONTRACTOR IS FULLY RESPONSIBLE FOR VERIFYING EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCING ANY CONSTRUCTION. SHOULD DISCREPANCIES BETWEEN THE PLANS AND INFORMATION OBTAINED THROUGH FIELD VERIFICATIONS BE IDENTIFIED OR EXIST, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND REPLACING ALL UNSUITABLE MATERIALS WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. THE CONTRACTOR MUST COMPACT ALL EXCAVATED OR FILLED AREAS IN STRICT ACCORDANCE WITH THE GEOTECHNICAL REPORT'S GUIDANCE. MOISTURE CONTENT AT TIME OF PLACEMENT MUST BE SUBMITTED IN A COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED. THIS REPORT MUST VERIFY THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS. RULES, STATUTES, LAWS, ORDINANCES AND CODES WHICH ARE IN EFFECT AND WHICH ARE APPLICABLE TO THE PROJECT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT MUST BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER/DEVELOPER, OR OWNER/DEVELOPER'S REPRESENTATIVE, SUBBASE MUST BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL, COMPACTED AS THE GEOTECHNICAL REPORT DIRECTS. EARTHWORK ACTIVITIES INCLUDING, BUT NOT LIMITED TO, EXCAVATION, BACKFILL, AND COMPACTING MUST COMPLY WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES. EARTHWORK ACTIVITIES MUST COMPLY WITH THE STANDARD STATE DOT SPECIFICATIONS FOR ROADWAY CONSTRUCTION (LATEST EDITION) AND ANY AMENDMENTS OR REVISIONS THERETO.
6. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS MUST BE ADJUSTED, AS NECESSARY, TO MATCH PROPOSED FINISHED GRADES WITH NO TRIPPING OR SAFETY HAZARD IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES.
7. IN THE EVENT OF A DISCREPANCY(IES) AND/OR A CONFLICT(S) BETWEEN PLANS, OR RELATIVE TO OTHER PLANS, THE GRADING PLAN TAKES PRECEDENCE AND CONTROLS. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY DISCREPANCY(IES) AND/OR CONFLICT(S).
8. THE CONTRACTOR IS RESPONSIBLE TO IMPORT FILL OR EXPORT EXCESS MATERIAL AS NECESSARY TO CONFORM TO THE PROPOSED GRADING, AND TO BACKFILL EXCAVATIONS FOR THE INSTALLATION OF UNDERGROUND IMPROVEMENTS.

BOHLER
211 PERIMETER CENTER PKWY NE.
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

NO.	REVISION	BY	DATE

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED.

RaceTrac

RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

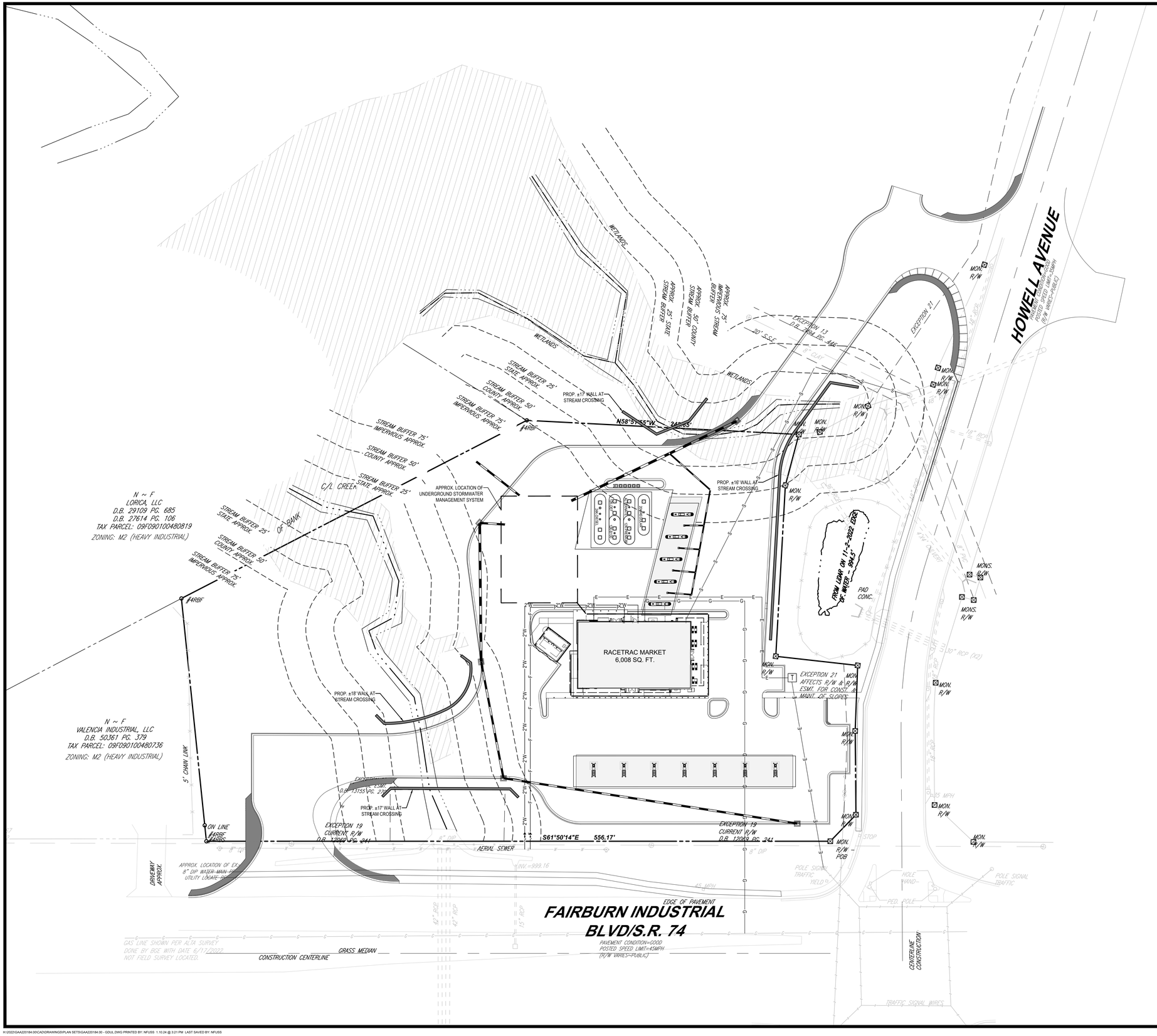
GRADING PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C4	
SHEET NO.	REVISION

40 20 10 0 40
1"= 40'



UTILITY LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
SAN #	SANITARY LABEL	SAN #
STM #	STORM LABEL	STM #
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
S	SANITARY MANHOLE	S
D	STORM MANHOLE	D
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	CLEAN OUT	
E	ELECTRIC MANHOLE	E
T	TELEPHONE MANHOLE	T
EB	ELECTRIC BOX	EB
EP	ELECTRIC PEDESTAL	EP
	MONITORING WELL	
	TEST PIT	

NO.	REVISION	BY	DATE

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

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RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

UTILITY PLAN

FAIRBURN INDUSTRIAL BLVD. & HOWELL AVE.

CITY OF FAIRBURN, GA

DRAWN-BY	KJ
DATE	01/10/2024
SCALE	AS NOTED
PROJECT No: GAA220184.00	
C8	
SHEET NO.	REVISION



CLERK OF THE SUPERIOR COURT
RECORDING INFORMATION

LEGEND

P.P.– POWER POLE	C.B.– CATCH BASIN
L.P.– LIGHT POLE	R.C.P.– REINFORCED CONCRETE PIPE
F.H.– FIRE HYDRANT	C.M.P.– CORRUGATED METAL PIPE
M.H.– SANITARY SEWER MANHOLE	F.F.E.– FINISHED FLOOR ELEVATION
W.M.– WATER METER	WATER VALVE
G.M.– GAS METER	C.O. SEWER CLEAN OUT
RBS– REINFORCING BAR SET	BUILDING SETBACK LINE
RBF– REINFORCING BAR FOUND	–––E––– UNDERGROUND ELECTRICAL LINE
CTF– CRIMP TOP PIPE FOUND	OVERHEAD POWER LINES
OTF– OPEN TOP PIPE FOUND	HW.–HEADWALL
R/W MON.– RIGHT–OF–WAY MONUMENT	PBX POWERBOX
TYPE OF FENCE	–W– –W– WATER LINE
J.B.– JUNCTION BOX	–––T–––T– UNDERGROUND TELEPHONE LINE
D.I.– DROP INLET / YARD INLET	–––G––– GAS LINE

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83.
VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

SURVEYOR REFERENCES:

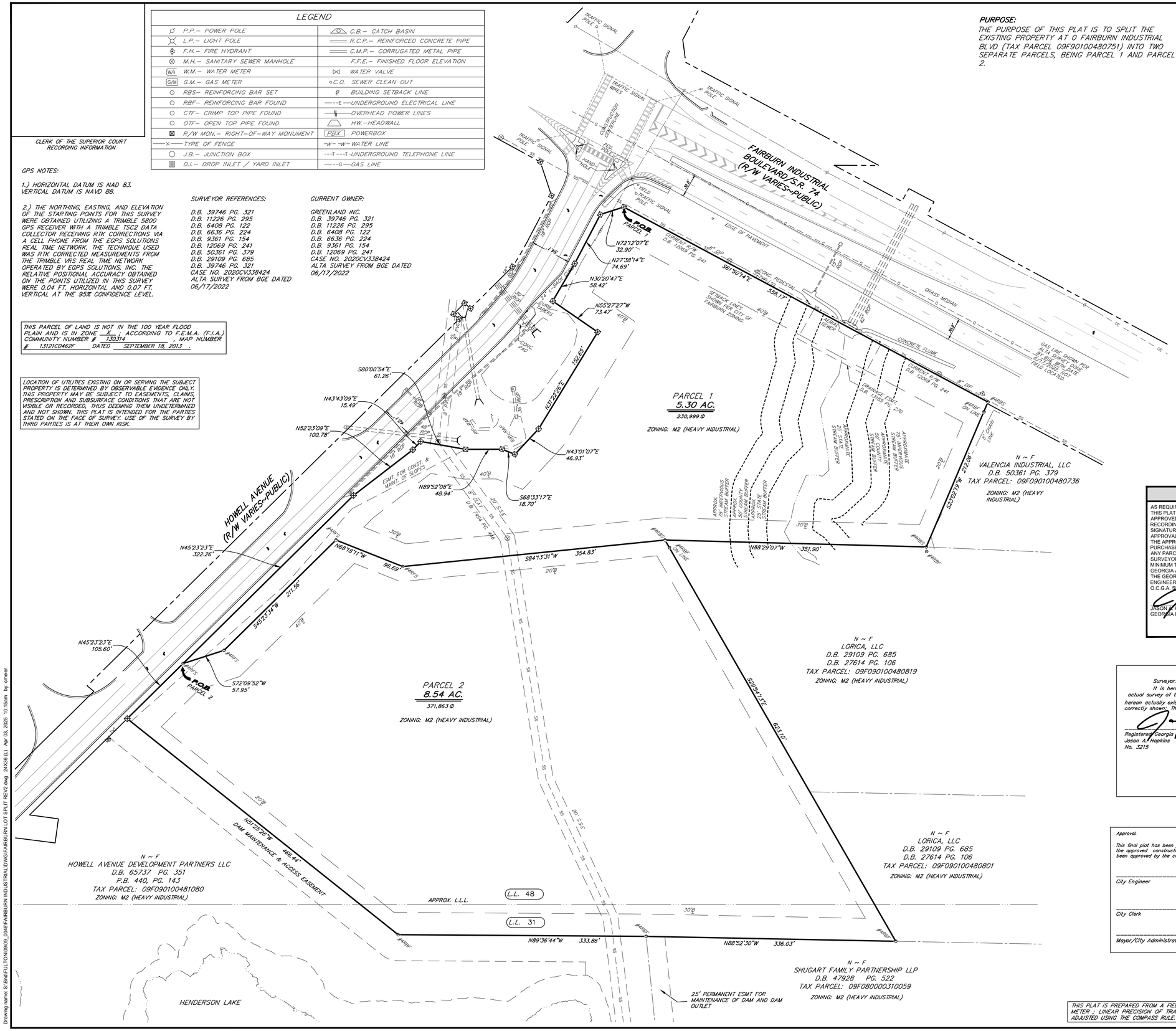
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
D.B. 29109 PG. 685
D.B. 39746 PG. 321
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

CURRENT OWNER:

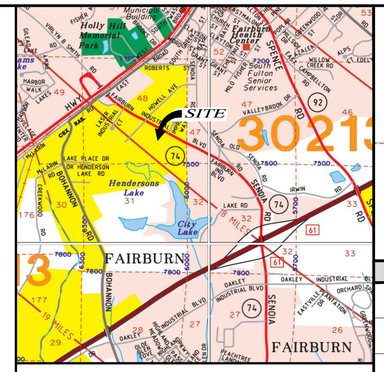
GREENLAND INC.
D.B. 39746 PG. 321
D.B. 11226 PG. 295
D.B. 6408 PG. 122
D.B. 6636 PG. 224
D.B. 9361 PG. 154
D.B. 12069 PG. 241
D.B. 50361 PG. 379
CASE NO. 2020CV338424
ALTA SURVEY FROM BGE DATED 06/17/2022

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE X, ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER # 130314, MAP NUMBER # 13121C0462F DATED SEPTEMBER 18, 2013.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY OBSERVABLE EVIDENCE ONLY. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SUBSURFACE CONDITIONS THAT ARE NOT VISIBLE OR RECORDED, THUS DEEMING THEM UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY. USE OF THE SURVEY BY THIRD PARTIES IS AT THEIR OWN RISK.



PURPOSE:
THE PURPOSE OF THIS PLAT IS TO SPLIT THE EXISTING PROPERTY AT 0 FAIRBURN INDUSTRIAL BLVD (TAX PARCEL 09F90100480751) INTO TWO SEPARATE PARCELS, BEING PARCEL 1 AND PARCEL 2.



LOCATION MAP 1" = 2000'

OWNER:
GREENLAND GEORGIA INC.
4020 CHIARRWOOD TRCE
MARIETTA, GA 30062

DEVELOPER:
RACETRAC
200 GALLERIA PKWY SE
SUITE 900
ATLANTA, GEORGIA 30339

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.G.C.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GEORGIA REGISTERED 3215 LAND SURVEYOR JASON A. HOPKINS

JASON A. HOPKINS — DATE: 4–2–25
GEORGIA REGISTERED LAND SURVEYOR NO. 3215

AS SURVEYOR FOR GASKINS + LECRAW, INC.

Surveyor.
It is hereby certified that this plat is true and correct and was prepared from an actual survey of the property made by me or under my supervision; that all monuments shown hereon actually exist or are marked as "future" and their location, size, type, and material are correctly shown. This plat conforms to all requirements of the Georgia Plat Act. By:

Registered Georgia Land Surveyor Jason A. Hopkins No. 3215 — *Date* 4–2–25

GEORGIA PROFESSIONAL 3215 LAND SURVEYOR JASON A. HOPKINS

Approval.
This final plat has been prepared in accordance with the approved concept plat, the approved preliminary plat, the approved construction plans, and the other development codes and ordinances of the city, and has been approved by the city for recording in the Office of the Clerk of the Superior Court of Fulton County.

City Engineer — Date

City Clerk — Date

Mayor/City Administrator — Date

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER ; LINEAR PRECISION OF TRAVERSE : 1/ 57,867 ; ANGULAR ERROR: 01" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/ 511,203 . MATTERS OF TITLE ARE EXCEPTED.

PREPARED IN THE OFFICE OF:
GASKINS + LECRAW

© 2025 GASKINS + LECRAW, INC.

1266 POWDER SPRINGS RD SW
MARIETTA, GA 30064
PHONE - 770.424.7168
FAX - 770.424.7593
www.gaskinslecraw.com
LSF001371

REVISIONS:

REV #	DATE	DRAWN BY:	CHECKED BY:
1	3/12/2025	CAM	JAH
2	4/2/2025	CAM	JAH

MODIFIED BEARING AND DISTANCE LABELS TO INCREASE LEGIBILITY
REVISED LOT SPLIT LINES

LOT SPLIT SURVEY FOR:
RACETRAC

FAIRBURN INDUSTRIAL BOULEVARD

LAND LOTS 31 & 48, DISTRICT 9-F,
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:

N

GRID NORTH - GA WEST ZONE

0' 30' 60' 120'

SCALE: 1" = 60'

SURVEY INFO:

DRAWN BY:	TBS/JAH
REVIEWED BY:	DCO/JAH
FIELD DATE:	6-6-23
OFFICE DATE:	6-13-23
JOB #:	005060

1 OF 1

Drawing name: S:\Bnd\FULTON\09\09_004\6\FAIRBURN INDUSTRIAL\DWG\FAIRBURN LOT SPLIT REV2.dwg 24X36 (L) Apr 03, 2025 10:15am by: cmeier

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Gaskins + LeCraw, Inc. shall be without liability to Gaskins + LeCraw, Inc. Copyright Gaskins + LeCraw, Inc., 2025

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area
   - 5.30 acres x 20 TDUs = 106.0 TDUs required
   - or 121,793 SF / 2,000 SF x 1 tree = 60.9 TDUs required
   - 50% of replacement trees shall be canopy trees = 39 canopy trees required

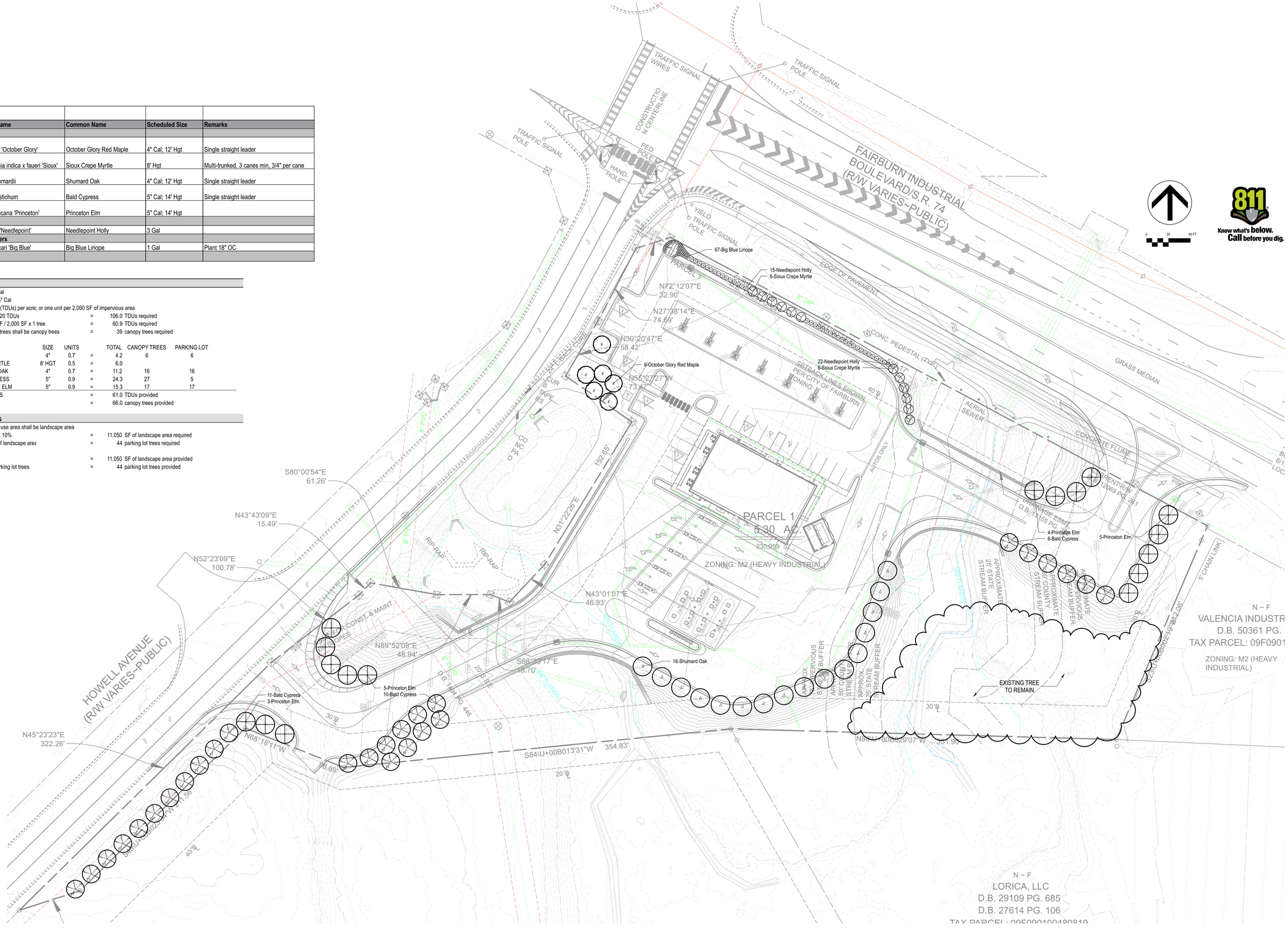
PROVIDED

	QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
1.	6	RED MAPLE	4"	0.7	=	4.2	6	6
	12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
	16	SHUMARD OAK	4"	0.7	=	11.2	16	16
	27	BALD CYPRESS	5"	0.9	=	24.3	27	5
	17	PRINCETON ELM	5"	0.9	=	15.3	17	17
	78	TOTAL UNITS			=	61.0	TDUs provided	
					=	66.0	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED
1. 10% of the vehicular use area shall be landscape area
   - 110,500 SF x 10% = 11,050 SF of landscape area required
2. (1) tree per 250 SF of landscape area = 44 parking lot trees required

PROVIDED
1. Landscape area = 11,050 SF of landscape area provided
2. See Section A for parking lot trees = 44 parking lot trees provided



MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BLVD.
ATLANTA, GEORGIA 30339
(770) 431-7600

LAND LOTS 31 & 48, DISTRICT 9-F
CITY OF FAIRBURN, FULTON COUNTY, GA

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

MLD PROJECT #	2023181
DRAWN BY	KCN
CHECKED BY	ADN
DATE	6/24/25

Landscape Plan

L-1.1

PERMIT

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	6	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal; 12' Hgt	Single straight leader
	12	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	8' Hgt	Multi-trunked, 3 canes min, 3/4" per cane
	16	Quercus shumardii	Shumard Oak	4" Cal; 12' Hgt	Single straight leader
	27	Taxodium distichum	Bald Cypress	5" Cal; 14' Hgt	Single straight leader
	17	Ulmus americana 'Princeton'	Princeton Elm	5" Cal; 14' Hgt	
		Shrubs			
	37	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
		Groundcovers			
	67	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal	Plant 18" OC
		Other			

LANDSCAPE REQUIREMENTS

A. SITE DENSITY

REQUIRED

Canopy trees: 2.5" Cal
Understory trees: 1.5" Cal

1. 20 tree density units (TDUs) per acre; or one unit per 2,000 SF of impervious area

5.30 acres x 20 TDUs	=	106.0 TDUs required
or 121,793 SF / 2,000 SF x 1 tree	=	60.9 TDUs required
50% of replacement trees shall be canopy trees	=	39 canopy trees required

PROVIDED

QTY	TREE	SIZE	UNITS		TOTAL	CANOPY TREES	PARKING LOT
6	RED MAPLE	4"	0.7	=	4.2	6	6
12	CREPE MYRTLE	8' HGT	0.5	=	6.0		
16	SHUMARD OAK	4"	0.7	=	11.2	16	16
27	BALD CYPRESS	5"	0.9	=	24.3	27	5
17	PRINCETON ELM	5"	0.9	=	15.3	17	17
78	TOTAL UNITS			=	61.0	TDUs provided	
				=	66	canopy trees provided	

B. VEHICULAR USE AREA LANDSCAPING

REQUIRED

1.	10% of the vehicular use area shall be landscape area		
	110,500 SF x 10%	=	11,050 SF of landscape area required
2.	(1) tree per 250 SF of landscape area	=	44 parking lot trees required

PROVIDED

1.	Landscape area	=	11,050 SF of landscape area provided
2.	See Section A for parking lot trees	=	44 parking lot trees provided



N ~ F
VALENCIA INDUSTR
D.B. 50361 PG.
TAX PARCEL: 09F0901

ZONING: M2 (HEAVY INDUSTRIAL)

N ~ F
LORICA, LLC
D.B. 29109 PG. 685
D.B. 27614 PG. 106
TAX PARCEL: 09F090100480819

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BLVD.
ATLANTA, GEORGIA 30339
(770) 431-7600

LAND LOTS 31 & 48, DISTRICT 9-F
CITY OF FAIRBURN, FULTON COUNTY, GA

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

MLD PROJECT #	2023181
DRAWN BY	KCN
CHECKED BY	ADN
DATE	6/24/25

Rendering

PERMIT

L-1.0

CITY OF FAIRBURN

PLANNING AND ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: August 5, 2025

Agenda Item: New Chick-fil-A – 8032 Senoia Road [Parcel ID: 09F020100121246] – Request to review the final plat.

Agent/Applicant/Petitioner Information

Applicant: Nate Fuss, Bohler Engineering

Property Owner: Chick-fil-A, Inc.

Background

The site is located at 8032 Senoia Road between the Fairburn Commons and the Fairburn Park-and-Ride. The site is currently zoned C-2 (General Commercial) and is located in the Highway 74 Overlay District. The site is approximately 2.63 acres.

Discussion

The applicant is proposing a subdivision of the site to reflect the. An accurate, up-to-date, and certified survey is included. The final plat meets the setback requirements of the Highway 74 Overlay District.

The subdivision plat includes buffer easements, utilities, and other required infrastructure.

Staff Recommendations

Staff recommends **APPROVAL** of the final plat with the following condition:

- Any significant modifications as determined by Staff to the approved final plat would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Current Survey and Proposed Subdivision

Fairburn
Situated to Succeed

SITE PICTURES



North viewpoint

East viewpoint





South viewpoint



West viewpoint

CITY OF FAIRBURN

Planning & Zoning Department

Subdivision Plat/ Plan Review- Submittal Form

Submittal Date: Initial: 06/10/2025
Resubmittal: 06/27/2025

Deadline: _____
(Minimum 5 weeks prior to P & Z Commission meeting)

PROJECT INFORMATION

Project Name: Chick-fil-A Fairburn
Address/Location of Project: 8032 Senoia Road, Fairburn, GA 30213
Access to Property: Renaissance Pkwy
Tax Parcel ID #: 09F020100121246 Size of Project: 2.63 ac
Zoning: C-2 General Commercial No. of Lots (if applicable): _____
Zoning & Use of Adjacent Properties: C-2 and RM-36: Commercial and multi-family

Narrative/ Description for use of property/project (attach additional pages as necessary to provide greater detail):
Chick-fil-A has built a +/-6,360 SF fast food restaurant with a drive-thru on the parcel located at 8032 Senoia Road. Additional site improvements include landscaping, sidewalks, parking, and an outdoor dining area. The site has access to the public ROW off of Renaissance Parkway. This final plat application is intended to dedicate an easement as indicated on the attached exhibit along Renaissance Pkwy to the City of Fairburn.

CONTACT INFORMATION

Company Name: Bohler Engineering
Contact Person: Nate Fuss
Mailing Address: 211 Perimeter Center Pkwy NE, Suite 425, Atlanta, GA 30346
Phone: 678-695-6800 Fax: _____
Email Address: nfuss@bohlereng.com

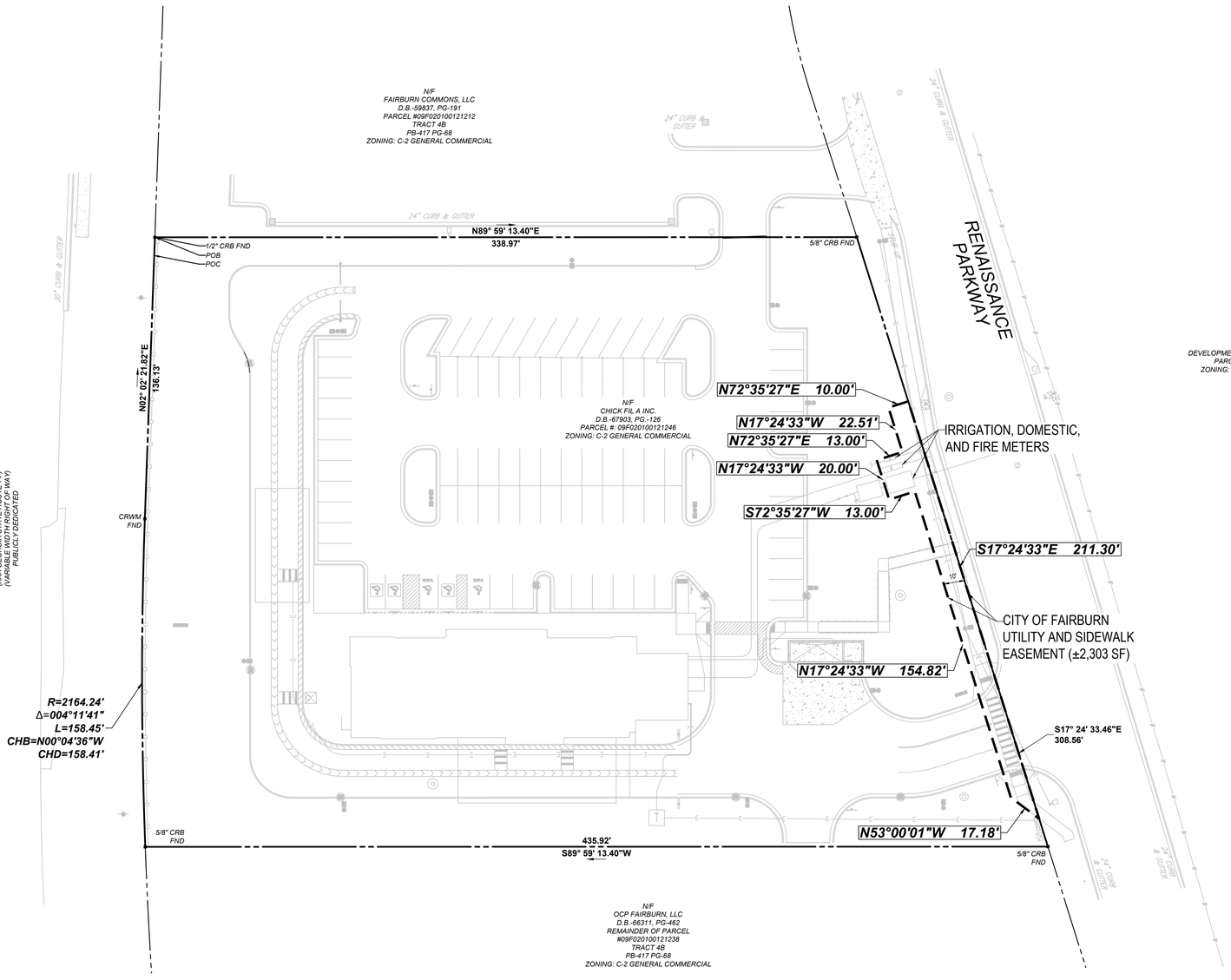
UTILITY SERVICE PROVIDERS

Water: City of Fairburn Sewer: City of Fairburn Electric: Coweta EMC
Gas: Southern Company Gas Cable: AT&T Other: _____

Concept Plat	Preliminary Plat	Construction Plans	Final Plat	If Applicable-Landscape Plan
☐ 1st Submittal $440 + $3/lot ☐ Resubmittal*	☐ 1st Submittal $460 + $4/ lot ☐ Resubmittal*	☐ 1st Submittal $600 + $8/ lot ☐ Resubmittal*	☒ 1st Submittal $300 + $3/lot ☐ Resubmittal*	☐ 1st Submittal $400 + $5/lot ☐ Resubmittal*
7 Copies- Staff Routes to:	**7 Copies- Staff Routes to:**	**7 Copies- Staff Routes to:**	**7 Copies- Staff Routes to:**	**2 Copies- Staff Routes to:**
__Building/Prop. Manager __ Engineer __Landscape Architect __ Comm. Dev. Director __ Fire Marshal __ Planning & Zoning __Water & Sewer	__Building/Prop. Manager __ Engineer __ Landscape Architect __Comm. Dev. Director __ Fire Marshal __ Planning & Zoning __Water & Sewer	__ Building/Prop. Manager __ Engineer __ Landscape Architect __ Comm. Dev. Director __ Fire Marshal __ Planning & Zoning __ Water & Sewer	__Building/ Prop. Manager __ Engineer __ Landscape Architect __ Comm. Dev. Director __ Fire Marshal __ Planning & Zoning __ Water & Sewer	__ Engineer __ Landscape Architect

**** Resubmittals- Each subsequent resubmittal will incur a fee of $200.***

26 W. Campbellton Street
Fairburn, GA 30213
(770) 964-2244
(770) 306-6919 Fax



ENGINEER'S CERTIFICATION

I HAVE REVIEWED THE AS-BUILT SURVEY FOR THIS PROJECT, AND TO THE BEST OF MY INFORMATION, KNOWLEDGE, AND BELIEF, THE WATER, SANITARY SEWER, AND STORM WATER INFRASTRUCTURE, AS SHOWN ON THIS SURVEY, IS IN GENERAL CONFORMANCE WITH THE LAND DEVELOPMENT REGULATIONS AND STANDARD SPECIFICATIONS OF THE CITY OF FAIRBURN. IT SHOULD BE NOTED THAT UNDERSIGNED DID NOT WITNESS THE INSTALLATION OF THE ABOVE LISTED ITEMS AND THE STATEMENT IS SOLELY BASED ON THIS AS-BUILT SURVEY AND A SITE VISIT PERFORMED BY THE UNDERSIGNED ON May 14, 2025 .

May 29, 2025

SIGNATURE OF ENGINEER OF RECORD *DATE*

Bohler, LLC
GA PE# 046694

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES , SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

5/29/25

GEORGIA REGISTERED LAND SURVEYOR NO. 3105
GARY S HARVIN, JR.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.S. 15-6-67.



30 15 7.5 0 30
1"= 30'

5200 Buffington Rd
Atlanta Georgia, 30349-2998

811
Know what's **below.**
Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
211 PERIMETER CENTER PKWY NE, SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

CFA Fairburn
8032 SENOIA ROAD,
FAIRBURN, GA
30213

SHEET TITLE
CITY OF FAIRBURN UTILITY EASEMENT EXHIBIT

DWG EDITION 02.4

☐ PRELIMINARY
☐ 80% SUBMITTAL
☒ FOR CONSTRUCTION

JOB NO.	GAA220215
STORE	#05571
DATE	06/27/2025
DRAWN BY	NP
CHECKED BY	NF
CAD ID	EXO

SHEET
EXHIBIT

NOTES:

1. THIS IS NOT A BOUNDARY SURVEY. THE PURPOSE OF THIS SURVEY IS TO SHOW EXISTING IMPROVEMENTS FOR THE REFERENCED PROPERTY . REFERENCE TO BOUNDARY INFORMATION IS MADE TO APPROVED ENGINEER PLANS BY BOHLER ENGINEERING DATED MARCH 16, 2024 .

2. HORIZONTAL AND VERTICAL DATUM ARE GA WEST STATE PLANE COORDINATES, NAD83. REFERENCED PROPERTY CORNERS AND SITE BENCHMARKS WERE LOCATED IN THE FIELD AND ORIENTED ACCORDINGLY.

3. A PORTION OF THIS PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD AREA "X" AS SHOWN ON FIRM PANEL 1312C0426F, DATED SEPTEMBER 18, 2013.

4. THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN IS BASED ON ABOVE GROUND STRUCTURES AND INFORMATION SUPPLIED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES OR STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES OR STRUCTURES MAY EXIST. THE SURVEYOR MAKES NO CERTIFICATION AS TO THE ACCURACY AND COMPLETENESS OF THE LOCATIONS SHOWN HEREON.

CONTRACTOR

W.H. BASS, INC.
11695 JOHNS CREEK PKWY. STE. 370
JOHNS CREEK, GA. 30097
CONTACT: JACOB LEE
770-639-4358

ENGINEER

BOHLER
211 PERIMETER CENTER PKWY. NE, STE. 425
ATLANTA, GA. 30346
CONTACT: NATE FUSS
678-695-6800

OWNER

CHICK-FIL-A, INC.
5200 BUFFINGTON ROAD
ATLANTA, GA. 30349
CONTACT: JAMES HAAS
404-989-1006

DEVELOPER

CHICK-FIL-A, INC.
5200 BUFFINGTON ROAD
ATLANTA, GA. 30349
CONTACT: JAMES HAAS
404-989-1006

ENGINEER'S CERTIFICATION

I HAVE REVIEWED THE AS-BUILT SURVEY FOR THIS PROJECT, AND TO THE BEST OF MY INFORMATION, KNOWLEDGE, AND BELIEF, THE WATER, SANITARY SEWER, AND STORM WATER INFRASTRUCTURE, AS SHOWN ON THIS SURVEY, IS IN GENERAL CONFORMANCE WITH THE LAND DEVELOPMENT REGULATIONS AND STANDARD SPECIFICATIONS OF THE CITY OF FAIRBURN. IT SHOULD BE NOTED THAT UNDERSIGNED DID NOT WITNESS THE INSTALLATION OF THE ABOVE LISTED ITEMS AND THE STATEMENT IS SOLELY BASED ON THIS AS-BUILT SURVEY AND A SITE VISIT PERFORMED BY THE UNDERSIGNED ON May 14, 2025.

May 29, 2025

SIGNATURE OF ENGINEER OF RECORD — DATE

Bohler, LLC
GA PE# 046694

LEGEND

DRAINAGE STRUCTURES

- SWCB = SINGLE WING CATCH BASIN
- DWCB = DOUBLE WING CATCH BASIN
- JB = JUNCTION BOX
- GI = GRATE INLET
- CI = CURB INLET
- YI = YARD INLET
- DI = DROP INLET
- HW = HEAD WALL
- SSMH = SANITARY SEWER MANHOLE
- SSCO = SANITARY SEWER CLEANOUT
- GT = GREASE TRAP
- FES = FLARED END SECTION

UTILITY SYMBOLS

- A/C = AIR CONDITIONING UNIT
- ET = ELECTRIC TRANSFORMER
- CPED = CABLE TV PEDESTAL
- FH = FIRE HYDRANT
- GM = GAS METER
- GV = GAS VALVE
- GUY = GUY WIRE
- TPED = TELEPHONE PEDESTAL
- PP = UTILITY POLE
- LP = LIGHT POLE
- WM = WATER METER
- WV = WATER VALVE

MISC. SYMBOLS

- = PARKING SPACE COUNT
- = HARD WOOD
- = PINE TREE
- = SATELLITE DISH

UTILITY LINETYPES

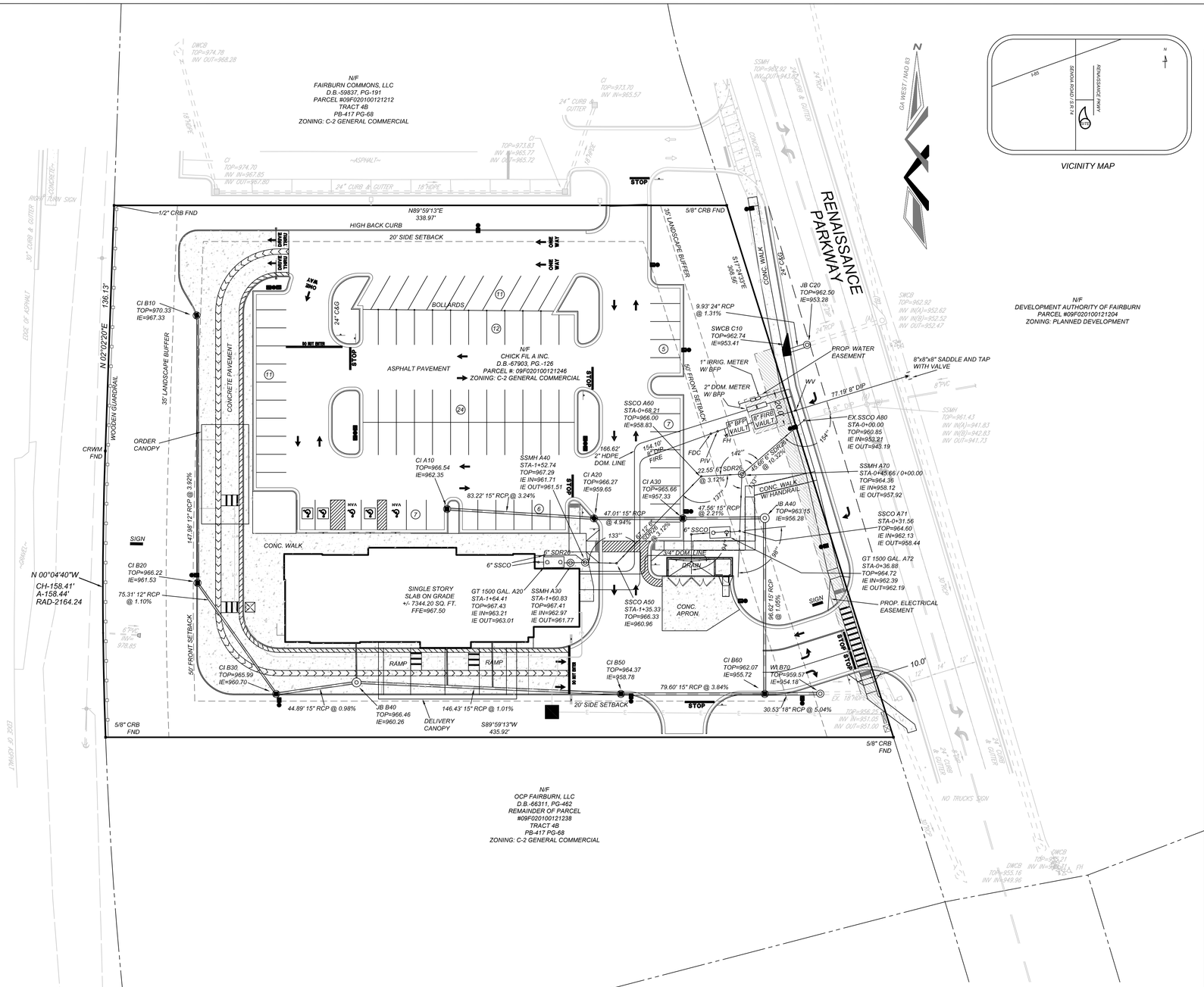
- = POWER LINE (UP=UNDERGROUND)
- = TELEPHONE LINE (UT=UNDERGROUND)
- = CABLE TV LINE (UC=UNDERGROUND)
- = SANITARY SEWER LINE
- = GAS LINE

FENCE LINES

- = CHAIN LINK FENCE (CLF)
- = WIRE FENCE
- = WOODEN FENCE

ABBREVIATIONS

- BC = BACK OF CURB
- BH = BUILDING HEIGHT
- BSL = BUILDING SETBACK LINE
- BW = BOTTOM OF WALL
- C&G = CURB AND GUTTER
- CL = CENTERLINE
- CMP = CORRUGATED METAL PIPE
- CMF = CONCRETE MONUMENT FOUND
- CO = CLEAN OUT
- COL = COLUMN
- CTP = CRIMP TOP PIPE FOUND
- DB/PG = DEED BOOK / PAGE
- DE = DRAINAGE EASEMENT
- DIP = DUCTILE IRON PIPE
- DWCB = DOUBLE WING CATCH BASIN
- DYL = DOUBLE YELLOW LINE STRIPING
- EL = ELEVATION
- F.I.R.M. = FEDERAL INSURANCE RATE MAP
- HDPE = HIGH DENSITY POLYETHYLENE PIPE
- IE = INVERT ELEVATION
- IPS = 1/2" REBAR PIN SET W/CAP
- LL = LAND LOT
- LLL = LAND LOT LINE
- MBSL = MINIMUM BUILDING SETBACK LINE
- N/F = NOW OR FORMERLY
- N/S = NAIL SET
- NTS = NOT TO SCALE
- OTP = OPEN TOP PIPE FOUND
- OSD = OUTSIDE DIMENSION
- OCS = OUTLET CONTROL STRUCTURE
- P.O.B. = POINT OF BEGINNING
- PL = PROPERTY LINE
- POB = POINT OF BEGINNING
- P.O.E. = POINT OF ENTRY
- PVC = POLYVINYL CHLORIDE PIPE
- RBF = REBAR PIN FOUND
- RCP = REINFORCED CONCRETE PIPE
- R/W = RIGHT OF WAY
- S.F. = SQUARE FEET
- SRF = SOLID ROD FOUND
- SS = SANITARY SEWER
- SSE = SANITARY SEWER EASEMENT
- TBM = TEMPORARY BENCH MARK
- TPN = TAX PARCEL NUMBER
- TPOB = TRUE POINT OF BEGINNING
- TW = TOP OF WALL
- TYP = TYPICAL
- WI = WEIR INLET



SURVEYOR'S CERTIFICATION

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5/29/25

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30 0 30 60 90

GRAPHIC SCALE – FEET

SHEET 1 OF 2

EarthPro
LAND SURVEYING & PLANNING
678-640-5500
7973 HWY. 172
COMER, GA 30629
COA LSF #000994

NOTE: SURVEY NOT VALID UNLESS SIGNED AND DATED ACROSS SEAL

GARY S. HARVIN — REGISTERED — GEORGIA — LAND SURVEYOR — 5/29/25

SITE AS BUILT SURVEY FOR:

CHICK-FIL-A #05571

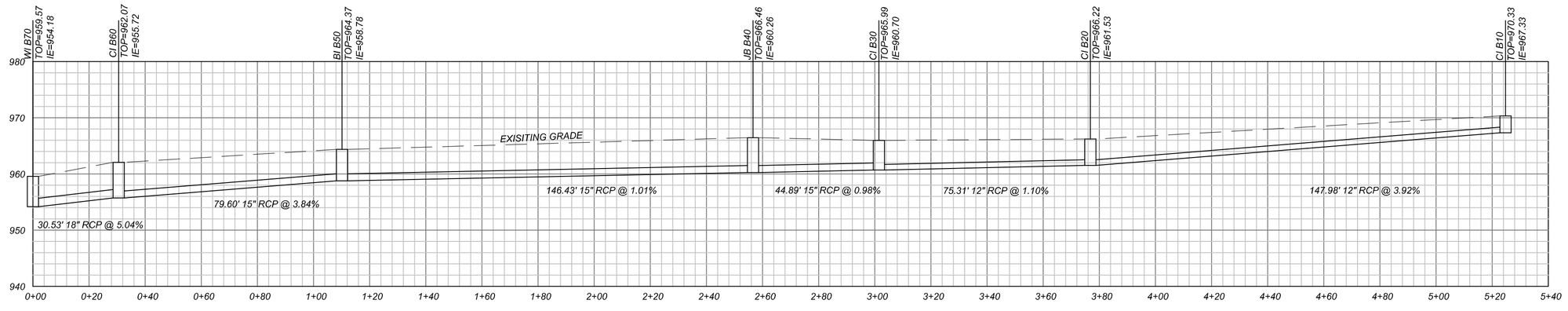
8032 SENOIA ROAD
FULTON COUNTY
TAX PARCEL 09F020100121238

ISSUE	NO	DESCRIPTION	DATE
	1	ADDRESS COMMENTS	5/27/25

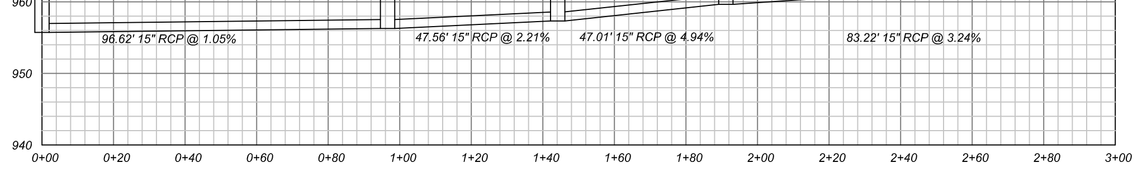
DATE: APRIL 16, 2025
SCALE: HORIZ 1"=30'
ACREAGE: 2.63 ACRES
LAND LOT(S): 12 SECTION: N/A
DISTRICT: 9th
CITY: FAIRBURN COUNTY: FULTON STATE: GEORGIA
SURVEYED: AN DRAWN: AN
CHECKED: GSH APPROVED: GSH
PROJECT #: 24039.SAB

PROFILES

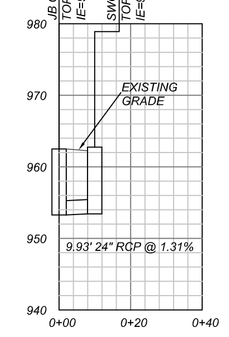
SCALE: H-1"=20' , V-1"=10'



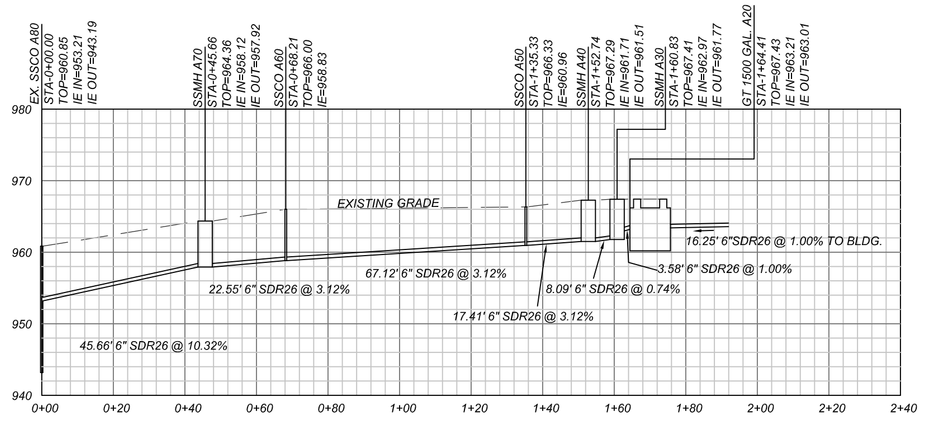
STORMWATER "B" LINE



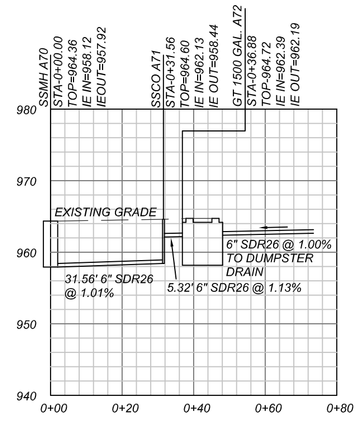
STORMWATER "A" LINE



STORMWATER "C" LINE



SANITARY SEWER



SANITARY SEWER

SHEET 2 OF 2

EarthPro
LAND SURVEYING & PLANNING
678-640-5500
7973 HWY. 172
COMER, GA 30629
COA LSF #000994

NOTE: SURVEY NOT VALID UNLESS SIGNED AND DATED. ACROSS SEAL.

REGISTERED GEORGIA LAND SURVEYOR GARY S. HAYES 5/29/25

SITE AS BUILT SURVEY FOR:

CHICK-FIL-A #05571

8032 SENOIA ROAD
FULTON COUNTY
TAX PARCEL 09F020100121238

ISSUE		
NO.	DESCRIPTION	DATE
1	ADDRESS COMMENTS	5/27/25

DATE: APRIL 16, 2025
SCALE: HORIZ. 1"=20'
ACREAGE: 2.63 ACRES
LAND LOTS(): 12
DISTRICT: 9th SECTION: N/A
CITY: FAIRBURN
COUNTY: FULTON STATE: GEORGIA
SURVEYED: AN DRAWN: AN
CHECKED: GSH APPROVED: GSH
PROJECT #: 24039 SAB

CITY OF FAIRBURN
PLANNING AND ZONING COMMISSION
STAFF REPORT – COMPREHENSIVE PLAN (REQUEST)

From:	**Denise Brookins, Planning and Zoning Department**
To:	Planning and Zoning Commission
Date:	August 1, 2025
Agenda Item:	Comprehensive Plan Update

Overview:

Per Georgia Department of Community Affairs (DCA) requirements, local governments must maintain an up-to-date comprehensive plan to remain a Qualified Local Government (QLG) and retain eligibility for state funding and grants. Fairburn's last plan was completed in 2021. The 2025 update, titled the Fairburn Comprehensive Plan Update, reflects significant community input, recent planning initiatives, and a refined vision for growth and development through 2040.

The planning process, guided by city staff, a consultant team, and a diverse Steering Committee, incorporated public engagement through community meetings, surveys, and stakeholder outreach. This update synthesizes various recent efforts including the Parks & Recreation Master Plan, Economic Development Strategic Plan, Downtown Master Plan, and Gateway & Connectivity LCI Study into one unified framework. Public hearings related to the transmittal provide an additional opportunity for review and input before final submission.

Discussion:

The Fairburn Comprehensive Plan Update focuses on managing growth while preserving community identity and addressing critical infrastructure needs. Key themes and priorities that emerged include:

1. **Traffic Congestion and Walkability:**
    - Heavy congestion at key corridors (e.g., SR 74/Senoia Road, I-85) and safety concerns were top community concerns.
    - Proposed improvements include sidewalk infill, pedestrian crossings, safer intersections, and updated truck routing to protect residential areas.

2. **Housing:**
    - Fairburn's housing stock lacks diversity, particularly for seniors and middle-income households.
    - The plan supports zoning changes to allow smaller lots and multifamily or "missing middle" housing near commercial nodes.

3. **Economic Development and Downtown Revitalization:**
    - The downtown area is underutilized but ripe for investment.
    - Recommended actions include mixed-use development, placemaking, public art, small business support, and zoning updates.

4. **Growth Management:**
    - The city seeks to direct growth to areas with existing infrastructure while protecting rural and environmentally sensitive areas.
    - Infill development and redevelopment are emphasized over greenfield expansion.

5. **Open Space, Parks, and Natural Resources:**
    - The plan identifies the need for more parks, trails, and green infrastructure.
    - A network of trails and additional parkland is proposed, particularly in underserved areas.
6. **Broadband Services:**
    - While most of the city has access, the plan identifies and proposes solutions for remaining broadband gaps.
    - Broadband expansion is seen as critical for economic competitiveness, education, and quality of life.
7. **Public Engagement and Transparency:**
    - Fairburn aims to build trust through better communication, particularly with historically underserved groups.
    - Strategies include multilingual outreach and improved access to planning information.

8. **Land Use Map Updates:**
    - Most updates reflect prior rezoning, public open space, or corrections.
    - Downtown and SR 74/Senoia Road are designated for mixed-use growth, consistent with community vision and previous LCI plans.

Overall, the Fairburn Comprehensive Plan Update provides a data-driven, community-informed roadmap to guide development, preserve character, and enhance infrastructure and quality of life through 2040.

Staff Recommendation:
Staff recommends **approval** of the Fairburn Comprehensive Plan Update and authorize transmittal of the draft document to the Department of Community Affairs (DCA) and the Atlanta Regional Commission (ARC).









Fairburn
Comprehensive Plan

DRAFT

July 25, 2025

Acknowledgments

Mayor & Council

Mario Avery, Mayor*
Alex Heath, Mayor Pro Tem
Linda J. Davis, Council Member
Samantha Hudson, Council Member*
Hattie Portis-Jones, Council Member
Ulysses Smallwood, Council Member
James Whitmore, Council Member

Planning & Zoning Commission

Jason Jones, Chair
Michelle James, Vice Chair*
Tony Smith, Member
Elizabeth Echols, Member
Kenneth Williams, Member*
Lina Parker, Member*

City Staff

Tony Phillips, City Administrator*
Jamila Criss, Assistant City Administrator
Denise Brookins, Director of Planning & Zoning
Chancellor Felton, Planner

Consultant Team

TSW

Allison Stewart-Harris, AICP, Principal-in-Charge
Allison Sinyard, AICP, Project Manager
Roxanne Raven, AICP, Planner
Safae Hammer, Transportation Planner
André Myers, AICP, Code Specialist

KB Advisory Group

Tate Wilson, Director
Gabrielle Oliverio, Senior Consultant

Steering Committee

Sylvia Abernathy, Director of Economic Development
Anatavia Benson, Art Advisory Council
Lissa Corcoran, Business Owner
Christina Dory, Realtor
Michael Ham, Business Owner
Derek Hampton, Director of Utilities
Rusty Hargraves, Resident
Jacqueline Howell, Communications Director
Bishop Aaron B. Lackey, Sr., Temple of Prayer Family Worship Cathedral
Mollie Mayfield, Landmark Christian School
Shanita Nichols, Resident
John Phillips, Business Owner
Masika Phillips, Business Owner
Stephanie Pugh, Resident
Vera Raglin, Resident
Dianne Sinkfield, Resident
Lester Thompson, Director of Public Works
Lee Walton, Resident

** Denotes involvement on the Steering Committee*

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Executive Summary




CELEBRATE
history
STUDIO TO SUCCEED
COMMUNITY
ART &
DIVERSITY
HERE
FAIRBURN

A Culmination of Plans

Since completing its last comprehensive plan in 2021, the City of Fairburn has embarked on a number of planning studies and initiatives as "deep dives" into various topics: downtown revitalization, parks, economic development, and housing. A concurrent strategic planning process for the City further complemented this work, creating opportunities to align broader organizational goals with community-driven priorities. Some of these initiatives were developed alongside this comprehensive plan, allowing for coordination and alignment of recommendations.

This comprehensive plan is grounded in a series of community conversations that reflect both current needs and future aspirations. It serves as Fairburn's opportunity to bring these individual efforts together into one unified vision.





Creating a Cohesive Vision

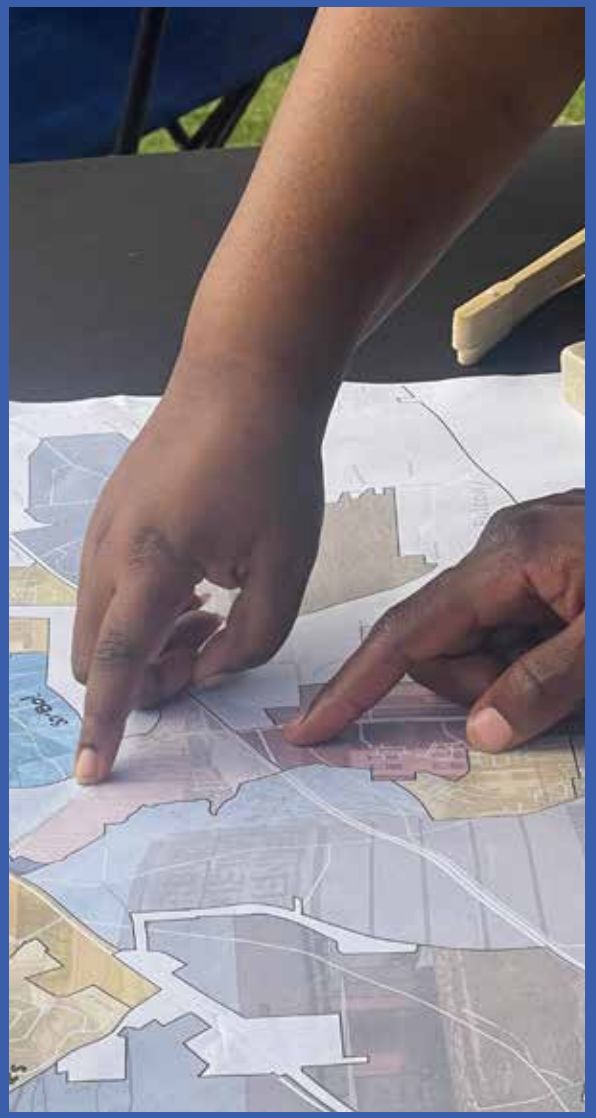
Fairburn's vision is rooted in aligning the community's aspirations with strategic, intentional planning to ensure a vibrant, livable, and sustainable future.

This comprehensive plan is **a grounded, forward-thinking roadmap** for Fairburn's continued growth, emphasizing the need to direct development in a way that builds upon the city's existing strengths while thoughtfully addressing its challenges.

At the heart of this vision is the goal of **balanced growth,** ensuring that new development occurs in areas with the infrastructure to support it and where the community sees the most benefit. This includes energizing downtown Fairburn with compatible housing and vibrant businesses, reimagining the SR 74/Senoia Road corridor as a more walkable and attractive mixed-use area, preserving the rural character of the southwestern end of the city, and managing industrial growth to minimize impacts on nearby neighborhoods.

Equally central is the theme of **connectivity and accessibility.** Fairburn aims to be a place where residents have more choices for how they get around their hometown—whether by car, bike, foot, or transit. Key strategies include filling sidewalk gaps, investing in safer and more efficient roads, minimizing the disruptive effects of truck traffic, and improving access to downtown, despite barriers like the railroad.

Fairburn is also committed to enhancing **quality of life.** This means expanding housing options for all stages of life, supporting educational opportunities, preserving the city's natural and cultural resources, and building a strong sense of community through placemaking, transparency, and inclusive public engagement. Together, these goals reflect a vision of Fairburn as a city that grows with purpose, connects with care, and invests in what makes it uniquely Fairburn.



Involving the Community

Numerous engagement methods were used to gather insights, spark ideas, and collect feedback from the community throughout the process. Public meetings, surveys, and focused discussions with the Steering Committee helped reach a wide range of participants, from lifelong residents to newcomers, and from those living in older neighborhoods to those in recently annexed areas. While the conversations often focused on specific topics, every participant brought a unique perspective on Fairburn and its future.

Community members consistently provided feedback on Fairburn's greatest needs and opportunities. These played a significant role in shaping the comprehensive plan's main goals:

- **Revitalize downtown.** Bring more housing, shops, and activities to downtown, making it a more vibrant destination.
- **Fix transportation issues.** Address traffic, improve road conditions, and add sidewalks and bike lanes.
- **Manage growth wisely.** Focus development where infrastructure exists and limit sprawl into rural areas.
- **Balance economic development.** Attract more retail and grocery stores while slowing industrial growth.
- **Upgrade infrastructure.** Invest in water, sewer, and other systems to support future growth.
- **Expand housing options.** Offer a wider mix of housing types and price points.
- **Improve quality of life.** Enhance parks, trails, green spaces, and support schools and public services.
- **Keep the community involved and informed.** Maintain transparency and provide opportunities for ongoing input.

"Fairburn stakeholders say..."

The greatest strength that should be protected is the rural feel. Many residents moved to this area for this reason.

We need to attract more small businesses.

Too many trucks and warehouses.

Please protect the small town feel. We are overcrowding the city with traffic and warehouses.

We need more family-friendly restaurants and activities.

I think Fairburn is a great city.

The city's strengths include its growing population, number of businesses, and the connection with its people and keeping people in the know and involved.

Too many apartments being built.

Would be nice to see some high end shopping areas.

One of the biggest weaknesses is the traffic, especially truck traffic. There's a lot of development and growth.

I hope we can bring in more small businesses and build the tax base with community instead of becoming industrial.

Our utilities need to be protected from data centers and industrial complexes driving them up!

I really appreciate the opportunity for feedback! I believe in Fairburn's future and am thankful for leadership that considers my perspective.

The city is growing. I want to make sure that we have smart development and growth, that is well thought out and planned.

All the development on SR 74 is fine. We need more of a focus on downtown, though.

More parks and areas of recreation for our communities.

Fairburn has been developing a lot of fast food restaurants and more apartments.

Please save the old courthouse!

We would like to see more to enjoy living in Fairburn and not to have to drive to neighboring areas to shop, dine, and enjoy city events.

There was so much growth in the SR 74 and I-85 area, but the traffic was clearly not thought through in advance.

With the increase in housing, it increases traffic.

More sit-down restaurants, please.

Potholes should be handled more quickly.

We need to move forward with a development plan for the downtown.

Fairburn has so much potential!

The citizens of Fairburn might not all be millionaires, but there is a strong work ethic and sense of pride that everyone takes in keeping Fairburn beautiful.

We need the trees and plants to clean the air.

I love to run or walk in town, but some places aren't connected, or they just don't feel safe with all the car and truck traffic.

Fairburn has to protect its reputation as being one of the safest cities in all of Georgia.

The infrastructure isn't able to handle an influx in people.

Too many reckless drivers on these streets.

We need dine-in restaurants, shops, and viable grocery shopping to improve life here and increase the tax base. We are too industrial and offer nothing for family and teens.

The traffic is outrageous.

Water is an issue and seems there's really no plan in place.

We have to capitalize on location.

Our city is being overrun by warehouses and data centers.

Infrastructure is a challenge.

The city welcomes all sorts of businesses and housing development without consideration for traffic.

I think the new interstate ramps will make a huge difference but will be a major headache until completed.

Grow a more vibrant downtown.

We need smaller, local businesses rather than more large businesses.

Need more parking options for downtown Fairburn.

Make the city walkable!

We need quality grocery stores.

I wish there were ways to get more cars to flow around downtown rather than through.

I have lived here over 40 years and I would not want to raise my family here now.

We need faster internet service.

Preserve downtown's historic character.

I'm grateful for our police department.

Love the community events.

I'm proud to be a Fairburn community member.

This is a great place to live, let's keep it that way!



1 Planning Context

In this chapter:

Introduction
About the Plan
The Planning Process
Plan Purpose


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Introduction

Fairburn's comprehensive plan is the City's blueprint for the future. It sets the tone for growth and development over the next 20 years by understanding the current needs and opportunities in the city while anticipating new ones. Most importantly, it is a tool that provides guidance to City staff, elected and appointed officials, and other leaders as they work to make Fairburn a city "situated to succeed."

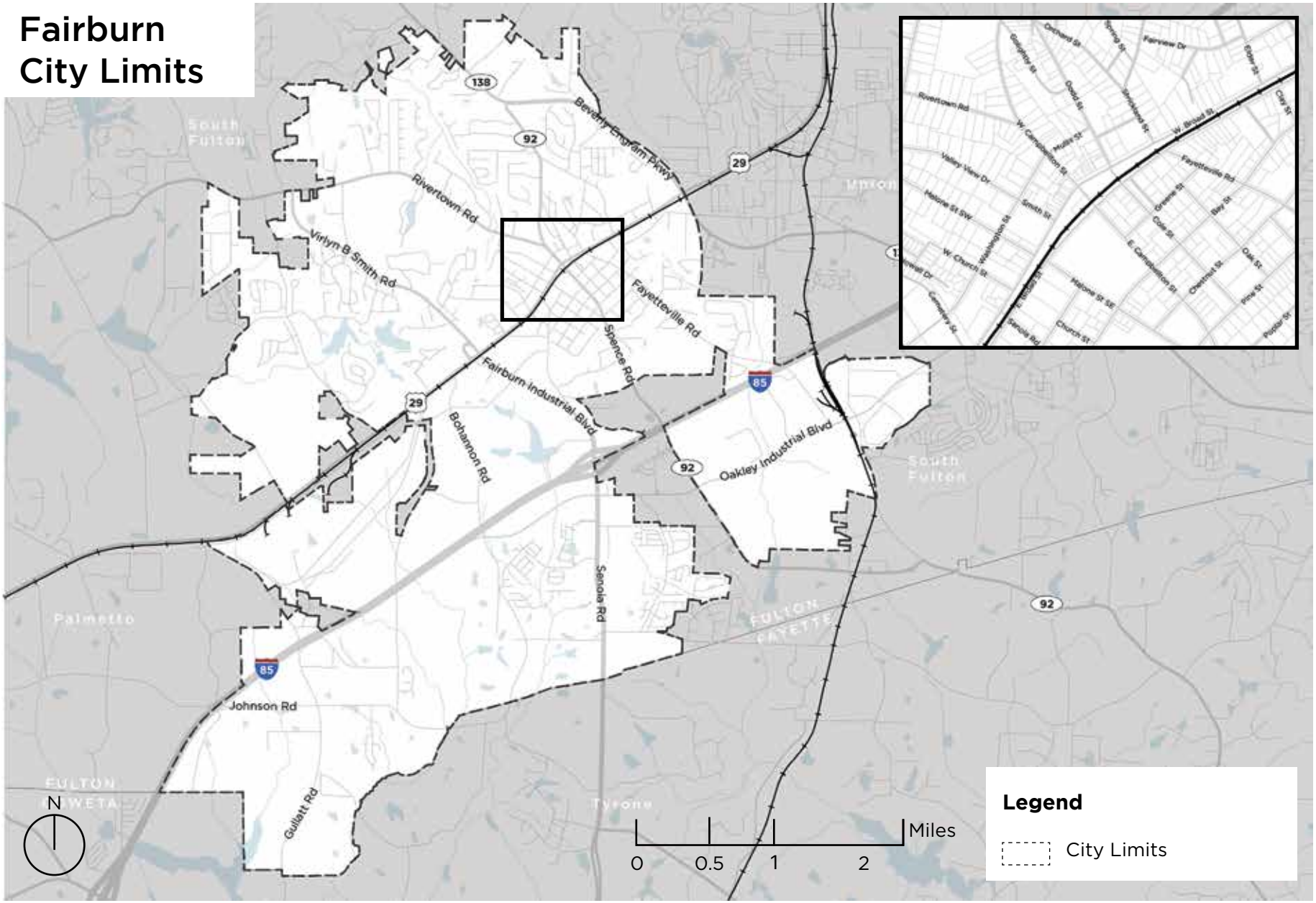
Fairburn has grown quickly over the last decade, outpacing the growth of its neighbors in the southern end of Fulton County. Its location off of I-85 and proximity to major employment centers makes it an attractive location for new residents and businesses. Alongside this growth, the city now has the opportunity to address common challenges seen in fast-growing communities: aligning infrastructure with new development, elevating the quality of what's built, and promoting more equitable investment across all areas of the city.

These themes consistently emerged throughout the planning process, highlighting the following key needs and opportunities:

- Downtown Fairburn, and the areas around it, are the best locations for directing residential growth.
- The SR 74/Senoia Road corridor needs a redirect—a clearer vision is needed to better leverage development interest to transform it into a more attractive, livable community.
- Industrial uses, while sometimes problematic in their impacts, are here to stay and are important to the economy.
- There is a keen desire to protect remaining rural/agricultural character, particularly in the southwest.
- Roadway congestion is a challenge, with limited alternatives to driving and growing concerns about safety for all users.
- There needs to be a clear commitment to transparent communications and dialogue as the city moves forward.

This comprehensive plan provides a clear framework for guiding Fairburn's growth in a way that responds to both current conditions and future needs. It represents a chance to balance growth, protect what makes the city unique, and invest in a future that serves all residents. As the city continues to grow, this plan will serve as a tool to help leaders make informed, forward-thinking decisions.

Fairburn City Limits



About the Plan

Plan Elements

The *Fairburn Comprehensive Plan* makes recommendations on seven elements: land use, transportation, housing, economic development, broadband, natural and cultural resources, and public relations and communications. While these elements are considered separately in this plan, it's important to remember they are interconnected. To envision where the City of Fairburn is headed, it is crucial to understand where the city is now regarding each of these elements.



Land Use

Fairburn's steady growth has been channeled to places where it could easily be accommodated: along major corridors like SR 74/Senoia Road. Meanwhile, downtown has not seen the investment residents want. This uneven growth has implications for infrastructure, service delivery, and long-term economic development. Land use decisions must also account for the limited availability of easily developable land, which makes redevelopment and infill increasingly important. Balancing residential, commercial, and industrial uses is a key factor in maintaining a healthy tax base and supporting the city's overall functionality.



Transportation

As Fairburn has grown in population, it has also become more congested—especially with truck traffic. Rapid growth has intensified this congestion, especially at key intersections like I-85 and SR 74/ Senoia Road, and has strained capacity along some roads, especially during peak hours. Industrial expansion has increased truck traffic, placing stress on local roads and highlighting the need for effective freight movement. At the same time, gaps in sidewalk and bicycle infrastructure make walking and biking less accessible as a means for movement or recreation. Coordinated infrastructure investments play a role in supporting mobility, safety, and economic activity.



Housing

Although Fairburn has added new housing stock in recent years, it is already almost completely full and has not expanded housing options. There are limited options for households looking to transition out of rental housing, and housing tailored to older adults is also limited. Understanding the mix of housing types, locations, and access to services is critical to supporting all of Fairburn's residents.



Economic Development

Fairburn is well-positioned to be economically competitive, but must take advantage of its location by investing in making downtown strong. The city's industrial base is well established, but there is increasing interest in diversifying into higher-value sectors such as advanced manufacturing and technology. More importantly, downtown has not yet seen the same level of investment and continues to lack retail, dining, and entertainment options.



Broadband

While nearly all of Fairburn is served by broadband, small gaps remain, particularly in southern and industrial areas. Access to broadband is essential for economic competitiveness, education, and quality of life. Understanding where service gaps exist helps guide infrastructure planning and economic development efforts.

Natural & Cultural Resources

Fairburn's wetlands, sensitive watersheds, and tree canopy are critical environmental resources that should be protected and have a broader reach across the entire city. This reinforces the need for redevelopment and infill within areas of the city that are already built. The City has a limited portfolio of parks, recreation, and greenspace. Some areas are not well-served by these resources, affecting quality of life. The core challenge Fairburn will continue to face is how to provide more of these resources at scale with its growth.

Fairburn is rich with cultural assets, like the old Campbell County Courthouse, and downtown events contribute to Fairburn's sense of place and identity. Placemaking initiatives such as public art and community events have begun to establish downtown as a vibrant destination. Intentional planning that preserves and enhances these resources supports both livability and long-term sustainability.

Public Relations & Communications

Reaching all segments of Fairburn's population remains a challenge, particularly the city's growing Hispanic/Latino community. Effective communication shapes public understanding of city planning efforts. This element promotes clear, timely, and inclusive communication, which is essential for building trust and ensuring residents are informed about how decisions are made. Past initiatives have sometimes lacked visibility or clarity, contributing to uncertainty about their outcomes. Information often reaches residents late in the process, especially around land use decisions and rezonings.



About the Plan

The Plan Document

The *Fairburn Comprehensive Plan* is organized into 12 chapters:

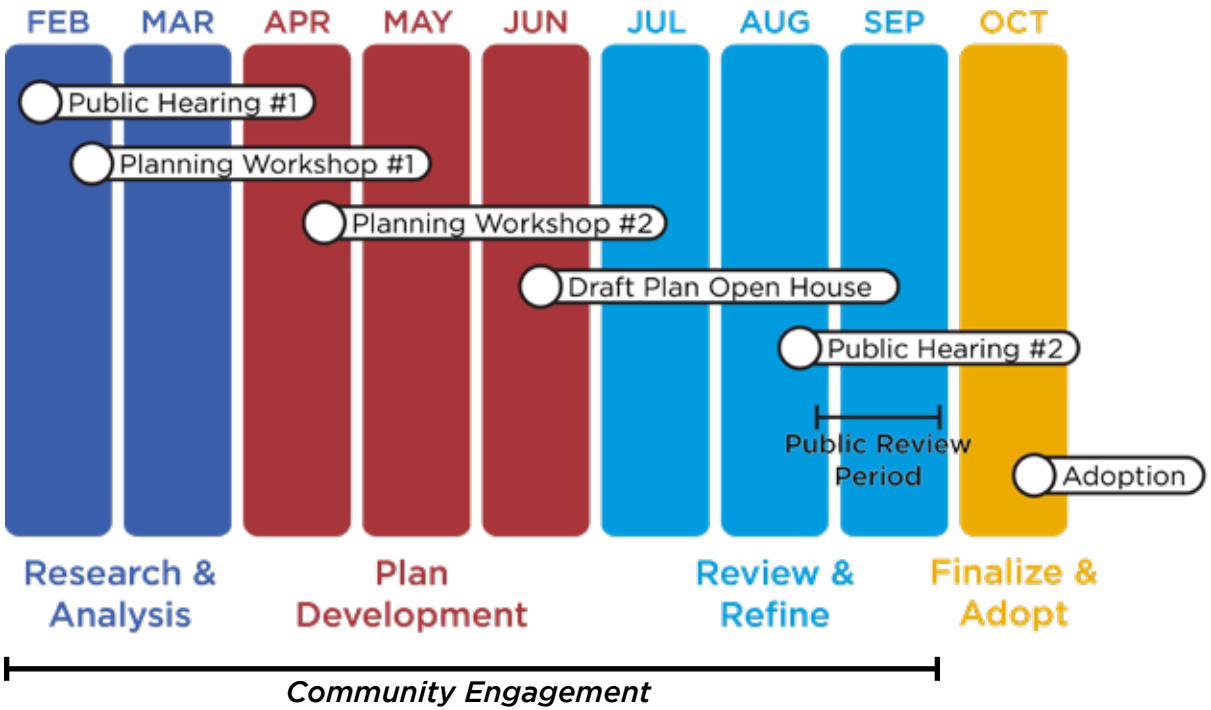
- Chapters 1 and 2 introduce the comprehensive plan and provide a snapshot of existing conditions.
- Chapter 3, "Community Engagement," provides an inside look at how City staff, stakeholders, and consultants worked with the community to determine the vision and priorities. This chapter also summarizes the key takeaways from the input gathered.
- Chapter 4, "Plan Foundations," establishes the topics most important to Fairburn residents and stakeholders and the three overarching goals of the plan.
- Chapters 5 through 11 are separated out by plan element. Each section provides the strategies and key recommendations that need to be implemented to satisfy the community's vision and goals.
- The final chapter, "Implementation," outlines the City's plan of action when it comes to implementing this comprehensive plan through a Community Work Program (CWP). The CWP outlines the tasks at hand, who is responsible for ensuring their success, each task's proposed timeline, and the estimated cost or resources needed to accomplish it. This section also provides a list of long-term actions that should be considered beyond the five-year horizon of this plan.
- The Appendix includes the Capital Improvement Element, a Report of Accomplishments from the previous comprehensive plan, and additional materials for reference.



The Planning Process

Developing the comprehensive plan occurred in four phases: Research and Analysis, Plan Development, Review and Refine, and Finalize and Adopt.

- **Research and Analysis.** This phase consisted of a review of the existing conditions in the city, focusing on demographics, land use, transportation, infrastructure, housing, employment, real estate, natural resources, amongst other topics.
- **Plan Development.** The feedback and ideas collected from the community, along with the findings from the Research and Analysis phase, were incorporated into the draft plan.
- **Review and Refine.** The draft comprehensive plan was made available for the public to review and provide input to refine the vision and recommendations.
- **Finalize and Adopt.** The plan went through one more round of final review and was adopted by City Council in October 2025.



Plan Purpose

What Is a Comprehensive Plan?

A comprehensive plan is a guide that establishes a place's long-term vision for land development and how it will be implemented over time. It answers three major questions: Where are we now? Where do we want to go? How do we get there?

Updating its comprehensive plan will bring many benefits to the City of Fairburn, including:

- Managing and directing future development
- Providing an opportunity for the community's voices to be heard
- Creating realistic goals and expectations
- Establishing a guide for decision making



Why Plan?

The comprehensive plan not only helps the City of Fairburn prioritize and strategize for the future, it also satisfies the Georgia Department of Community Affairs (DCA) requirement for Qualified Local Government (QLG) status, making the City eligible for state financial resources. Although the State requires the plan to be updated every five years, it should be revisited on a frequent basis to ensure it aligns with the community's current realities and goals.

Beyond its use as a guiding policy document for land development, a comprehensive plan addresses issues related to development and makes recommendations for how to overcome challenges, taking advantage of the city's assets and building upon them to grow sustainably.

This comprehensive plan for the City of Fairburn is also important for the following reasons:

- **More growth is anticipated in Fairburn.** Having the right land use and growth policies in place will help maintain growth in a way that is realistic and fulfills the goals of the community.
- **A city will not know where it is headed if it does not have a plan.** A lack of planning can result in unchecked growth and land development, which can compromise the infrastructure network and impact the level of service the City of Fairburn can provide its residents and employers.
- **Change is inevitable.** Local and regional population, employment, and market changes will impact needs and opportunities for development.
- **A plan records the community's vision.** When the community can see their goals both recorded and executed, they will be more likely to support new development and redevelopment, as well as any projects that would support the city's vision.

Plan Purpose

What Has Fairburn Accomplished?

Since its last plan was completed in 2021, the City of Fairburn has been working to achieve progress towards its goals. The list at right shows the tasks that the City has either completed or are currently underway.

Since 2021, Fairburn Has...

- Expanded State Route (SR) 74/Senoia Road
- Completed their *Parks & Recreation Master Plan*
- Established a local business association
- Updated its *Economic Development Strategic Plan*
- Become a "Georgia Film Ready" city
- Pursued funding for new pedestrian connections between the northern and southern halves of the city
- Conducted two planning efforts for its downtown
- Renewed its Transportation Special Local Option Sales Tax (TSPLOST)
- Improved its pedestrian infrastructure along McLarin Road and Rivertown Road
- Constructed a new fire station, with another one underway
- Added new public art around the city


Small-Lot Single-Family
Townhomes
29
74



2 About Fairburn

In this chapter:

History
City Snapshot
Land Use & Development
Transportation
Housing
Economic Development
Broadband
Natural & Cultural Resources



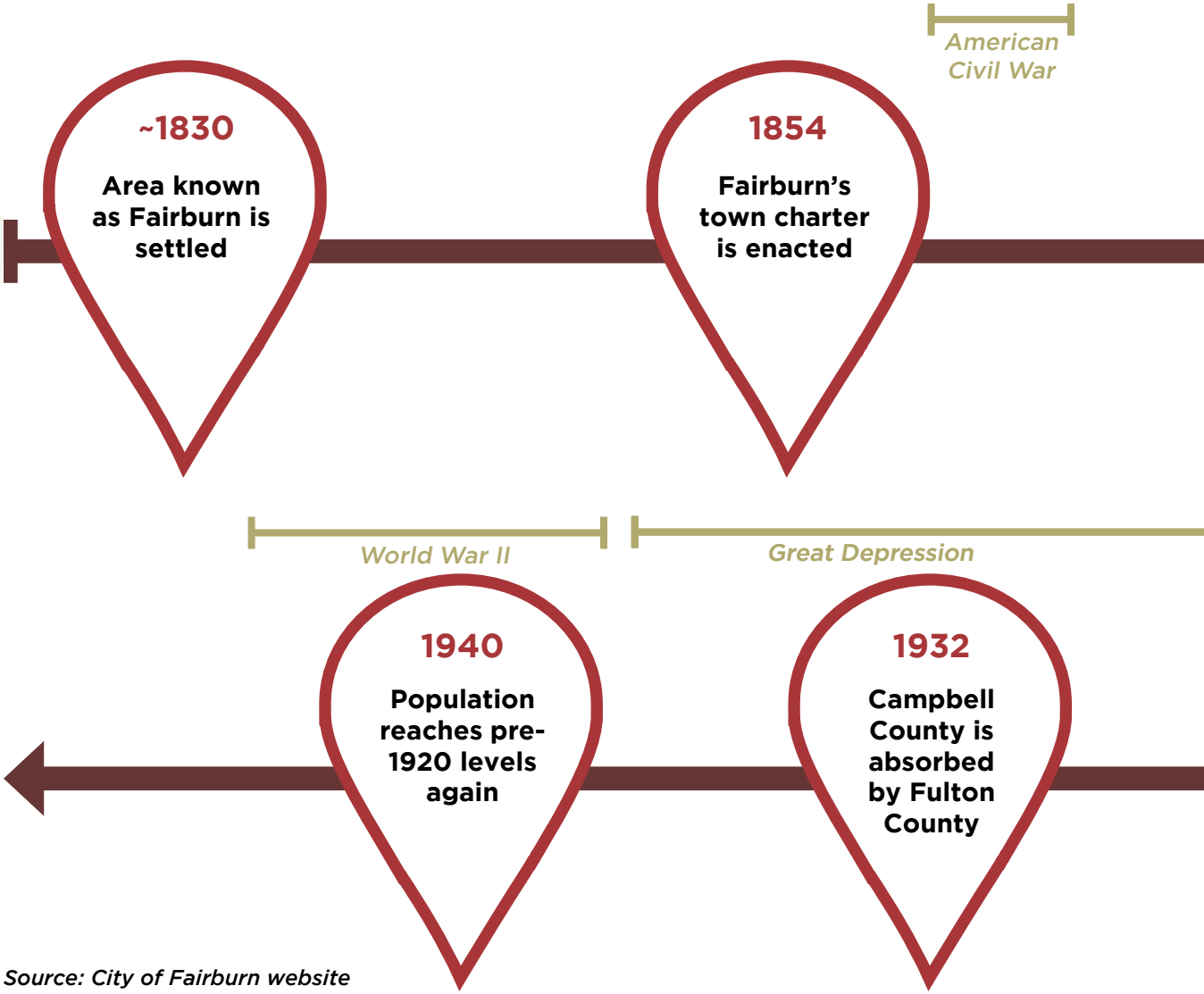
History

The area now known as Fairburn was settled as early as 1830. Initially founded as Cartersville in 1833, the town changed its name just a year later to Berryville. According to historian Lucian Lamar Knight, the name "Fairburn" was likely inspired by a township in Yorkshire, England.

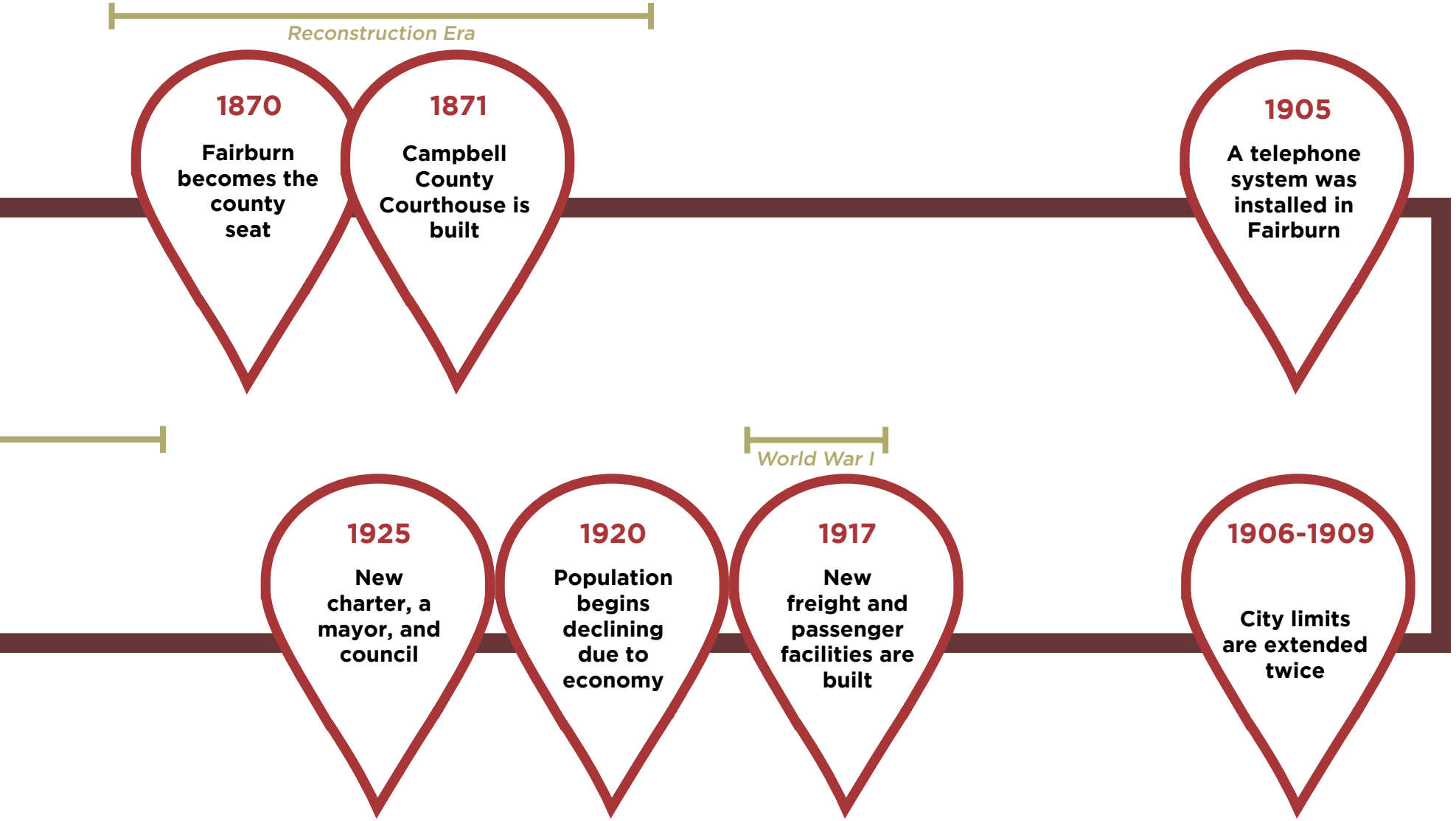
Fairburn was officially established in 1854 within what was then Campbell County. Like many Georgia communities, its early growth was closely tied to the railroad. The promise of rail access drew merchants, business owners, and farmers to the area. In a pivotal moment, Fairburn became the county seat after Campbellton's decision to not accommodate the railroad accelerated its decline, an opportunity Fairburn readily embraced.

Following the Civil War, Fairburn steadily expanded, with its population growing from 305 in 1870 to 700 by 1884, and reaching 1,600 by 1920. Over the 20th century, the city continued to attract new residents, businesses, and industry.

Today, Fairburn is a city that honors its rich past while moving boldly into the future. As part of an award-winning downtown revitalization effort, Fairburn has preserved its two historic train depots, which have since been adapted to host downtown businesses.



Source: City of Fairburn website


Reconstruction Era
1870
Fairburn becomes the county seat
1871
Campbell County Courthouse is built
1905
A telephone system was installed in Fairburn
World War I
1925
New charter, a mayor, and council
1920
Population begins declining due to economy
1917
New freight and passenger facilities are built
1906-1909
City limits are extended twice

City Snapshot

Fairburn At a Glance

Population (2025): 17,897

Households (2025): 6,631

Average Household Size: 2.7 people

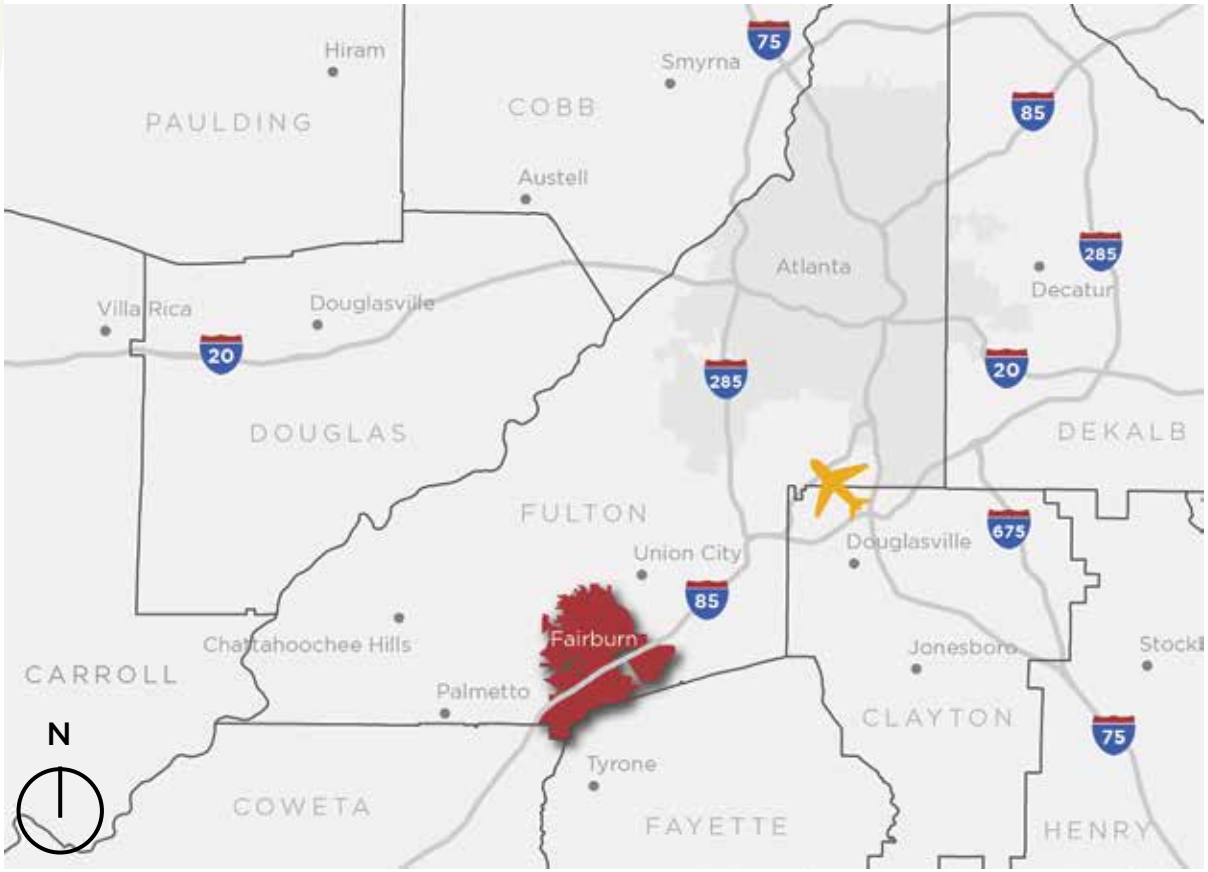
Median Household Income: $68,820

Average Age of Residents: 32 years old

Percent with Post-Secondary Education: 48%



The City of Fairburn is a closely linked suburb of Atlanta, located just 20 miles south of Atlanta and 15 miles from Hartsfield-Jackson Atlanta International Airport in the southern half of Fulton County. Adjacent to I-85 and appropriately 16 miles from access to I-75 and 18 miles from I-20, Fairburn is ideally located and provides incomparable access to the interstate system that serves the southeastern United States.



Population & Households

Fairburn's population has grown significantly in recent years. Since 2010, the city's total population and number of households have each grown by nearly 60%, a rate that far exceeds southern Fulton County's 25% and the Atlanta MSA's 20%. As of 2025, the city is home to an estimated 17,897 residents across 6,631 households, reflecting a period of rapid expansion. Between 2010 and 2020, Fairburn's population surged by 46%, a growth rate that has outpaced both southern Fulton County and the Atlanta Metropolitan Statistical Area (MSA).

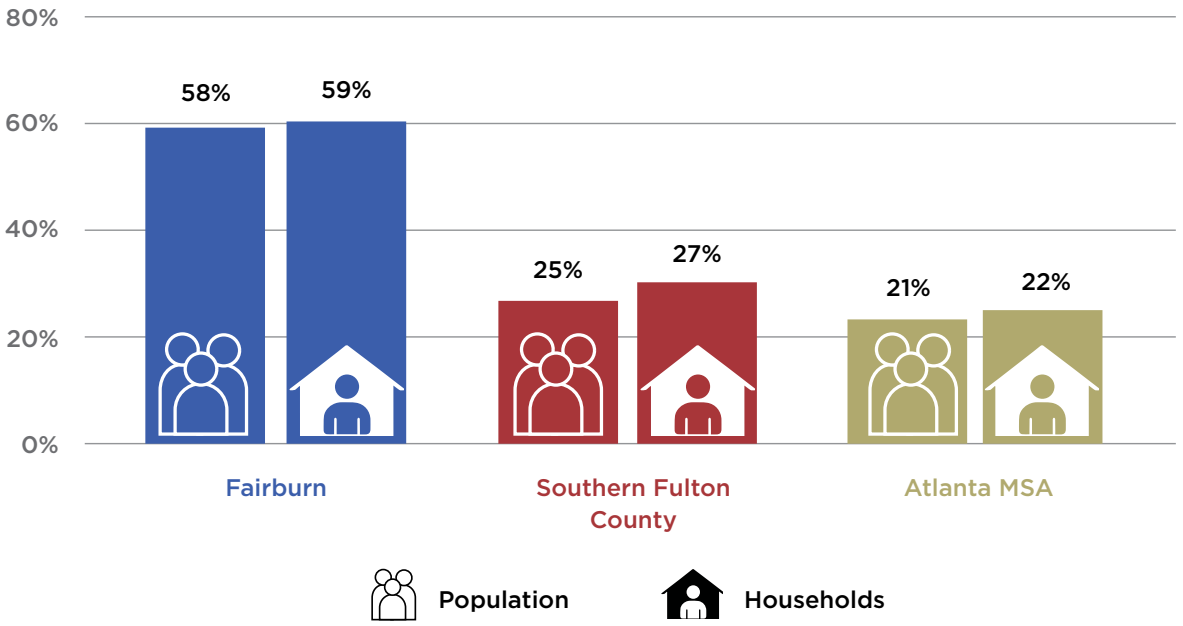
During the same timeframe, the city's household growth rate was more than double that of southern Fulton County and over three times higher than the regional average. This has been the result of both new development within the city and annexations. Unlike some communities where household formation outstrips population growth, **Fairburn has seen these trends progress in parallel, reinforcing its role as a thriving residential hub.**

Although the pace of growth has slowed in recent years, Fairburn continues to expand at a faster rate than its surrounding areas.

Household Size

Household size in Fairburn mirrors broader trends across the region. Approximately 46% of the city's households consist of three or more people, slightly exceeding the 43% seen in southern Fulton County and the 44% reported across the Atlanta MSA. However, smaller households (those with one or two residents) remain the most common household size in Fairburn at 54%, as is the case across the metro area.

Comparison of Population & Household Growth, 2010-2025

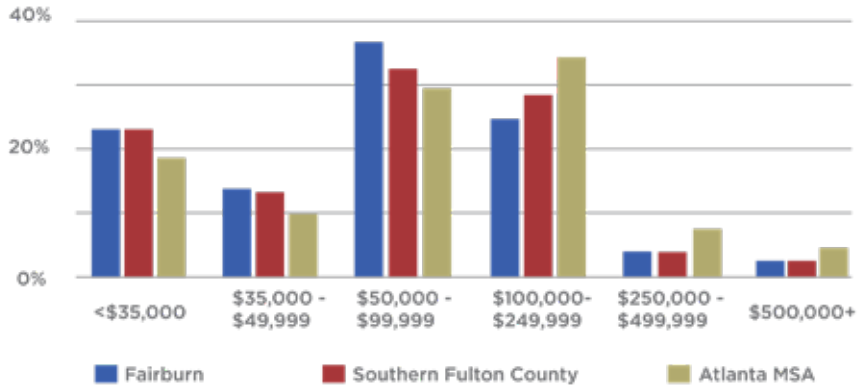


City Snapshot

Household Income

Fairburn's median household income exceeds $68,000, which is lower than the regional median income of $87,352, but closely aligned with income levels in southern Fulton County. The difference between Fairburn and the broader metro area is largely driven by the income distribution among households. The largest share of Fairburn's households earns between $50,000 and $99,000 annually, whereas a significant portion of households in the wider region fall within the $100,000–$250,000 income bracket. This indicates that **Fairburn has a solid middle-income base,** but fewer high-earning households compared to the larger region, which accounts for the slight income gap.

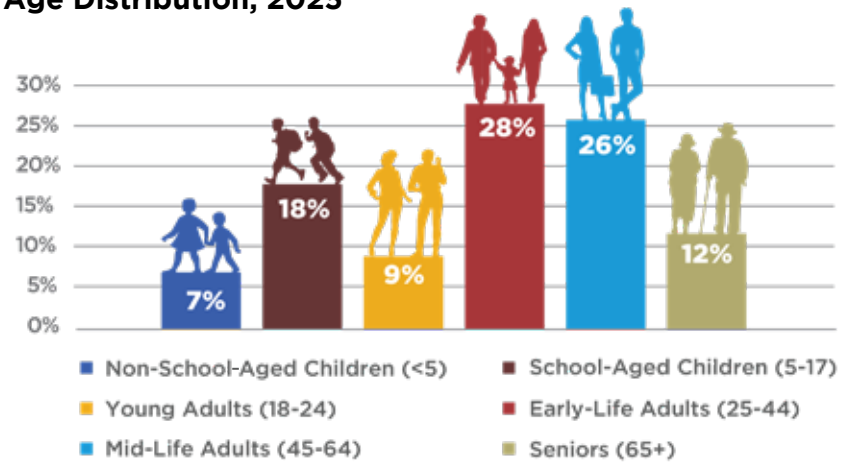
Comparison of Household Income Distribution, 2025



Age Distribution

Age distribution in Fairburn closely reflects regional trends. 62% of Fairburn's residents are under the age of 45, a figure that nearly matches the 60% share seen in southern Fulton County. Older adults make up a smaller portion of the population; individuals aged 65 and older comprise 12% of Fairburn's residents, slightly lower than the 14% in southern Fulton County and 15% across the Atlanta MSA. **Fairburn has a relatively young population, which suggests that the city is particularly attractive to younger individuals and families.** This could have an influence on the types of housing and services the area will need to provide in the coming years.

Age Distribution, 2025



Educational Attainment

Fairburn has a diversity of educational attainment. The share of residents with a high school diploma is nearly equal to those holding a bachelor's degree, indicating a diverse talent pool. One notable distinction is that 14% of Fairburn residents have an Associate's degree, which surpasses southern Fulton County's 10% and the Atlanta MSA's 8%. However, Fairburn has fewer residents with advanced degrees compared to its neighboring areas, where 15% of southern Fulton County's population and 16% of the Atlanta MSA's population hold graduate or professional degrees. While Fairburn has solid educational attainment, particularly at the two-year college level, **there may be opportunities to expand job access to or attract residents with graduate or professional education.**

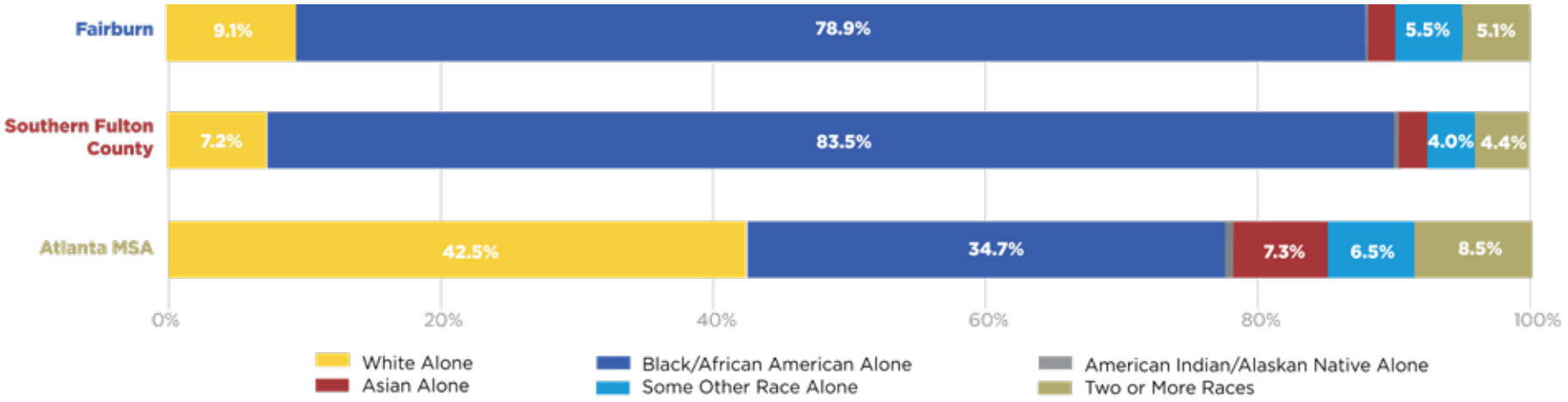


48% of Fairburn residents have education beyond high school

Racial Composition

Fairburn's population is predominantly Black or African American, accounting for 78.9% of residents. The city's racial composition is very similar to the rest of the southern part of the county, but drastically different from the rest of the region. The city also has a growing Hispanic/Latino community, which makes up 10% of the population—a higher share than in southern Fulton County (6.9%) but slightly lower than the Atlanta MSA (13.1%).

Comparison of Racial Composition



Land Use & Development

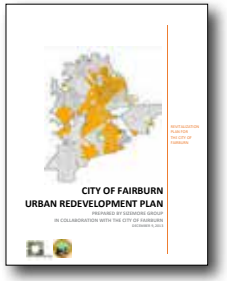
Overview

Land use policies, such as the Future Land Use map, impact all other elements by identifying what can be developed, how it can be used, and where it can go. Fairburn's future land use strategy will be shaped largely by what is already on the ground, what has been proposed by previous planning efforts, and what the community desires.

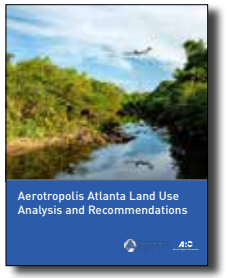
Previous Plans & Efforts

The City has completed or partnered in several planning efforts that serve as a foundation to this plan. Each of these plans identified needs and opportunities that were reviewed with the Steering Committee and broader community to ensure their relevancy. Some common themes identified include a need for revitalizing downtown Fairburn, coordinating policies and projects on both a local and regional level, more housing variety to accommodate shifting demographics, more parks and recreational areas, and taking advantage of opportunities to expand economic development.

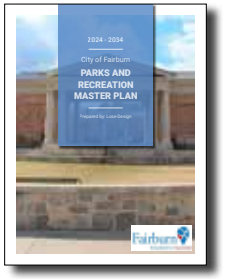
Recommended projects from these plans that are not yet completed but necessary for meeting the remaining needs and opportunities are included in the Community Work Program in Chapter 12.











Previous Plans & Initiatives

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2014 Urban Redevelopment Plan. Covers downtown, US-29/ Roosevelt Highway/ Broad Street, I-85, SR 74/Senoia Road.	• Declining property values and stagnant growth, aging infrastructure, inefficient street layouts, and vacant and underutilized parcels were identified as the top issues. • Fragmented subdivision layouts and poor corridor planning have had a negative effect on the city's urban form. • There are a lot of underutilized properties along major corridors. • There is a need for public-private partnerships to implement the City's goals.	• There are a lot of areas that are prime for redevelopment. • Streetscape improvements would offer better connectivity. • Investments in parks would enhance the city's available amenities. • There are opportunities to add senior housing, workforce housing, and multifamily developments into the city's housing stock to improve housing choice.	• Over the long term, the plan recommends fully implementing corridor redevelopment, creating a vibrant town center, and attracting large-scale investments.
2020 Fairburn Comprehensive Plan. Covers the whole city limits.	• Some issues identified included more parks, downtown development, improved pedestrian safety, and business-residential integration. • There is a need to rehabilitate older areas.	• There's potential to expand downtown Fairburn. • The City has a strong industrial base. • The colleges downtown and the Renaissance Festival present opportunities for expanding economic development in Fairburn. • There is growing demand for senior housing.	• The plan recommended a number of additional studies and included transportation recommendations from previous planning efforts.

Land Use & Development

Previous Plans & Initiatives (continued)

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2020 AeroATL Regional Land Use Analysis. AeroATL Community Improvement District (CID): 2 counties and 13 cities near Atlanta.	• The Federal Aviation Administration (FAA) has restrictions on redevelopment. • Industrial and logistics land uses are causing traffic and environmental concerns. • There is a lack of coordinated land use and zoning policies.	• There is potential to coordinate regional land use policies. • The Georgia Renaissance Festival draws tourism to the city.	• The plan recommends regional land use coordination and aligning zoning and the comprehensive plan with the *Aerotropolis Blueprint 2.0.*
2021 Downtown Master Plan LCI Study. Covers downtown Fairburn.	• There is a need for multifamily, senior, and missing middle housing. • Gathering spaces, wayfinding, and creative placemaking would be welcomed. • Outdated zoning regulations limit mixed-use development.	• There are catalyst sites for development. • Creative placemaking and public art projects would establish a sense of place. • Expanding the Fairburn Education Campus would bring more daytime visitors. • Diverting freight traffic off of neighborhood roads will alleviate concerns from residents.	• The plan recommends revising zoning regulations to support downtown redevelopment. • Restrictive overlay zoning classifications should be removed to promote flexibility. • Design guidelines should be established to maintain the historic character of downtown.

Previous Plans & Initiatives (continued)

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2024 Parks & Recreation Master Plan. Covers the whole city limits.	• More park land is needed to meet national standards. • A large percentage of residents use parks outside the city. • There are ADA, safety, and maintenance issues in existing parks.	• Existing parks and facilities are well-used. • The City owns acreage for potential parks already.	• The plan identified parks for redevelopment to meet nation-wide standards, land to be reserved for future park use, and continuing developing segments of the City's trail system.
2025 Gateway & Connectivity LCI Study. Covers downtown Fairburn.	• The area lacks a cohesive visual character or gateway that signals arrival into Fairburn. • Several underutilized or vacant parcels need a clearer vision for redevelopment to support housing, mixed-use, and economic growth. • Gaps in sidewalk infrastructure, limited crosswalks, and traffic volumes make portions of the area unsafe or unwelcoming for non-drivers.	• There are key properties that could be re-purposed for commercial, residential, or mixed-use development. • Streetscape improvements and new public spaces could enhance the pedestrian experience and foster a more inviting environment. • Enhancing gateways and wayfinding can strengthen the area's identity and help guide visitors through the district.	• The plan presented a detailed redevelopment framework for some of the key properties identified to guide investment. • The plan recommends design guidelines to ensure that future development is walkable, connected, and attractive. • A gateway and placemaking strategy would establish a stronger arrival experience.

Land Use & Development

Existing Land Use

Land use refers to the ways in which land is utilized for economic and social purposes. It is the basis of most planning exercises that will be undergone in any given area. Land use can significantly influence a community's health and well-being, access to goods and services, environmental impact, and the locations where people live, work, and conduct business.

The most common land use in Fairburn is single-family detached residential, at 33% of the city's total area, or approximately 3,250 acres. The second most common land use is vacant land at 26%, followed by industrial land at 15%. Utilities, agriculture, commercial, recreation, and community facilities range between 4% and 6% each. Multifamily and attached single-family residential (such as duplexes, triplexes, and townhouses) comprise the least amount of land at just 2% and 1%, respectively.

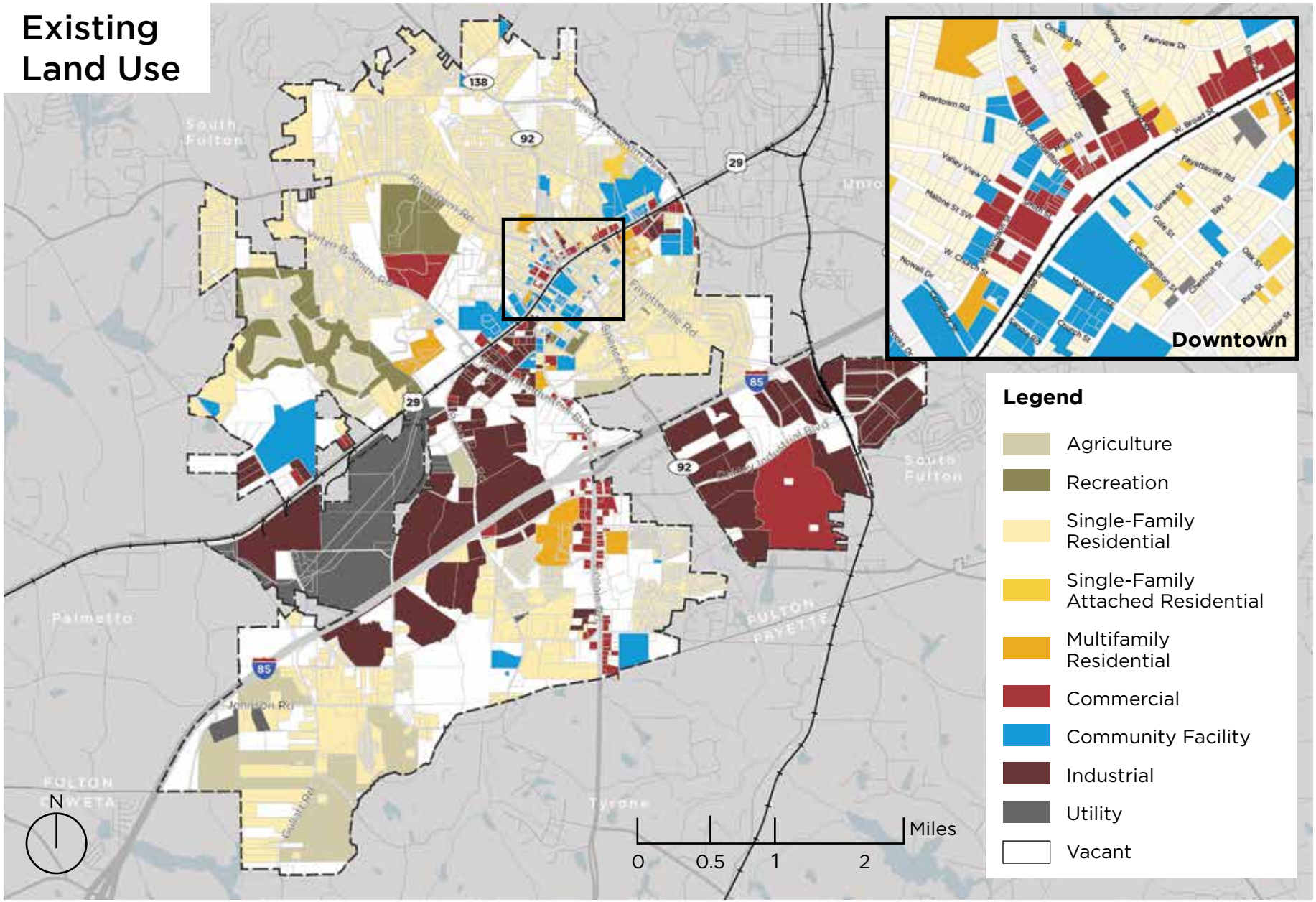
Most types of land use in Fairburn are clustered together rather than mixed. Most low-density uses, such as single-family residential, recreation, or agriculture, are north of the US-29/Roosevelt Highway/Broad Street corridor, south of I-85, or along Fayetteville Road between the two corridors. Commercial uses and land for community facilities create buffers around these major corridors between the highway and interstate, and the low-density uses. Industrial and utility uses are concentrated between the two corridors along and south of Fairburn Industrial Boulevard and a pocket south of I-85 around Oakley Industrial Boulevard. Vacant land can be found throughout the city within all the areas of other existing land uses.

Concentrating industrial uses away from commercial, residential, and agricultural areas helps minimize their potential negative impacts, such as heavy truck traffic and noise, while still contributing to a healthy tax base. However, **strict separation of commercial and residential uses can lead to increased car dependency,** as residents will have to travel further because this creates longer distances to services. Additionally, a lack of diverse housing options can drive up housing costs and make it more difficult for those entering the market and the growing senior population to find housing that meets their needs and budget.

To support a healthier, more accessible, and inclusive community, future planning efforts will need to integrate a broader mix of land uses and housing types throughout the city.



Existing Land Use



Land Use & Development

Zoning

Most of Fairburn's land is zoned for residential use, accounting for 41% of the city's total land coverage. Of the areas zoned residential, the majority are zoned PUD (Planned Unit Development), R-1 (Single-Family Residential, one acre), or R-2 (Single-Family Residential, Low to Medium Density, one-half acre). However, the largest single zoning district in acreage is Agriculture at 22%. Heavy Industrial and Light Industrial are also prominent districts, totaling 28%, split almost evenly between the two. Office and institutional, commercial, and mixed-use districts comprise a small portion of the city's land, ranging from 2% to 5%.

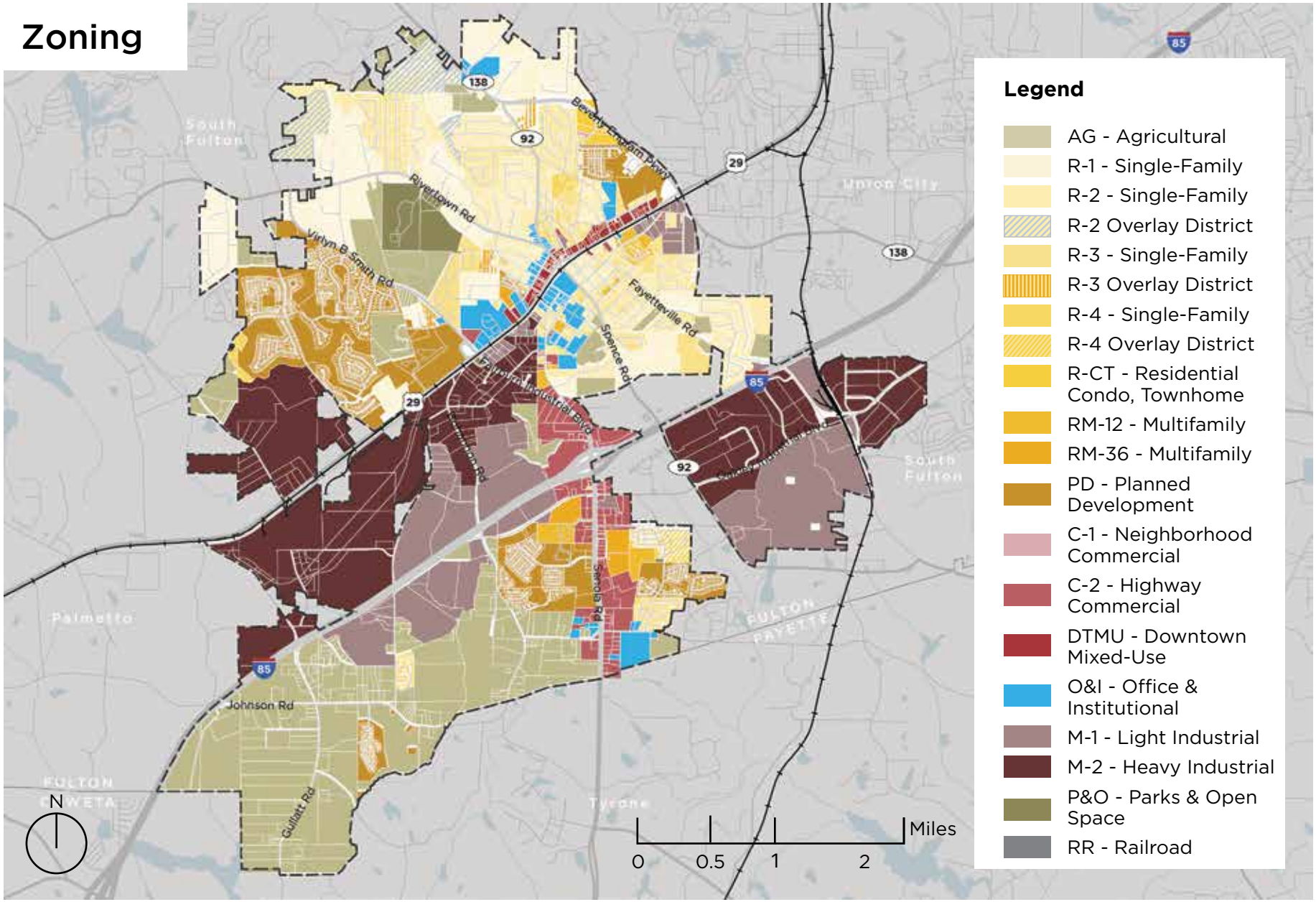
Fairburn's zoning ordinance reflects existing land patterns One significant change is the expansion of heavy industrial uses north of US-29/Roosevelt Highway/Broad Street in the city's western area. However, the designated zoning for several areas of existing vacant land does not allow for a greater variety of housing types near commercial corridors to promote walkability and improve housing affordability. Adjusting the zoning ordinance will allow Fairburn to better balance economic development with a more connected and accessible community.

An audit of the zoning ordinance was conducted, which yielded the following findings:

- The presence of a planned development district is an indicator that the zoning ordinance is not producing the outcomes desired by the community.
- Excessive parking requirements in the zoning ordinance are reducing the potential for more open space in new developments, increasing the cost of development, and limiting the developers' ability to invest in other aspects of the development or pass down cost savings to the end-user.
- The zoning ordinance's minimum lot sizes and dwelling sizes limit the ability to add more diverse housing types.
- The overlay districts include some standards that can make certain investments infeasible, unintentionally hindering their stated purposes.



Zoning


Legend
AG - Agricultural
R-1 - Single-Family
R-2 - Single-Family
R-2 Overlay District
R-3 - Single-Family
R-3 Overlay District
R-4 - Single-Family
R-4 Overlay District
R-CT - Residential Condo, Townhome
RM-12 - Multifamily
RM-36 - Multifamily
PD - Planned Development
C-1 - Neighborhood Commercial
C-2 - Highway Commercial
DTMU - Downtown Mixed-Use
O&I - Office & Institutional
M-1 - Light Industrial
M-2 - Heavy Industrial
P&O - Parks & Open Space
RR - Railroad
N
0
0.5
1
2
Miles
South Fulton
Union City
Palmetto
Tyrone
FULTON
FAYETTE
COWETA
Riverlown Rd
Virlyn B Smith Rd
Fayetteville Rd
Spence Rd
Johnson Rd
Gullatt Rd
Beverly Engram Pkwy
Senoia Rd
138
92
29
85

Land Use & Development

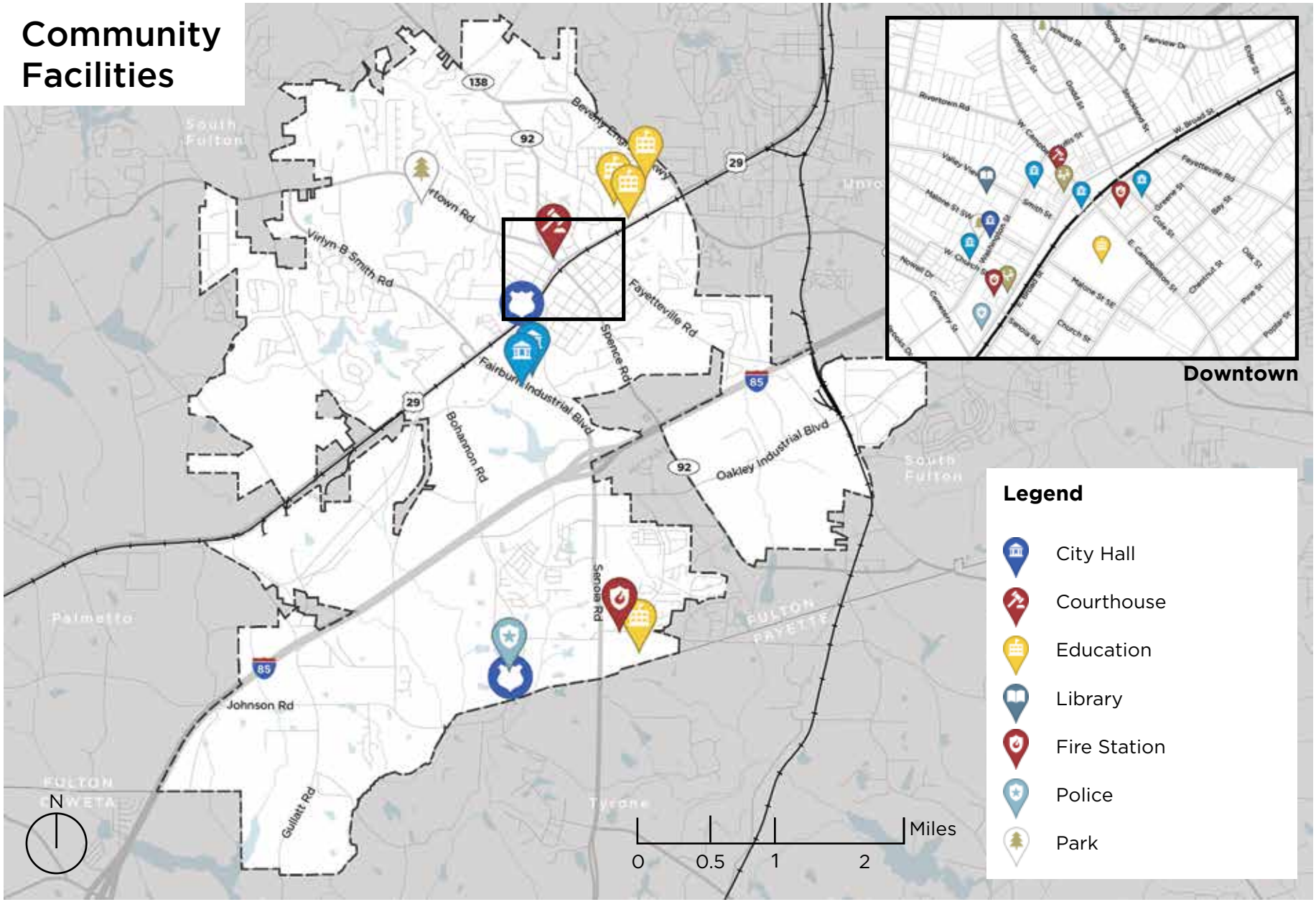
Community Facilities

Fairburn's community facilities are vital to the city's quality of life. The city has a wide array of community facilities, with most of them centrally located.

- **Fire.** The City has two fully operational fire stations in the city's center and a third will soon provide coverage to the southern portion of Fairburn. The Fire Department's headquarters are located within Fire Station #22.
- **Police.** The City has one police station in the city center and operates a Public Safety Training Center in the southern portion of the town.
- **Schools.** There are five education facilities located in the city: Fairburn Educational Campus (home to the Atlanta Campuses of Georgia Military College and Brenau University), Campbell Elementary School, Landmark Christian School, Bedford School, and the Global Impact Academy. Each is along US-29/Roosevelt Highway/ Broad Street, except for Bedford School, which is on the south side of SR 74/ Senoia Road.
- **Parks and Recreation.** The City has three public parks: Cora Robinson Park, Mario B. Avery Park, and Duncan Park. It also has two recreation centers: the Fairburn Youth Center and the Frankie Arnold Stage & Courtyard, which hosts its live music concert series. The City's parks and recreation facilities are concentrated north of US-29/Roosevelt Highway/Broad Street, leaving the rural residential areas south of I-85 without convenient access to these amenities. This need was also identified in the City's *Parks & Recreation Master Plan*, which will guide the expansion of these facilities and their programming over the next 10 years.
- **City Buildings.** Several City buildings are concentrated in the downtown area. In addition to the City's courthouse and City Hall, there is also a library, buildings for the utilities, public works maintenance, human resources departments, and an annex building. The City also retains two of its historic train depots, which have housed businesses over the years.



Community Facilities



Land Use & Development

Redevelopment Potential

Overview

Susceptibility to change refers to the likelihood that a property may undergo significant transformation in the near future, whether through new development, redevelopment, or a change in use. It considers the characteristics that can make any given property particularly attractive for future development. The analysis identified which properties in Fairburn are most likely to change, have some potential to change, and are unlikely to change. Understanding where new development may occur can help guide the creation of policies that define and support an overall vision for the city.

Methodology

Key factors influencing a property's susceptibility to change were evaluated using Fulton County's latest tax data. Properties received higher scores for features that enhance development attractiveness. Total scores were analyzed using natural breaks and categorized as low, medium, or high susceptibility. The resulting map was reviewed and adjusted for accuracy.

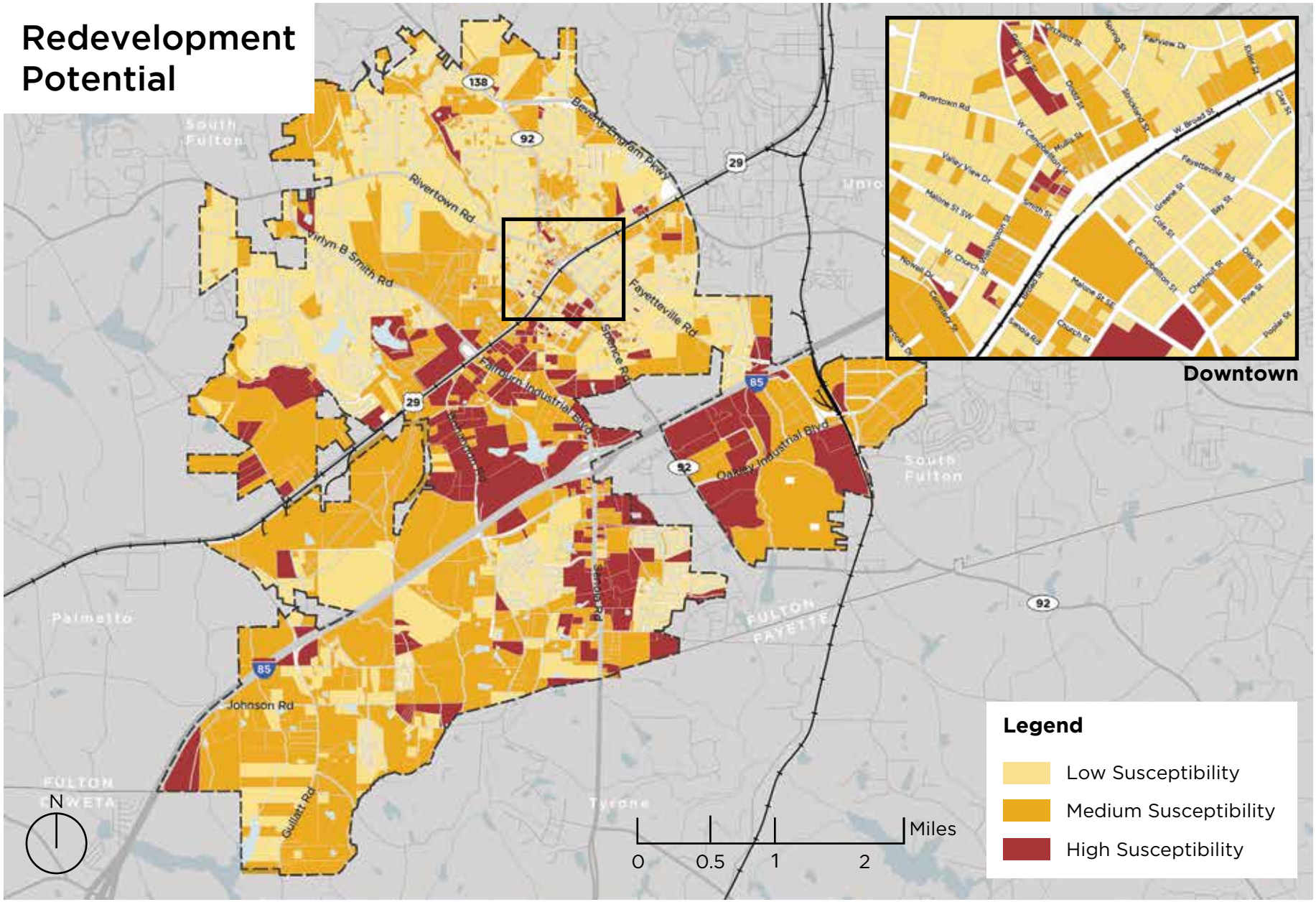
- Land value versus building/ improvement value
- Proximity to I-85
- Ownership
- Location in a subdivision
- Presence of floodplains and/or water
- Acreage
- Existing land use
- Presence of steep slopes

Results

Parcels with low susceptibility to change include those with a higher building value than land value, those within a floodplain or stream buffer, or those owned by private individuals rather than by companies or government entities. Parcels with a high susceptibility to change include those with higher acreages, a non-residential use, and no improvements (buildings) on them. The map on page 41 shows the results of the analysis. Much of downtown Fairburn has a medium susceptibility to change, indicating that significant, future development is likely in the next decade under the right conditions. Many of the areas with higher susceptibility are south of the railroad, and along key roads like Bohannon Road, SR 74/Senoia Road, and Oakley Industrial Road east of SR 92/ Spence Road.

Like much of metro Atlanta, Fairburn is running out of greenfield properties to develop, meaning that new development will likely be in the form of redevelopment or infill. Thoughtful planning and community input will be essential in determining which areas should be developed and what types of uses and intensities are most appropriate. By incorporating the community's priorities and long-term goals, these insights will help determine the future land use strategy.

Redevelopment Potential



Transportation

Introduction

Since its inception, the City of Fairburn has been shaped by transportation— first by the railroad, and then later by state and interstate highways. Downtown developed close to the rail line, then the city expanded naturally as the automobile became the main form of transportation.

Today, the focal point of Fairburn's transportation network is the interaction between I-85, US 29/Roosevelt Highway/ Broad Street, and the SR 74/Senoia Road corridors. The growing industrial sector has led to an immense amount of truck traffic, while making it difficult (and unsafe) to access parts of Fairburn's historic downtown. Expanding connections and travel modes supports economic growth by reducing travel time, improving the movement of goods, and attracting business and visitors. It also plays a vital role in promoting public health and environmental sustainability by encouraging walking, biking, and transit use, thereby reducing traffic congestion and vehicle emissions.

Previous Plans & Efforts

The City has completed or partnered in several transportation planning efforts. Each of these identified needs and opportunities that were reviewed with the Steering Committee and broader community to ensure their relevancy. Recommended projects from these plans that are not yet completed but necessary for meeting the remaining needs and opportunities are included in the Community Work Program in Chapter 12.

From the reviewed plans, several key insights emerge about the SR 74/Senoia Road corridor and surrounding areas. One common need includes addressing severe congestion, particularly at the I-85/SR 74 interchange and major intersections experiencing high crash rates.

All plans highlight inadequate infrastructure for pedestrians, cyclists, and transit users, such as sidewalk and bike lane gaps, lack of safe crossings, and limited transit amenities, which restrict non-vehicular travel and create safety concerns. Nearly all previous plans are in agreement that there is an opportunity to enhance multimodal connectivity through multi-use paths, upgraded transit services, and smart traffic management systems like adaptive signals and intelligent traffic systems (ITS).

While a necessity, freight traffic is a point of conflict, with large trucks straining local roads and clashing with nearby residential areas due to insufficient truck routing and staging areas. However, a recurring area of conflict lies in balancing industrial growth with residential quality of life, and in retrofitting auto-dominated corridors to meet new mobility and safety expectations. Overall, the plans collectively emphasize the need for integrated and equitable transportation solutions across modes.



Previous Plans & Initiatives

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2018 SR 74 Corridor Study. Covers the corridor through Fairburn, Peachtree City, and Tyrone.	• Congestion resulting from increasing development and regional growth is a major issue that needs addressing. • Traffic operations and safety at intersections operating at or near Level of Service (LOS) F will need improvement. • Gaps in sidewalk and bicycle infrastructure along the corridor need to be filled. • Access points need to be consolidated and managed to reduce inefficiencies and enhance safety.	• Innovative intersection designs to handle future traffic without widening the entire corridor can be introduced. • Opportunities exist to add multi-use paths, park-and-ride facilities, and improved transit options to support non-vehicle users. • The implementation of ITS, adaptive signals, and queue detection to optimize flow and improve safety should be introduced.	• It is recommended to reconstruct the I-85 interchange at SR 74/ Senoia Road to improve capacity and flow. • Intersections along SR 74/Senoia Road should be enhanced to reduce congestion and increase safety. • Traffic management solutions should be applied to minimize delays and enhance roadway safety.
2018 South Fulton CID Multimodal Study. Covers the South Fulton CID boundary.	• Rising freight congestion along key corridors (SR 74/ Senoia Road and Oakley Industrial Boulevard) needs addressing. • Safety at major intersections and rail crossings with elevated crash rates needs to be improved. • Repairing and upgrading roads and bridges. • Conflicts between industrial growth and adjacent residential areas need to be resolved.	• Smart technology and wayfinding can be introduced to ease freight delays. • Road upgrades and new roadways can help improve flow. • Transit expansion can boost workforce mobility. • Investments in trails and sidewalks can promote safer, active travel. • There is an opportunity to reduce conflicts and support growth through better land use planning.	• New sidewalks are recommended along Bohannon Road from McLarin Road to Oakley Industrial Boulevard. • The addition of MARTA bus route 188 along Oakley Industrial Boulevard was a key recommendation. • Enhancements to truck wayfinding to support efficient freight navigation and improve safety are a key recommendation. • Oakley Industrial Boulevard resurfacing is a key project.

Transportation

Previous Plans & Initiatives (continued)

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2020 Southern Fulton Comprehensive Transportation Plan. Covers the portion of Fulton County south of Atlanta.	• A major issue is congestion at key choke points. • There is a need to improve pedestrian safety with added crosswalks, medians, and traffic calming. • Better truck access and grade-separated crossings are needed to improve truck access. • Transit enhancements are needed, particularly more amenities and expanded service options. • Gaps in sidewalks and bike lanes inhibit accessibility and safety.	• Neighborhoods should be linked via sidewalks, bike facilities, and transit corridors. • Signal upgrades can be implemented to boost traffic flow and safety. • Under-served areas should be prioritized to improve access and mobility. • Regional, state, and federal grants should be tapped into for project implementation. • The City should plan for electric vehicle infrastructure, autonomous vehicles, and pandemic-resilient design.	• It is recommended to upgrade key intersections to improve traffic flow and reduce congestion. • Multi-use paths to promote alternative transportation modes should be developed. • Transit service improvements are recommended to increase accessibility and convenience for residents. • Strategies to facilitate efficient freight movement, thereby supporting local businesses and regional economic development are listed as important implementation items.

Previous Plans & Initiatives (continued)

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2024 ARC Regional Transportation Plan. Covers the 20-county Metropolitan Planning Organization (MPO).	• Alleviating congestion at the I-85 and SR 74 interchange is a necessity to reduce significant delays • There is a need to upgrade infrastructure to support pedestrians, cyclists, and transit users and expand non-vehicular travel options. • Safety should be enhanced by addressing high traffic volumes and improving pedestrian crossings. • Incomplete pedestrian and cycling networks are an issue. • There is a need to improve bus stop facilities and transit service options.	• The redesign of the I-85/SR 74 Interchange will help alleviate congestion. • There should be a focus on enhancing connectivity by expanding access to diverse transportation modes. • New and improved crossings and traffic calming measures should be implemented to address safety concerns. • There's opportunity to improve bus stop amenities and explore options for microtransit and future rail services.	• It is recommended to enhance roads, sidewalks, bike paths, and public transit for safer, more efficient travel. • Mixed-use developments are recommended to create balanced, accessible community spaces. • Green infrastructure and energy-efficient designs for long-term environmental resilience should be implemented. • The plan recommends strategies to expand access to various travel modes to create an integrated network.
2025 Connectivity and Gateway LCI Study. Covers downtown Fairburn.	• There is a need to improve safety at intersections with frequent crashes, particularly on Broad Street and Campbellton Road. • Pedestrian access across US-29/Broad Street and the railroad should be enhanced to enable safe connections to southern areas. • Freight traffic needs to be directed off of local roads through improved wayfinding and designated truck routes.	• Gateway treatments and traffic calming should be designed to slow down drivers as they enter downtown • There is opportunity to introduce freight ITS and dynamic routing to improve truck traffic flow and reduce conflicts. • Better signage and wayfinding can help guide all road users while supporting downtown identity.	• The plan recommends strategies to enhance multimodal connectivity. • It is recommended to build more mixed-use development to support walkability and reduce vehicle dependency. • Sustainable growth is recommended to mitigate congestion, enhance air quality, and conserve natural resources.

Transportation

Calculating Roadway Capacity

The volume-to-capacity ratio (v/c) is a way to measure how busy a road is. It compares how many cars are using the road (volume) to how many cars the road can handle (capacity). If the ratio is 1.0, it means the road is full. If it is less than 1.0, traffic is flowing well. If it is more than 1.0, the road is too crowded and there will likely be traffic jams.

Planners use this number to determine which roads need help—like adding lanes, improving signals, or offering more transit options. A high v/c ratio shows that a road may need changes to keep traffic moving safely and smoothly.

Street Network Capacity

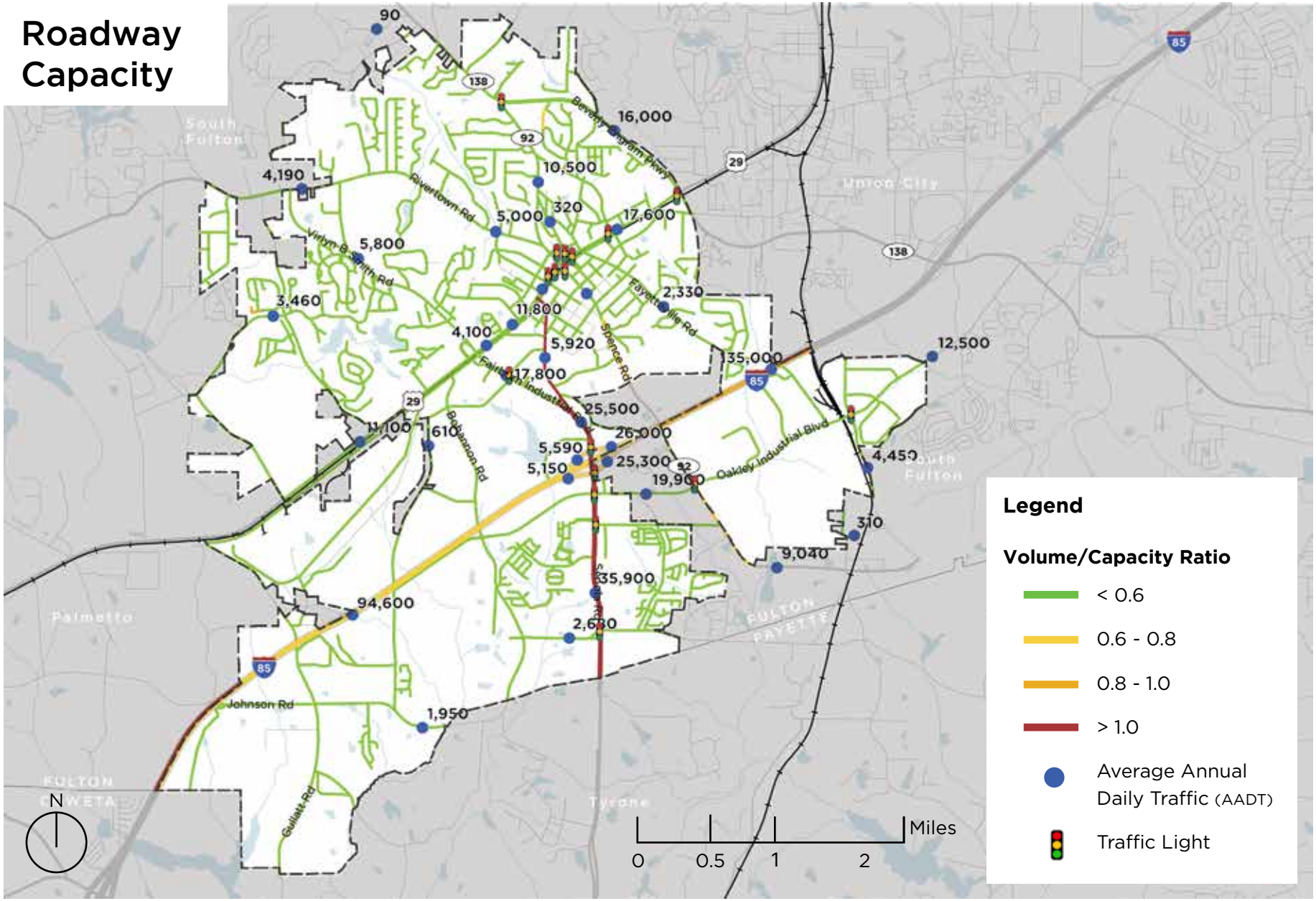
Based on the calculated volume-to-capacity (v/c) ratio, most roads are operating at less than 60% of their total capacity, meaning traffic volumes remain well within what the roadway can handle. While some roads do experience periodic congestion, the analysis shows that congestion is not widespread. Vehicles can generally move without major delays. However, while most of the network functions efficiently, a congestion "hotspot" at the SR 74/Senoia Road interchange on I-85 suggests still requires attention.

Additionally, truck traffic through neighborhoods poses a serious safety concern. Large trucks traveling on roads not designed to accommodate them create risks for pedestrians, cyclists, and other drivers, particularly in residential areas where traffic volumes are lower but the presence of heavy vehicles is much more noticeable. The slow-moving nature of trucks, especially during peak hours or at intersections, adds to traffic delays, further exacerbating congestion and reducing the efficiency of the road network for all users.

Several infrastructure projects are underway or in development. These include a new interchange at I-85 and Gullatt Road and a connector road between Oakley Industrial Boulevard and Gullatt Road to divert industrial traffic from congested corridors. Brooks Drive and key segments of US-29/Roosevelt Highway/Broad Street are being reconstructed or redesigned. Recent and proposed new connections like the Howell Avenue extension and future Malone Street extension aim to improve local circulation.

Intersection upgrades are planned or underway at Broad Street and Senoia Road, W. Campbellton Street and Rivertown Road, and Senoia Road at Bay Street. Roadway re-striping on US-29 and SR 92 is being pursued to support safer, narrower lanes and potential bike infrastructure. An ongoing truck route feasibility study complements these efforts to shift freight traffic away from residential areas.

Roadway Capacity

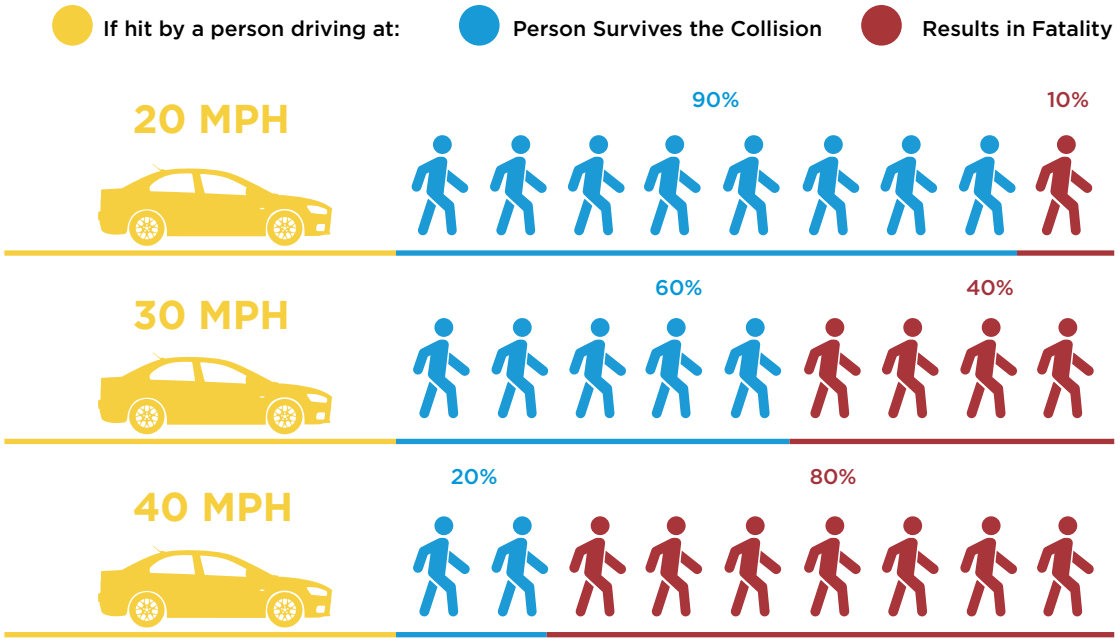


Transportation

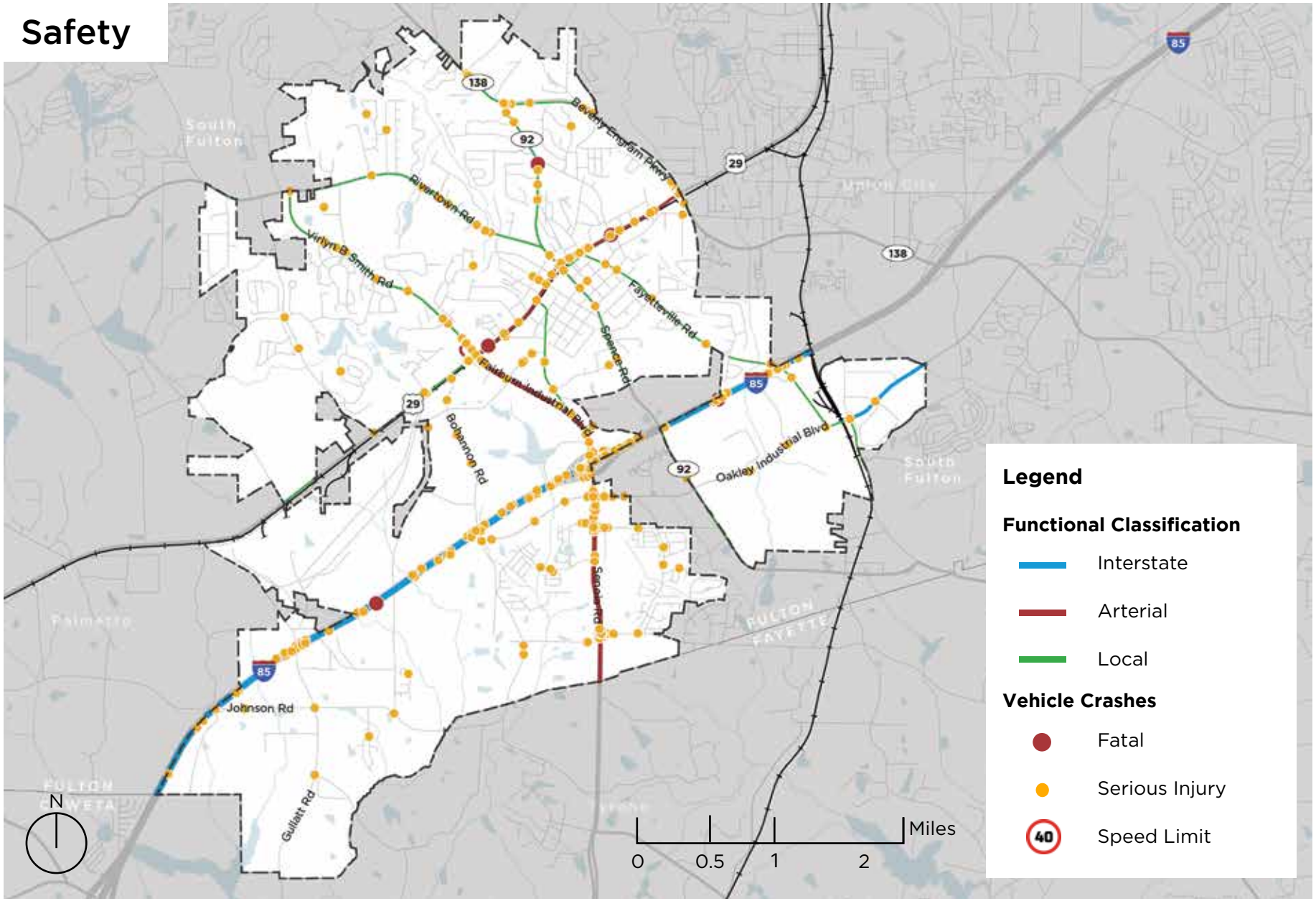
Network Safety and Infrastructure Gaps

Crash data from 2019 to 2023 highlights key areas in Fairburn where the largest number of serious and fatal crashes have occurred. The majority of these incidents were concentrated along the city's primary thoroughfares, with notable clusters along I-85, US-29/Roosevelt Highway/Broad Street, and SR 74/Senoia Road. These high-traffic corridors also experience a greater volume of vehicle traffic, increasing the likelihood of collisions. This suggests a need for targeted safety improvements, such as enhanced traffic control measures, intersection upgrades, and speed management strategies to reduce crash severity.

Pedestrian safety is also a concern, as significant gaps exist in the city's sidewalk network. While downtown Fairburn and select neighborhoods have some pedestrian infrastructure, much of the city lacks safe and continuous walkways. This lack of connectivity forces pedestrians to navigate roadways designed primarily for vehicles, increasing their vulnerability. Expanding and improving the sidewalk network, particularly along major roads and near key destinations, would enhance walkability and reduce pedestrian-related accidents.



Safety


Legend
Functional Classification
Interstate
Arterial
Local
Vehicle Crashes
Fatal
Serious Injury
Speed Limit
40
Miles
0
0.5
1
2
N
Johnson Rd
Gullatt Rd
Fairburn Industrial Blvd
Oakley Industrial Blvd
Bohannon Rd
Spence Rd
Fayetteville Rd
Virlyn B Smith Rd
Riverdale Rd
Beverly Engram Pkwy
South Fulton
Palmetto
Union City
138
92
29
85

Transportation

Connectivity and Intersection Safety Conditions

Connectivity plays a crucial role in reducing traffic bottlenecks, enhancing walkability, and improving emergency response times. A well-connected street network ensures smoother traffic flow, provides multiple route options, and supports a safer, more efficient transportation system.

The heatmap on page 51 shows that connectivity is particularly strong in the downtown area and along major thoroughfares like Virlyn B. Smith Road, SR 74/Senoia Road, and Campbellton Road, facilitating access to key destinations and supporting economic activity. However, while these areas benefit from a well-developed network, certain intersections require retrofits to improve safety and efficiency.

The map on page 51 also shows the ARC's Intersection Risk Factor Analysis, highlighting the many intersections in Fairburn which are at elevated risk for crashes and would require improvements to enhance safety for all users.

The analysis found that intersections with higher approach speeds of 30 to 35 mph are consistently associated with more severe crashes. Low-intensity development, which results in longer block lengths and faster vehicle speeds, is another contributing factor. In contrast, high-density urban environments tend to moderate speeds due to congestion and shorter blocks, reducing crash severity.

Both signalized intersections on principal arterials and uncontrolled intersections on lower-class roads also present unique risks. The former often involve complex geometries and multiple conflict points, while the latter may allow unsafe vehicle movements due to a lack of traffic control and higher operational speeds.

Improving connectivity in Fairburn will require balancing access and mobility with targeted safety enhancements at high-risk intersections.

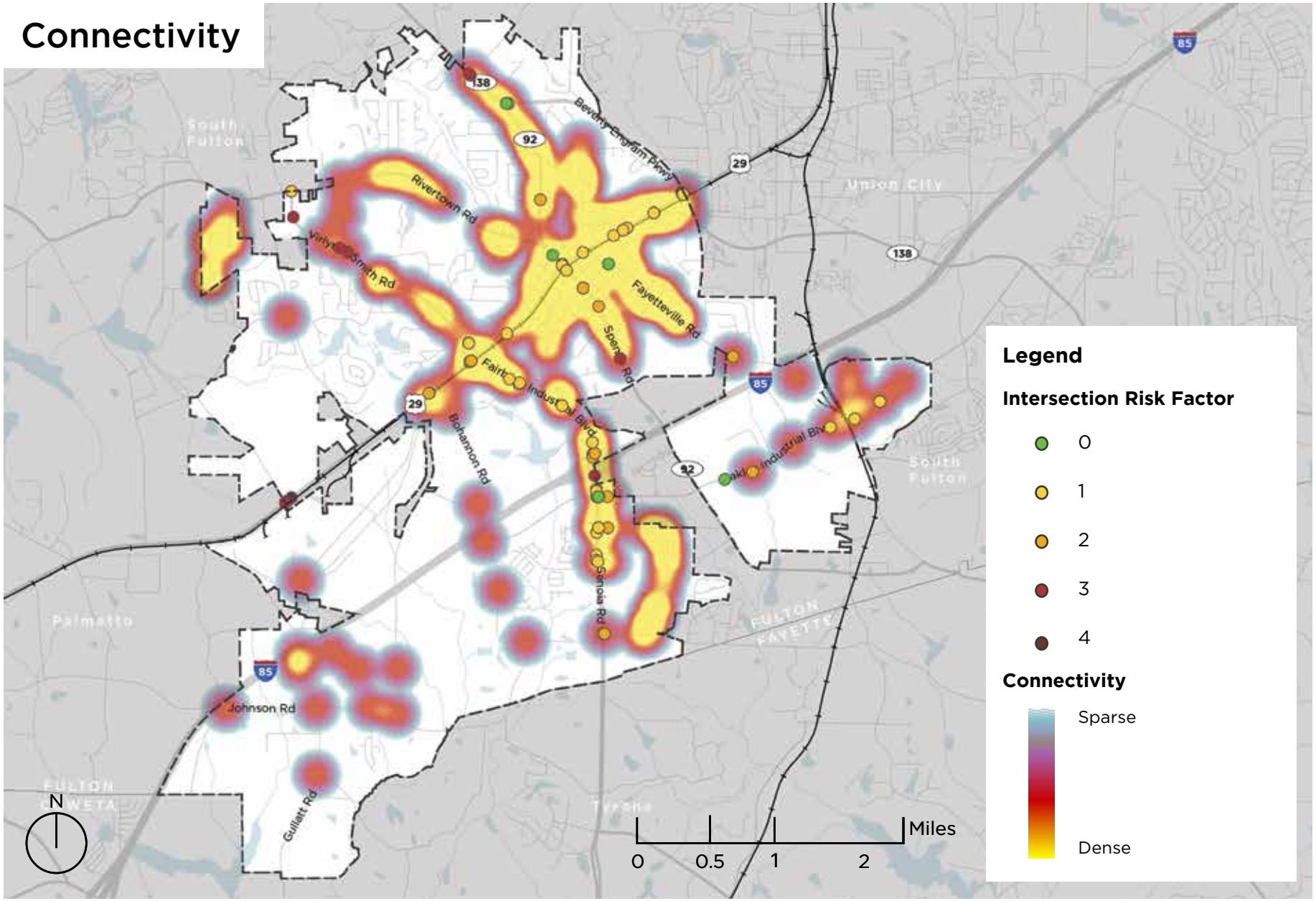
ARC Risk Factor Analysis

This analysis is a proactive tool that identifies high-risk intersections and roads based on five criteria: speed, intersection density, signalization, functional road class, and crash history. Unlike analyses that rely only on past crashes, this approach highlights areas with unsafe conditions even before serious incidents occur. It's especially useful for fast-growing areas like Fairburn, helping prioritize safety improvements.



Intersection with incomplete pedestrian infrastructure

Connectivity



Transportation

Freight Activity & Infrastructure Challenges

Freight has been a strong influence on Fairburn's development since its foundation. Its location adjacent to one of Atlanta's main logistics and transportation hubs—Hartsfield-Jackson Atlanta International Airport—along with connectivity to key highway and rail corridors helped establish Fairburn as a center for warehousing, logistics, and manufacturing. Freight movement continues to be a major economic driver, especially as the city's industrial footprint expands.

However, the benefits of freight movement are paired with challenges related to traffic and safety. There is a strong correlation between designated truck routes and clusters of serious vehicular crashes, particularly along SR 74/Senoia Road, Oakley Industrial Boulevard, and SR 138. These are high-volume freight corridors and key connectors between industrial zones and interstate access points. Fatal and serious injury crashes appear concentrated at critical intersections where freight routes intersect with commuter and local traffic, suggesting stress points in the road network tied to heavy truck presence and congestion. Logistics and industrial facilities are concentrated along the SR 74/Senoia Road corridor and in the Oakley Industrial area. The CSX rail facility anchors this network and intensifies truck traffic in its vicinity. This configuration results in frequent and heavy truck turning movements, long vehicle queues, and pavement degradation, especially on roads not originally designed for such intensive freight use. As freight volumes increase, these impacts compound, reducing roadway lifespan, increasing maintenance costs, and exacerbating safety risks for all users, particularly where freight corridors interface with residential or commercial zones.

As industrial activity in and around Fairburn is expected to continue growing, dedicated freight routes, appropriate signage, improved signal timing, and design changes at critical intersections can help reduce conflict points and improve safety.

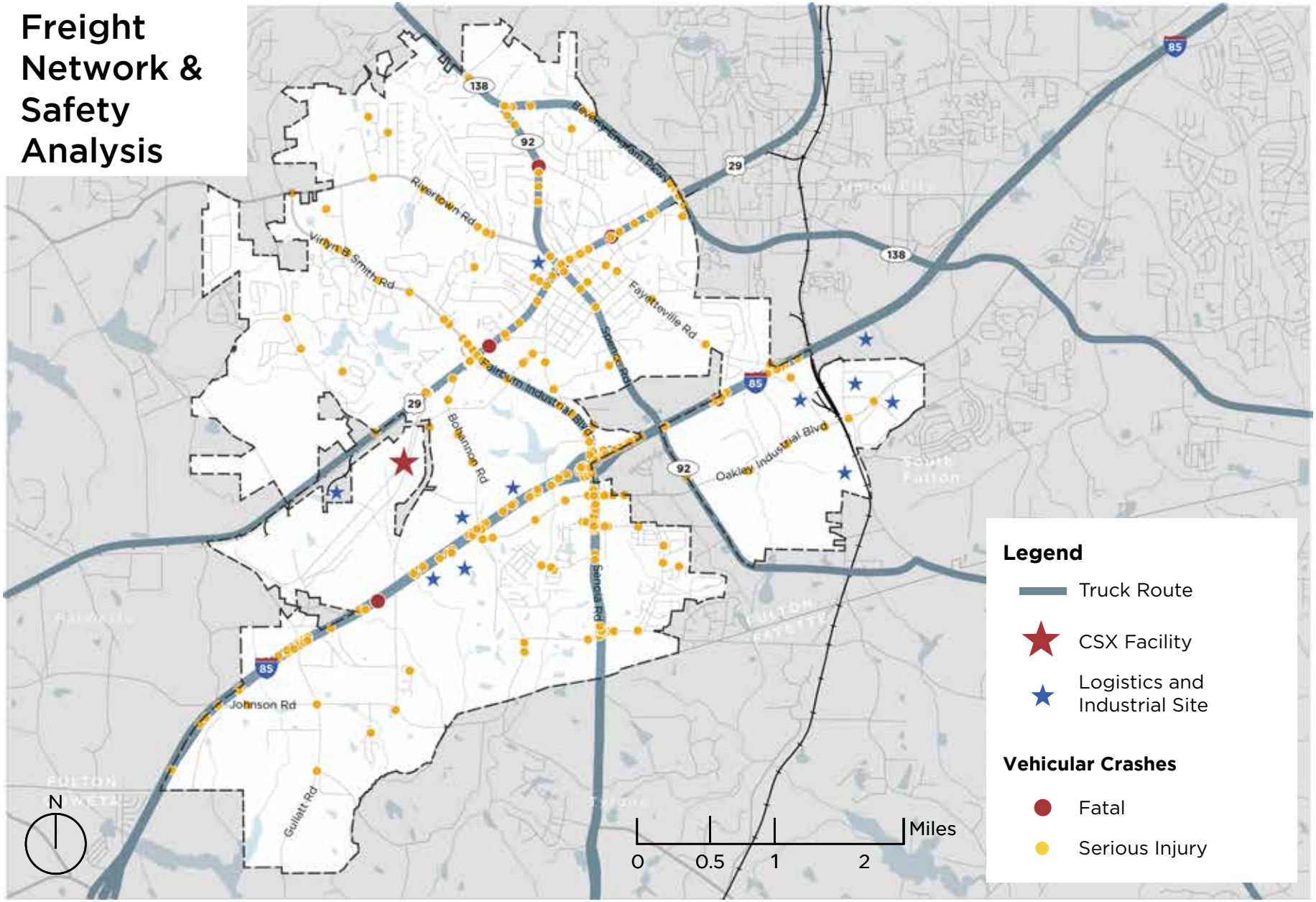


Heavy truck traffic on the SR 74/Senoia Road Corridor



Damaged road infrastructure due to heavy truck traffic within the city

Freight Network & Safety Analysis



Transportation

Walkability & Pedestrian Safety

Fairburn's pedestrian environment varies significantly across the city. Downtown offers a relatively well-connected sidewalk network that supports safe, accessible walking, while some newer residential developments include internal sidewalks. However, these subdivisions are often isolated, lacking connections to surrounding areas or key destinations like schools, parks, and commercial centers.

Outside the downtown core, many roads— particularly in residential and commercial zones—lack continuous sidewalks, forcing pedestrians onto shoulders or travel lanes and increasing safety risks. In addition, inadequate street lighting in several areas further reduces pedestrian safety and discourages walking, particularly at night.

These findings point to a fragmented and inconsistent pedestrian network that limits walkability across much of Fairburn. Gaps in infrastructure, insufficient lighting, and missing crosswalks are common, especially beyond the city center. The lack of pedestrian-friendly design in many intersections and corridors compounds these challenges, making non-vehicular travel less viable and more dangerous.

To address these issues, ongoing and past efforts—such as those led by ARC's Livable Centers Initiative—have identified targeted improvements, including filling sidewalk gaps, enhancing pedestrian crossings, calming traffic, and improving lighting. Implementing these strategies, particularly in under-served areas, would significantly enhance walkability, reduce reliance on cars, and support safer, more connected access to local destinations and transit.

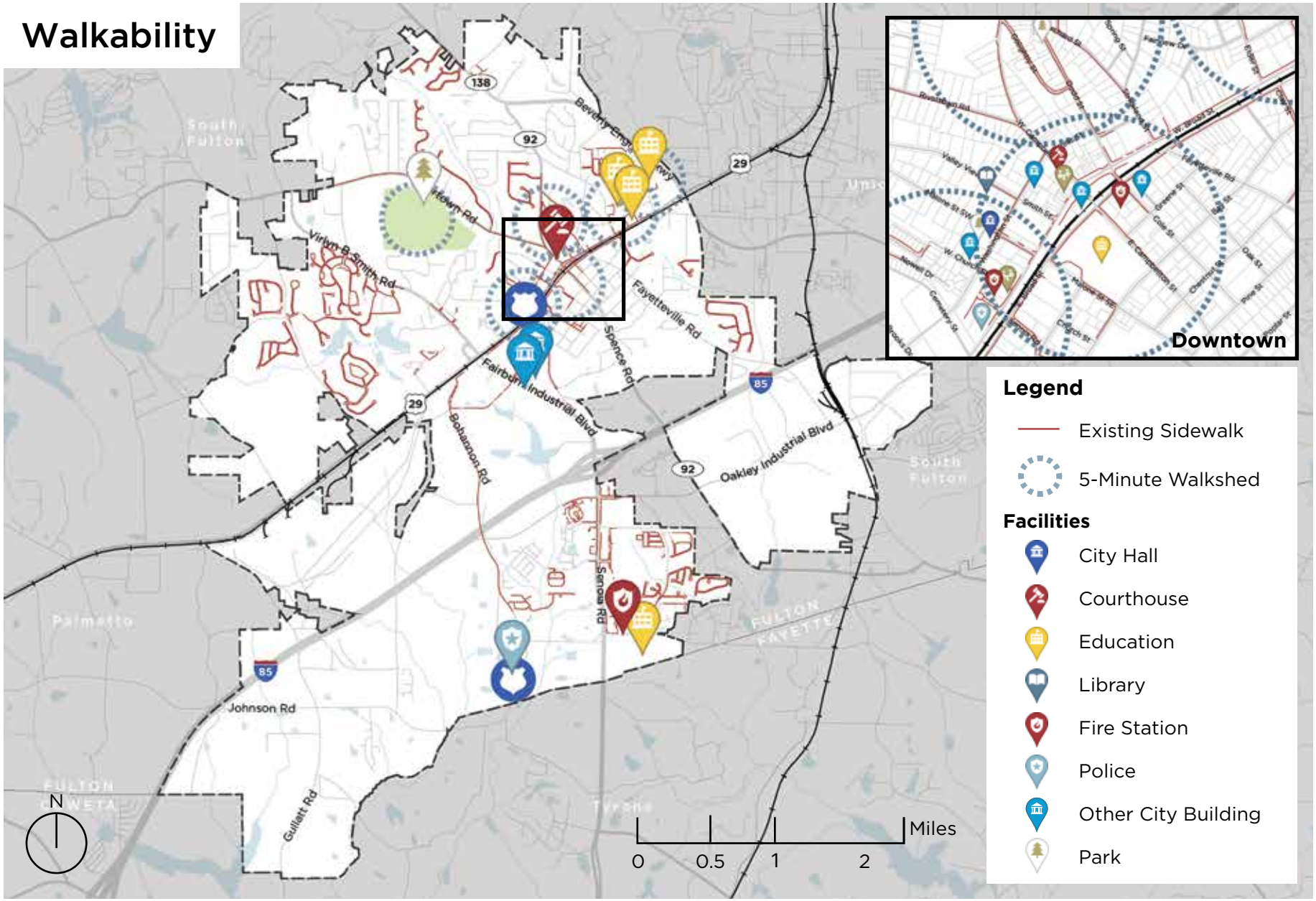






Points of interest in the walkable downtown

Walkability



Transportation

Trails & Bicycle Routes

The existing road network primarily serves vehicle traffic, making it challenging for cyclists to navigate safely, especially along major thoroughfares with high-speed traffic.

While some residential areas have lower traffic volumes that can accommodate cycling, the lack of designated bike lanes, signage, and protected paths discourages broader use. Additionally, the city currently lacks greenways or multi-use trails within the city, limiting opportunities for safe, off-street travel. This lack of dedicated infrastructure means that critical destinations such as schools, parks, and commercial areas are not safely or conveniently accessible by bike.

Previous planning efforts, including the *Gateways & Connectivity LCI Study* and the *Parks & Recreation Master Plan*, identified the need for a connected trail and bicycle network. The *Gateways & Connectivity LCI Study* proposed multi-use trail segments to connect the town center to surrounding neighborhoods and employment areas, while the *Parks and Recreation Master Plan* emphasized trail extensions to link major parks and green spaces. These plans included off-street trail alignments, improved crossings at major roads, and connections to future regional trail systems. However, many of these proposals are either partially completed or have yet to begin.

As a result, gaps persist in the network. There are few continuous routes for bicycles that avoid major traffic corridors. Transitions between car-heavy roads and off-street trails are often undefined or missing entirely. Safe crossings at high-volume intersections have not been addressed, and no comprehensive signage or wayfinding system exists to guide cyclists.

To implement an accessible and successful bike and trail infrastructure, the City must fill existing network gaps, implement a connected trail system, and retrofit existing roads with protected bike lanes, intersection improvements, and consistent signage. Without these steps, cycling will remain a marginal and unsafe option for most residents.

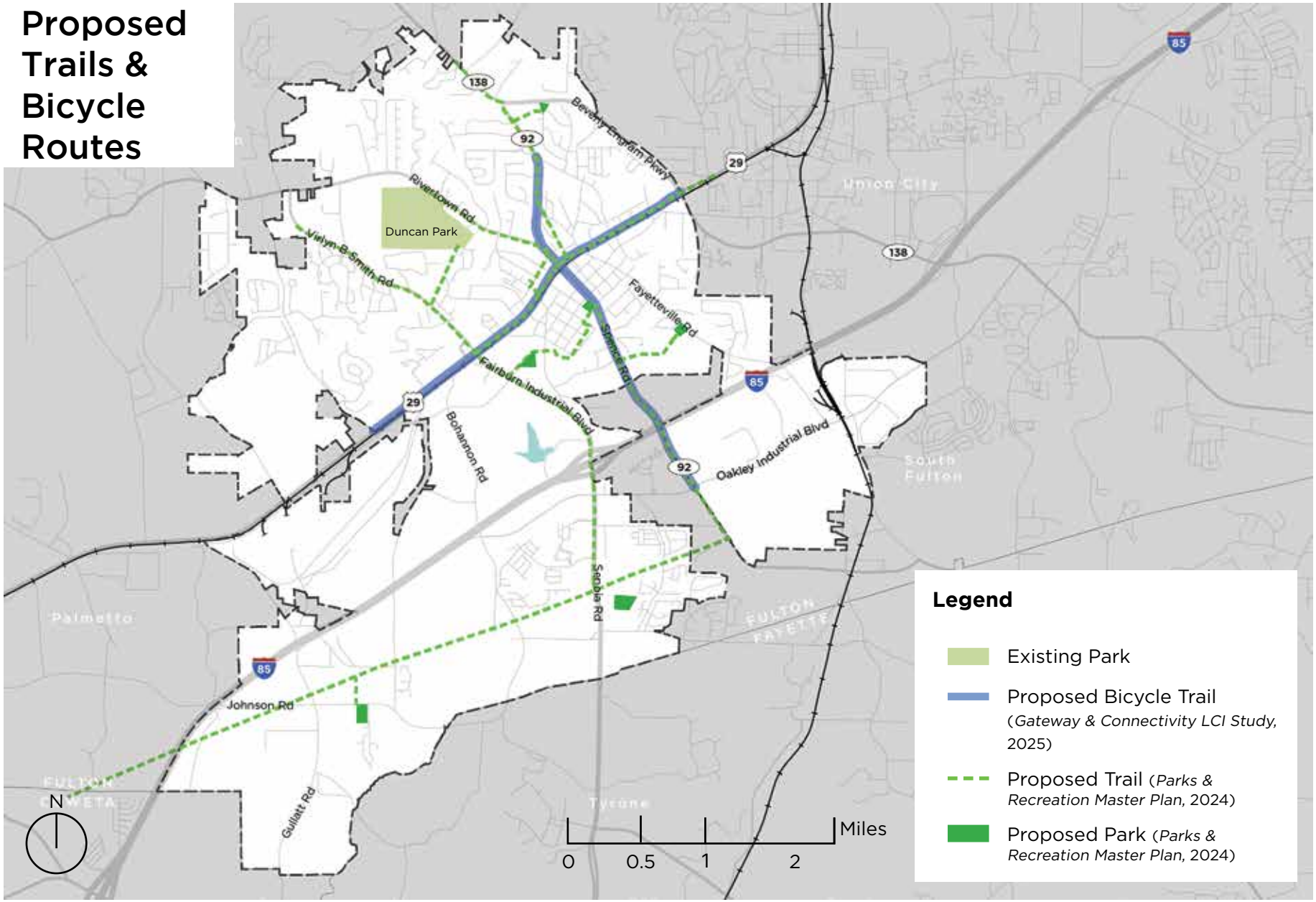


Sharrows on Washington Street



Duncan Park (Source: mypacer.com)

Proposed Trails & Bicycle Routes



Transportation

Transit Accessibility

Transit services in Fairburn are limited but play an important role in connecting residents to the broader Atlanta metropolitan area. The city is primarily connected to other cities in the Atlanta region through MARTA bus service and access to major highways. MARTA Bus Route 180 provides the main transit link, connecting Fairburn to the College Park MARTA rail station, which in turn offers access to Atlanta's broader rail and bus network. This connection allows residents to travel to downtown Atlanta, Hartsfield-Jackson Atlanta International Airport, and other key employment and service centers in the region.

However, the reach of transit within Fairburn is limited, and many areas are not within walking distance of a MARTA stop. Downtown Fairburn remains the only area where accessibility to services is notably high, with several MARTA bus routes and stops that provide convenient access to the regional transportation network. As a result, downtown Fairburn is well-positioned to support transit-oriented development, with its relatively high pedestrian traffic and proximity to key commercial and residential areas.

Outside of the downtown core, transit accessibility becomes sparse or even non-existent in many parts of the city. Many neighborhoods and key destinations are not well-served by transit, which can limit mobility for residents who rely on buses or other forms of public transportation. There are no micro-transit services that serve outlying neighborhoods, and regional connectivity relies heavily on MARTA's bus network and private vehicle access to the Park & Ride on SR 74/Senoia Road.

Additionally, bus stops along major thoroughfares like Broad Street lack safe pedestrian crossings and are missing basic comfort amenities such as shelters and seating, making transit less accessible and less appealing, particularly for those with mobility challenges or during inclement weather.

Improving transit in Fairburn requires addressing both coverage and user experience. Expanding service to outlying neighborhoods, introducing micro-transit solutions, and enhancing first- and last-mile connectivity would significantly improve access.

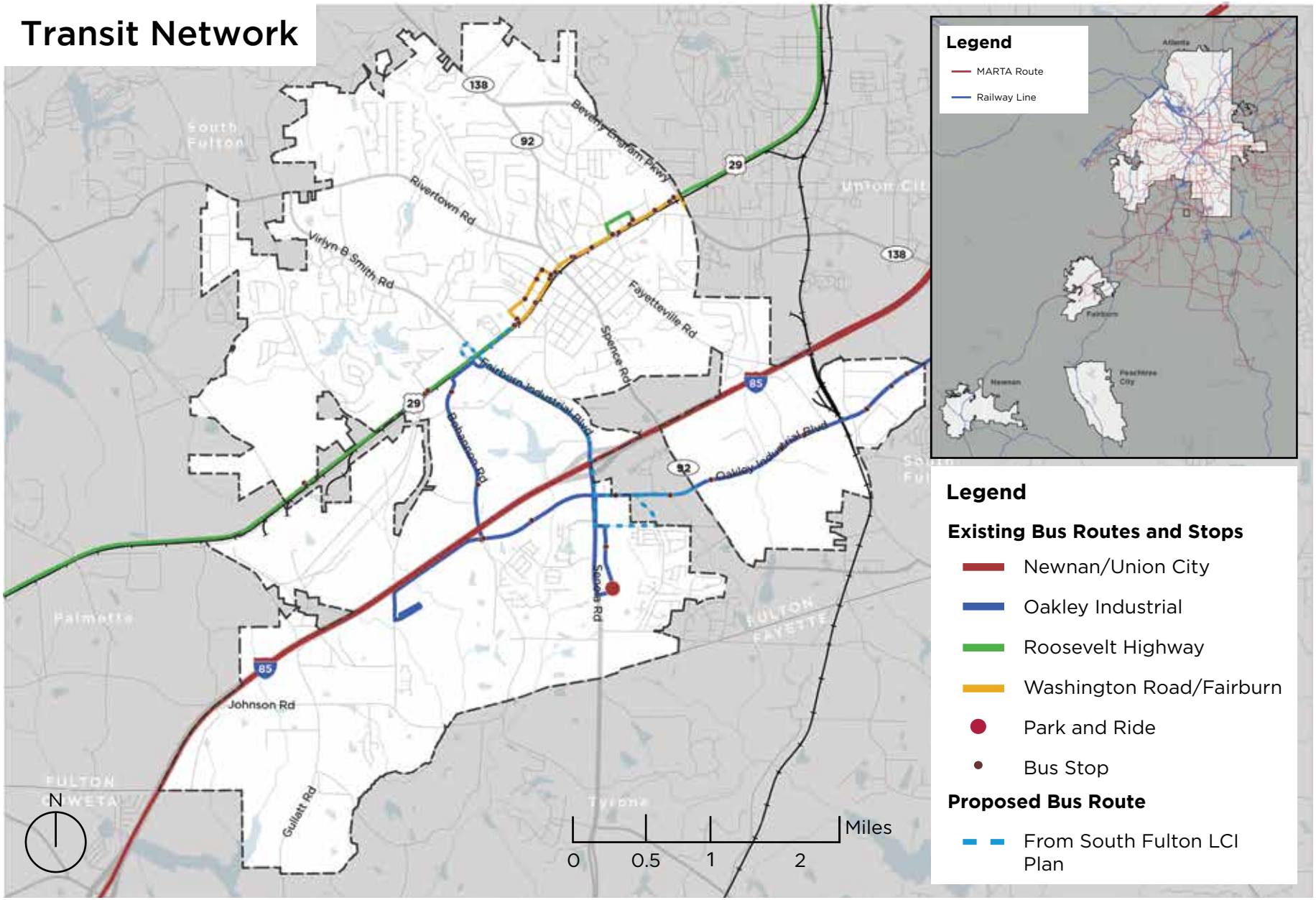
Bridging the Gap with Microtransit

Micro-transit is an on-demand, flexible transit service that uses smaller vehicles and dynamic routing to connect riders to key destinations and transit hubs. It complements fixed-route transit by filling first- and last-mile gaps and serving areas with limited coverage.



An example of a bus stop lacking shelter and safe pedestrian crossing (Source: Google Earth)

Transit Network



Housing

Overview

Although Fairburn has been growing steadily, this growth has not kept pace with demand for (1) a greater variety of housing types and (2) housing options closer to destinations. Between Fairburn's investments along SR 74/Senoia Road, as well as the desire to strengthen downtown, there is an opportunity for Fairburn to channel this unmet demand into strategic areas tied to its overall land use vision.

Previous Plans & Efforts

Previous housing planning efforts have been limited to the city's comprehensive planning process. However, given its recent population growth and housing demand, the City conducted a housing market analysis in 2024.

2024 Housing Market Analysis

The City of Fairburn commissioned this analysis of its housing market to better understand the opportunities for new housing and the factors driving the market in this area of metro Atlanta. The study examined the city's demographics, job market, commute patterns, accessibility to amenities, and existing and projected housing demand.

The results of this analysis determined the following:

- Fairburn's for-sale market has capacity for 870 detached houses and nearly 250 attached houses through the year 2029.
- The local rental market can accommodate an additional 1,400 market-rate units ranging from single-family detached houses to mid-rise apartments and around 370 age-restricted apartments and independent living/assisted living units for seniors.
- Higher-density housing should be located near downtown Fairburn or near the SR 74/Senoia Road corridor.
- Lower-density housing is best suited at the city's edges, with the potential to offer new single-family houses in the southern portion of the city that is more rural and agricultural in character.



Multifamily development in Fairburn

Housing in Fairburn

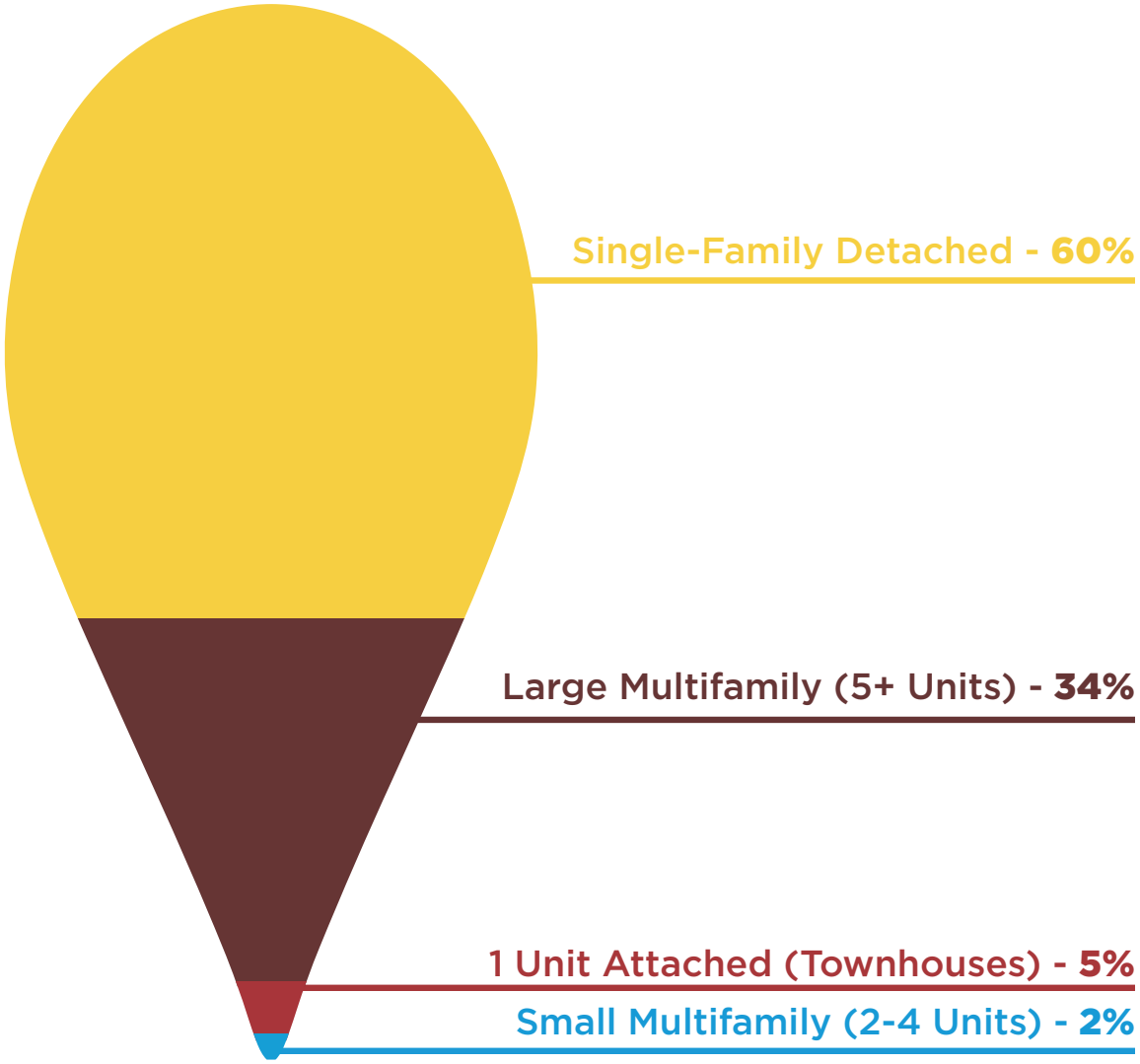
Fairburn has 6,631 total housing units, with 48% renter-occupied and 52% owner-occupied. Fairburn's median house value of $296,000 is lower than southern Fulton County ($326,000) and much lower than Atlanta MSA ($423,000), highlighting the city's relative affordability for homeownership. Fairburn's housing stock is also newer than other areas in the region—more than 65% of units were built after 2000.

Housing Types

The majority of housing in Fairburn is single-family detached houses at 60%, which is lower than regional trends. The next most common housing type is large multifamily apartments, which comprise 34% of Fairburn's housing. Other housing types, commonly called "missing middle housing," are limited. For example, townhouses only account for 5% of Fairburn's housing, a common finding across Fulton County and the wider Atlanta MSA.

Multifamily Housing

Compared to unincorporated southern Fulton County, Fairburn's share of multifamily housing is low. Only 1,600 (7%) multifamily units are located within Fairburn, compared to almost 25,000 within southern Fulton County. There are also over 900 units in development in unincorporated southern Fulton County.



Housing

Multifamily rents within Fairburn have consistently been slightly below the regional average but higher than in the southern part of the county. Multifamily vacancies within Fairburn have been less consistent than in the region and southern part of the county overall, but this has been tied to the delivery of new units. Vacancy rates tend to spike following the immediate addition of apartments in the rental market, which are quickly absorbed by the existing demand. Following this absorption, vacancy rates in the area have been returning to levels that are more on par with the region.

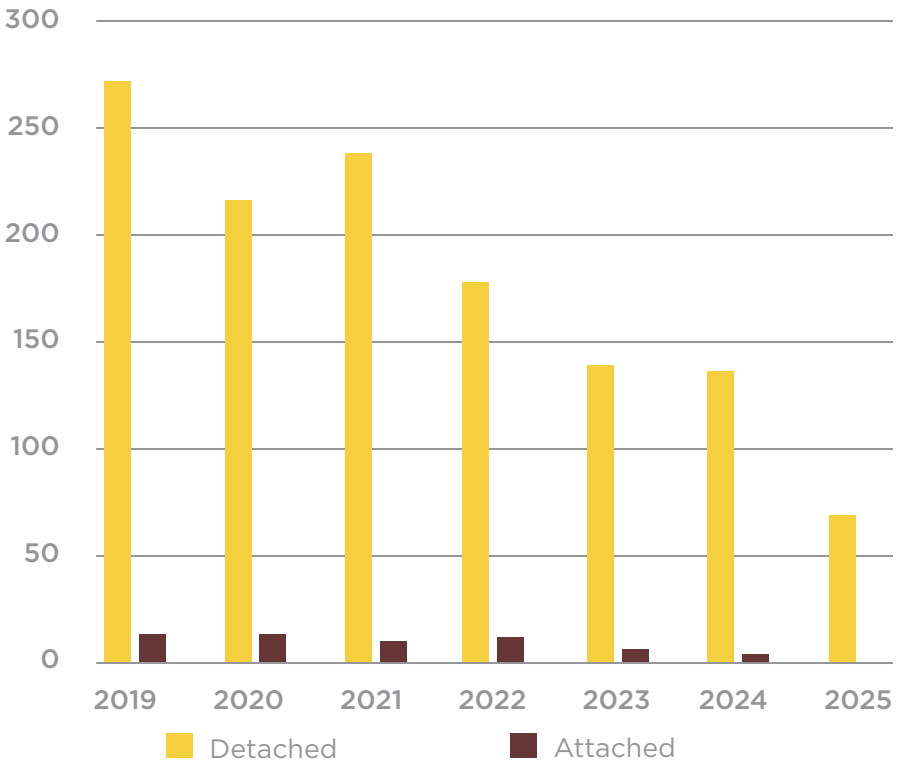
Multifamily Commercial Real Estate Overview

	Fairburn	Southern Fulton County	Atlanta MSA
Properties	13	308	5,298
Existing Units	1,640	24,998	628,968
Vacancy %	15.6%	17.3%	12.1%
Average Rent/SF	$1.46	$1.35	$1.59
Average SF/Unit	993	1,023	1,007
Average Rent/Unit	$1,511	$1,357	$1,596

For-Sale House Sales

Peaking in 2019 at 285 sales, Fairburn has averaged 187 sales per year since 2019. On average, new houses make up 18% of total sales. Single-family detached houses represent a majority of sales, averaging 96% of total houses sold. Since 2019 there have been no new attached house sales within the city, meaning that all new attached houses are rental properties.

Fairburn Sales Total, 2019-2025



House sale prices have increased dramatically since 2019. Houses selling for less than $300,000 have declined from in the last six years, dropping from 80% of sales in 2019 to just 25% of sales in 2025. Meanwhile, houses priced between $300,000 and $600,000 have increased, representing over half of all houses sold year over year since 2022

Median sales prices within Fairburn grew the most from 2019-2020, rising by 25%. Prices grew less substantially between 2021-2022, at a rate of 11%, then reduced to 3% between 2023-2024.. While detached houses have made up a majority of sales since 2019, they have also consistently maintained a higher price than attached houses.

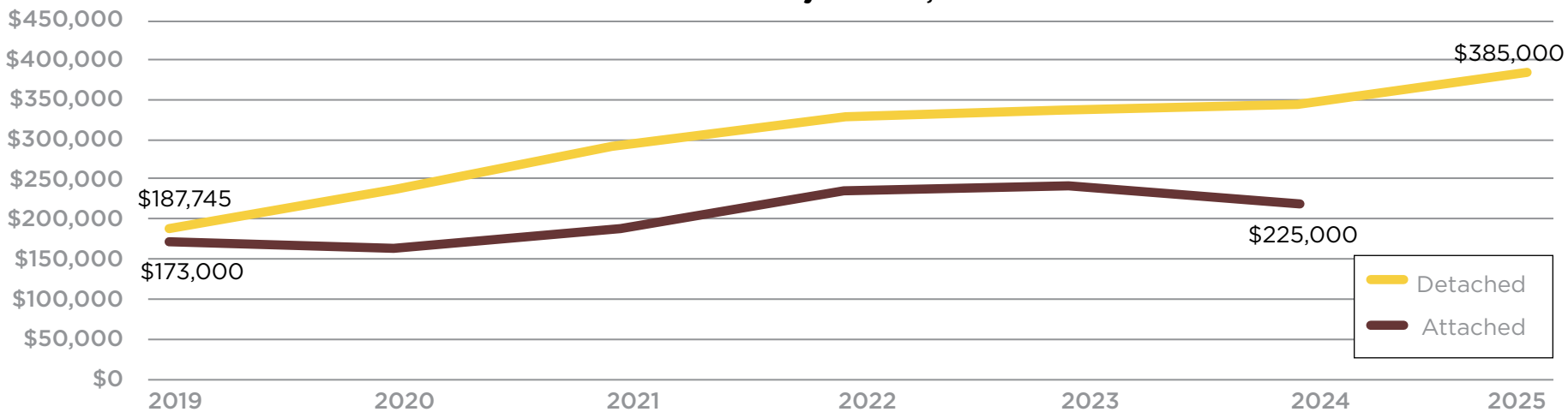
Fairburn House Sales by Price Range, 2019-2025

Price Range	2019	2020	2021	2022	2023	2024	2025
Less than $299,999	80%	72%	54%	33%	32%	29%	25%
$300,000-$600,000	14%	22%	42%	62%	61%	63%	64%
More than $600,000	5%	6%	4%	6%	7%	8%	12%

Median House Sales Price, 2019-2025

Year	Median House Sale Price
2019	$187,745
2020	$235,600
2021	$293,156
2022	$324,725
2023	$331,038
2024	$341,571
2025	$385,000

Median House Sale Price by Product, 2019-2025



Housing

Housing Affordability

Few housing units in Fairburn are affordable to those earning 100% AMI or below. Only for-sale, 3-bedroom units are affordable for those earning 100% AMI or above, while housing is generally affordable to those earning 80% AMI and above. The chart below compares Metro Atlanta's area median income (AMI) affordability by household size to the average rental and ownership costs within the city.

Household Size	Rental				For-Sale		
	30% AMI	60% AMI	80% AMI	100% AMI	80% AMI	100% AMI	120% AMI
Efficiency	$600	**$1,199**	**$1,599**	**$1,999**	$191,880	$239,850	**$287,820**
1-person	$643	$1,285	**$1,714**	**$2,143**	$205,680	$257,100	**$308,520**
2-person	$771	$1,542	**$2,056**	**$2,570**	$246,754	$308,443	**$370,132**
3-person	$895	$1,798	**$2,385**	**$2,981**	$286,182	**$357,728**	**$429,274**
4-person	$994	$1,987	$2,649	$3,312	$317,930	$397,412	**$476,894**
Average Housing Costs in Fairburn							
Efficiency	$608				-		
1-bedroom	$1,422				$275,000		
2-bedroom	$1,586				$321,833		
3-bedroom	$2,082				$357,167		
4-bedroom	-				$438,212		

Denotes that Fairburn is meeting this affordability level.

What Is Area Median Income?

Area median income—often referred to as AMI—is a key metric in affordable housing. AMI is defined as the midpoint of a metropolitan statistical area (MSA)'s income distribution and is calculated on an annual basis by the Department of Housing and Urban Development (HUD). Generally, households earning 80% AMI or below are considered low-income. At 60% and 30%, households are considered very low- or extremely low-income, respectively. While it is a metric widely used by federal housing programs, it also plays a role in local initiatives, like the inclusion of AMI-based affordability requirements for new housing. AMI is also a way of measuring affordability within a community, identifying population groups that may be unable to attain housing at the current market rate and influencing local policy.

Housing Cost Burden

Households experience a housing cost burden when they spend more than 30% of their income on housing costs. In Fairburn, renters are more likely to be cost-burdened than their homeowner counterparts: 44% of Fairburn renters are cost-burdened compared to 28% of homeowners.

While the percentage of homeowners experiencing cost burden is slightly higher than the regional percentage of 26%, the percentage of renters experiencing cost burden is lower in Fairburn compared to the region's 52%.

Spending

>30%

on housing makes a household "cost-burdened"

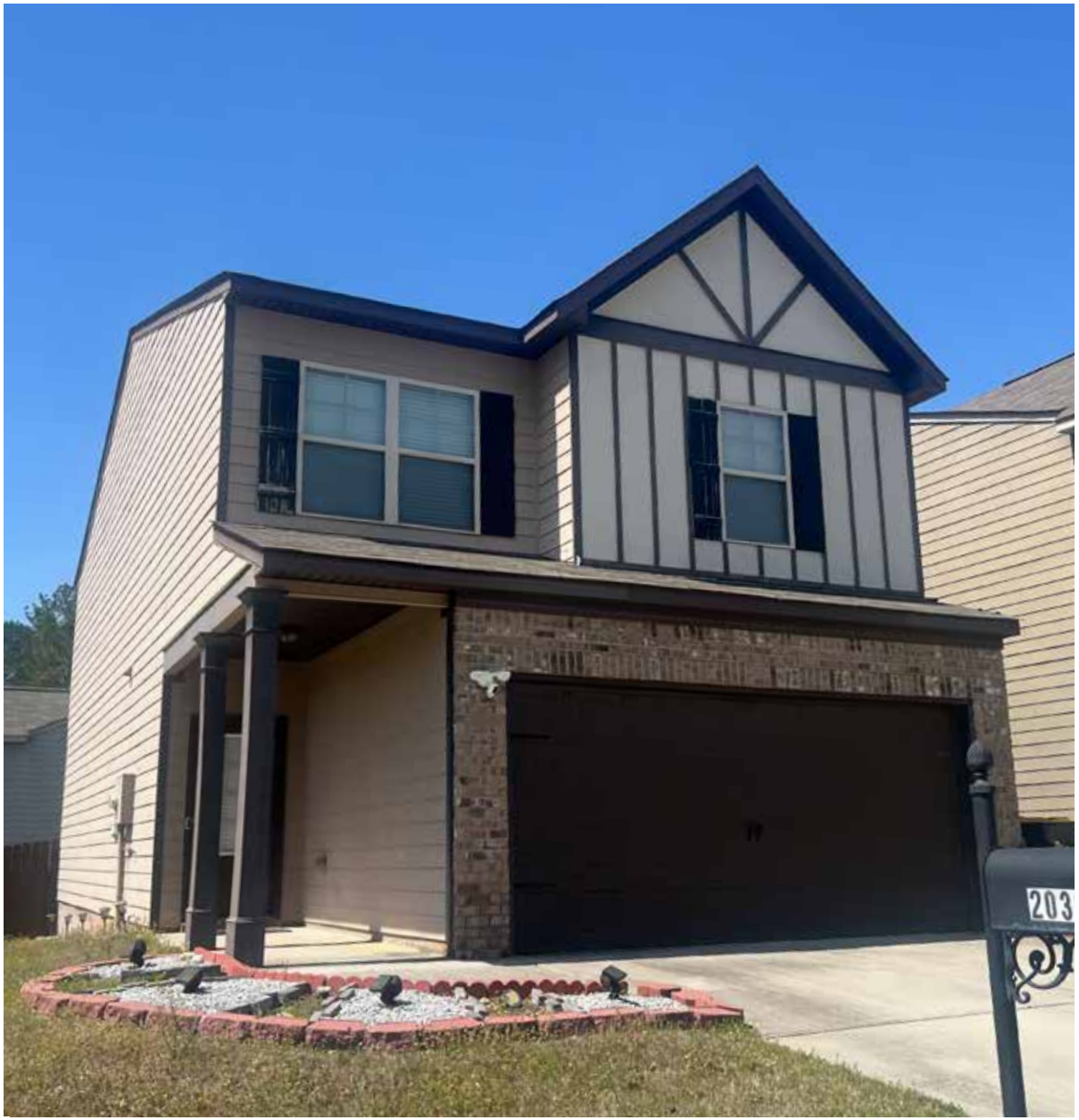


44%

of renters

28%

of homeowners



Housing

Future Housing Capacity

The 2024 Housing Market Analysis found that Fairburn has capacity for the following additional housing units over the next 5 to 10 years.



1,400 market-rate rental units across all types



870 detached houses



370 age-restricted apartments or assisted living units for seniors



250 attached houses

Economic Development

Introduction

While Fairburn has historically been considered a small town with a vibrant downtown business district, it has not been immune to changing regional economic trends, particularly increased industrial development. That sector, while very strong, needs to be balanced against small-scale local economic development efforts that would help Fairburn nurture its downtown, encouraging residents to spend their money locally and drawing visitors from the surrounding metro

To benefit from the region's economic growth while addressing its implications, Fairburn needs economic development policies that align with its land use vision and infrastructure capacity.

Previous Plans & Efforts

Fairburn's previous economic development plans and efforts culminated in the adoption of its *Economic Development Strategic Plan* in 2024.

2024 Economic Development Strategic Plan

The City's *Economic Development Strategic Plan* outlines focused economic development goals and action items for the next five years. The plan's goals included promoting and supporting the growth in Fairburn's business community, investing in Fairburn's public infrastructure and placemaking, investing and growing Fairburn's workforce, and supporting and leveraging initiatives and assets that improve quality of life.

The study identified a number of weaknesses that lend themselves to needs: developing and investing in concentrated areas; creating more gathering spots and live-work-play environments; and addressing barriers to starting a new business. Opportunities identified by the study included a supportive local government; infrastructure improvements; access to funding or financial incentives, and clear and direct communication between the business community and the City.

Key recommendations from the study include:

- Develop a marketing and recruitment strategy supported by city-wide placemaking efforts
- Update and activate key sites for development potential
- Monitor infrastructure needs and improve capacity and connectivity
- Develop partnerships that aid Fairburn in identifying infrastructure constraints or funding investment projects
- Market existing workforce development programs and establish connections to bring workforce training to Fairburn
- Leverage the Renaissance Festival to spur economic activity throughout the rest of Fairburn
- Continue to support the development of and investment into downtown Fairburn
- Ensure that future developments are equitably distributed across the city

Economic Development

Targeted Industries

The *Economic Development Strategic Plan* identified the following industries to help guide the City in business recruitment efforts or have the potential to generate economic momentum in Fairburn

Development Infrastructure & Manufacturing


Residential and non-residential building construction


Utility and infrastructure construction


Site preparation


Veneer, plywood, and engineered wood manufacturing


Architectural and electrical equipment manufacturing

Distribution Logistics


Recyclable material merchant wholesalers


Grocery and related product wholesalers


Lumber and other construction material wholesalers


Freight transportation and support services


Couriers and delivery services

Entertainment & Leisure


Full-service restaurants


Visitor accommodations


Film and digital design

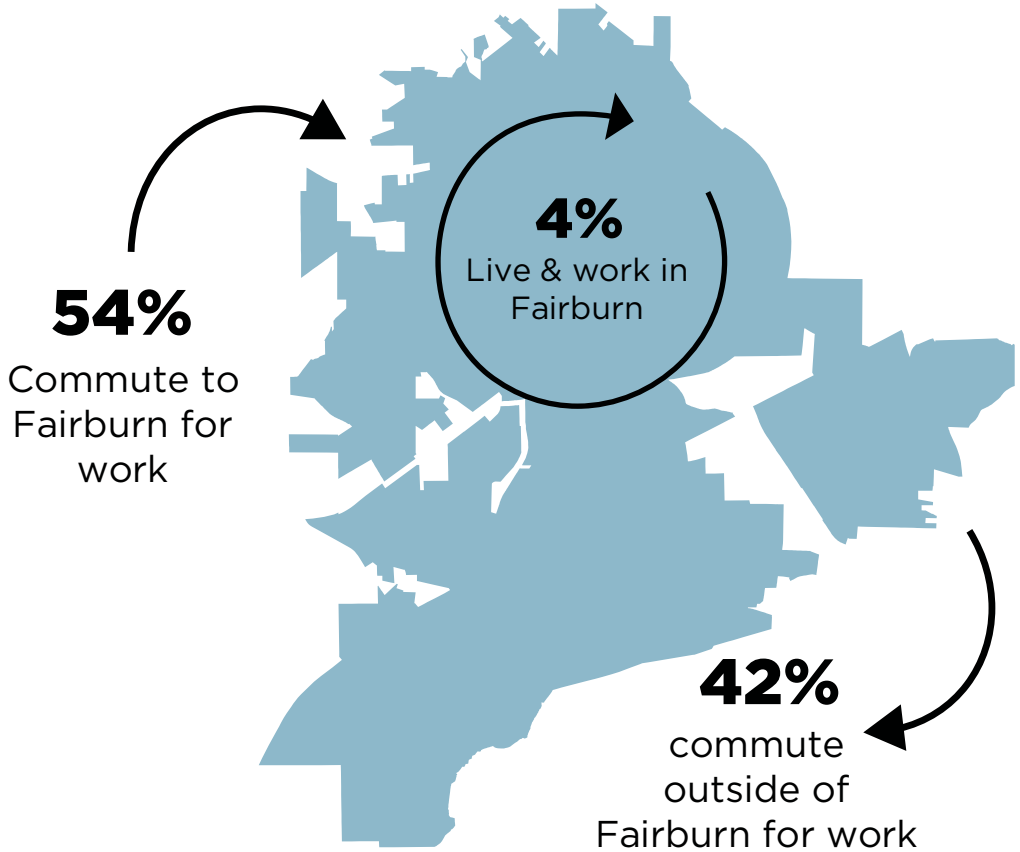

Sound recording and production


Custom manufacturing

Employment, Jobs, & Workforce

The City of Fairburn has 7,386 jobs, representing 8% of all jobs within southern Fulton County. Manufacturing is the leading sector in Fairburn, accounting for over 1,400 jobs (nearly 20% of the city's total employment and 12% of southern Fulton County's employment in this industry). Wholesale trade is the second largest sector, comprising 1,166 jobs (15.8% of Fairburn's workforce and 9.8% of the county's). The third largest sector, accommodation and food services, includes 847 jobs (12% of the city's employment and 12% of the county's in this field).

Due to Fairburn's location within the metropolitan region, workers frequently commute to and from nearby areas. Only 4% of working residents both live and work within the city limits. The most common destination for Fairburn commuters is Atlanta (19%), while 10.1% commute to neighboring cities such as College Park or Union City.



Economic Development

Real Estate Assessment

An analysis of development patterns reveals distinct concentrations of commercial real estate:

- Retail and multifamily properties are primarily located along the SR 74/Senoia Road and US-29/Roosevelt Highway/Broad Street corridors.
- Industrial properties are dispersed along I-85, US-29/Roosevelt Highway/Broad Street, and the areas in between.
- Office uses are concentrated in downtown Fairburn and the city's center.

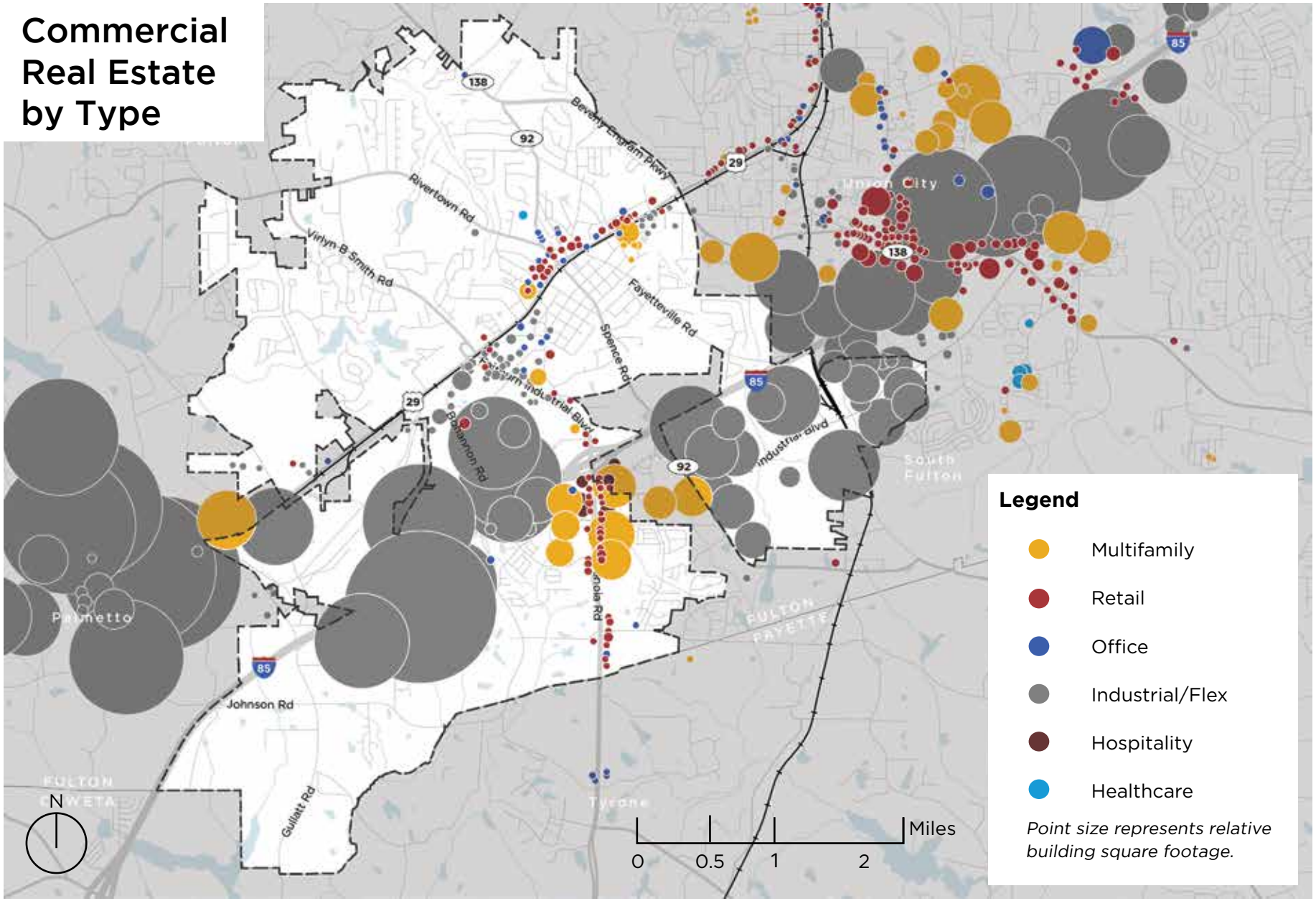
The map on page 71 illustrates the distribution of commercial real estate within the city and a 5-mile radius of downtown Fairburn. Development within Fairburn follows broader regional trends, with commercial properties clustered around major transportation corridors and larger buildings concentrated among industrial and multifamily properties.



Development Patterns Over Time

Industrial/flex space has been the most consistently developed commercial real estate type in Fairburn. **As of February 2025, over 85% of the city's commercial real estate is designated as industrial/flex space.** Of the 19 million square feet of industrial/flex space, 40% was delivered between 2010 and 2019. Since 2000, multifamily development has grown steadily as a share of new construction.

Commercial Real Estate by Type



Economic Development

Commercial Real Estate Inventory: Comparative Overview

Fairburn remains a comparatively affordable location for both residents and businesses across most commercial real estate types. Outside of industrial/flex space, average commercial rents in Fairburn are lower than regional averages.

Industrial/Flex

Fairburn hosts almost 2.5% of all the industrial/flex space within the Atlanta region and over 15% of southern Fulton County's inventory of this space. Through 2021, average rental rates for industrial/flex space closely followed region-wide and southern Fulton County averages. Rental rates spiked in 2022 during the post-pandemic recovery and have maintained a rental premium over the region as a whole. Vacancy rates for industrial/flex were more sporadic until 2020 compared to the region and southern portion of the county. Since then, vacancy rates have maintained levels below those averages and have followed similar trends.

Retail

Approximately 6% of retail space within southern Fulton County is concentrated in Fairburn. Fairburn has over 600,000 square feet of retail space, compared to almost 10 million within southern Fulton County overall. Like this part of the county, retail rents within Fairburn have historically remained below the region average, increasing the relative affordability for retail tenants. These lower rents have contributed to lower retail vacancies than the region overall, except for 2018 and 2023. However, in this context, vacancy and utilization are not synonymous, and these numbers will not reflect a retail space with an active lease but not being actively occupied or utilized by a tenant.

Office

Fairburn currently has very little office space. Its existing office inventory is mostly small spaces, averaging 4,135 square feet. Rental and vacancy rates have been well below the region and southern Fulton County average. However, vacancy and utilization rates are not synonymous.

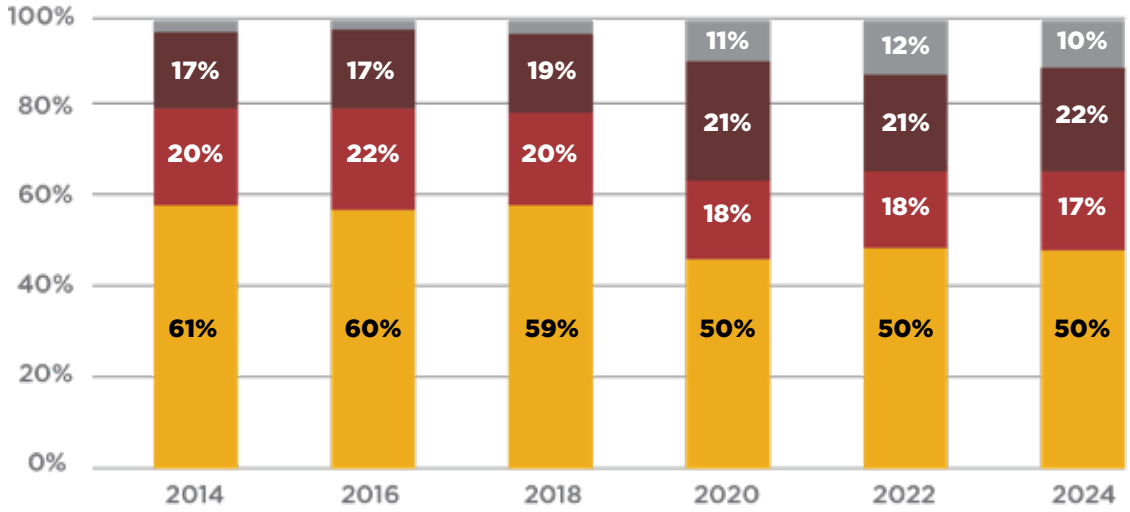
Hospitality

Hotels within Fairburn and southern Fulton have followed similar trends as the region overall. The average revenue per available room within Fairburn continues to remain below the region and southern portion of the county overall. Similar to the region, average revenue per available room has exceeded pre-pandemic levels. The hospitality sector within Fairburn has maintained lower vacancy rates than the region since 2020. Unlike the region overall, the average vacancy in Fairburn has been able to recover to its pre-pandemic level.

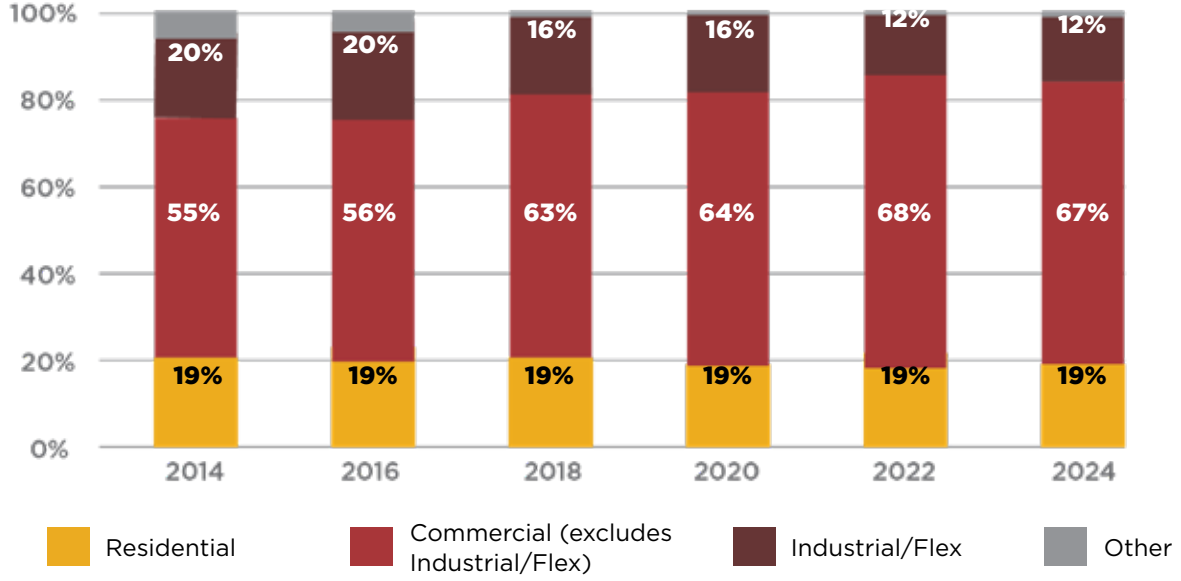
About the Tax Digest

When analyzing Fairburn's commercial real estate trends, it is important to distinguish between share of gross acres by use and gross digest value by use. Gross acres by use refers to the area occupied by different property types, while gross digest value represents the total tax-assessed value of those properties. For example, residential properties with fewer than four units comprise approximately 50% of the city's total land area, making it the most extensive land use category by acreage. However, this same residential category contributes only 19% of the gross digest value. In contrast, commercial properties, including multifamily, occupy less land but generate a disproportionately higher share of the taxable value. This discrepancy highlights that land uses with a smaller physical footprint, such as industrial, flex, or multifamily developments, can have a much greater fiscal impact. Understanding this distinction is crucial for strategic land planning and ensuring a balanced tax digest.

Share of Gross Acres by Use, 2014-2024



Share of Gross Digest Value by Use, 2014-2024



Economic Development

Consumer Journey

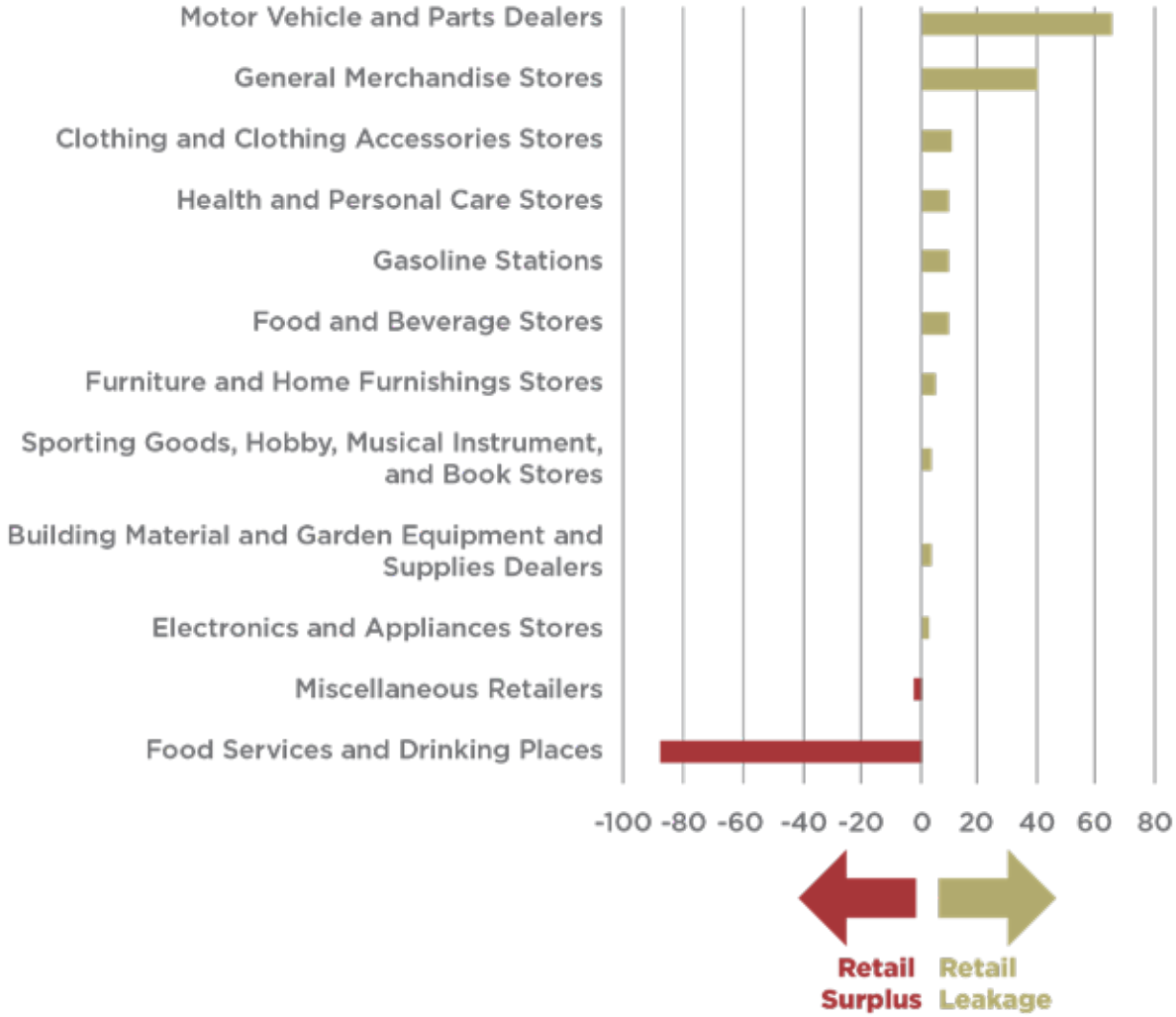
Retail Opportunity Gap

Households in Fairburn are estimated to spend $339 million in annual retail purchases. Retail sales within Fairburn are estimated at $261.7 million. The difference, $77.7 million, is the retail "opportunity" gap within Fairburn. This represents unmet demand or consumer retail spending "leaking" outside the city. Its largest non-auto-related retail leakage (where there is unmet local demand) is in general merchandise stores. Fairburn's largest retail surplus (where the supply exceeds local demand) is in food services and drinking places.

It is important to note that these are high-level retail industry classifications. For example, while this shows that there is not any unmet demand for food and drinking places more broadly, this is heavily skewed by the number of fast-food establishments within Fairburn and their sales capture from interstate drivers. It also does not indicate that demand for specific products or services is being met.

This data most likely indicates a likely market for services and merchandise with green bars, and a surplus of retail in the red.

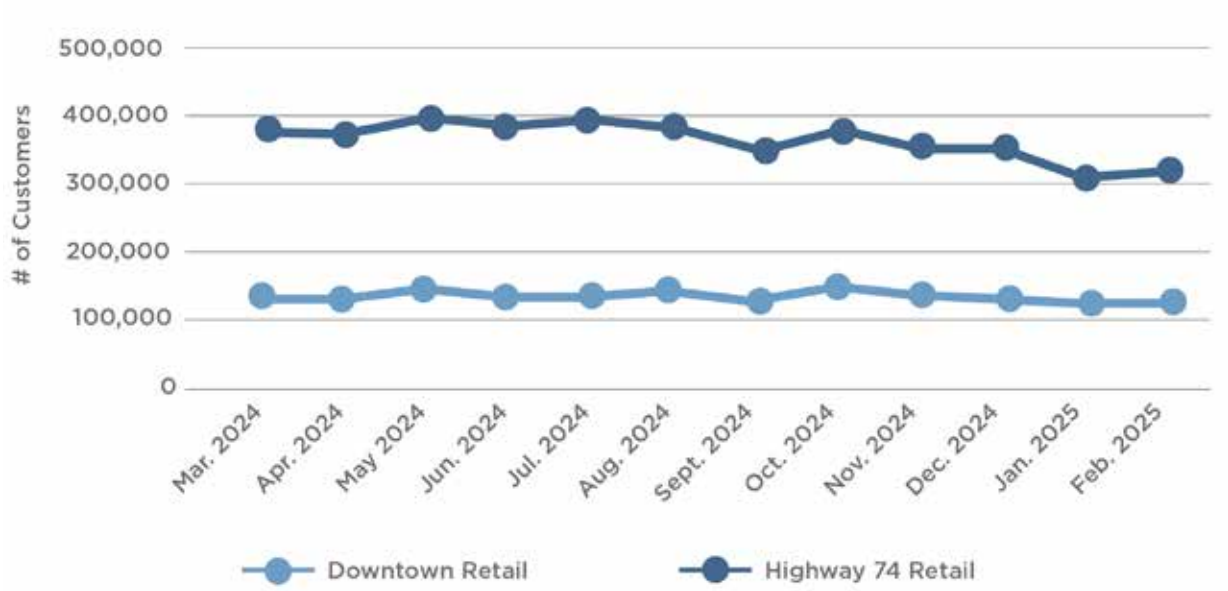
Retail Gap Analysis (2025)



Retail Visits

Fairburn has two primary retail nodes: downtown and SR 74/Senoia Road. Over the past 12 months, downtown Fairburn recorded 192,000 visitors, while SR 74/Senoia Road attracted 965,000 visitors (excluding gas stations). Compared to three years ago, annual visitation increased 10.3% in downtown Fairburn and 2.6% along SR 74/Senoia Road, though recent year-on-year growth has stagnated. Given the different nature of the two major retail nodes, their activity contrasts throughout the day. Downtown visitation peaks from 2–6 p.m., but declines significantly after 6:00 pm. SR 74/Senoia Road visitation is more evenly distributed, with peaks from 11:00 am to 1:00 pm, likely influenced by its proximity to I-85. Despite higher visitor frequency downtown, the average dwell time for both retail nodes is approximately 20 minutes, reinforcing that downtown Fairburn remains a quick-stop destination rather than a gathering place. This suggests an opportunity to enhance downtown Fairburn as a gathering place by increasing evening activity and encouraging longer visits from visitors.

Customer Monthly Visit Trends over the Past 12 Months



Broadband

Overview

In 2018, the State of Georgia launched the Georgia Broadband Deployment Initiative (GBDI) to recognize how vital broadband is to communities' economic and social strength. The State defines a high-speed broadband internet connection as a 25 megabits per second (Mbps) download speed and a 3 Mbps upload speed. Like other forms of utilities, broadband access and infrastructure can significantly shape land use patterns, influencing where residential, commercial, and industrial development may occur.

For example, areas with strong broadband internet, especially supported by fiber optic infrastructure, are more likely to attract businesses that rely on the internet, such as tech startups and e-commerce companies. This can attract cleaner industries over more heavy industrial uses that potentially increase freight traffic. These also align with Fairburn's target industries, which are identified on page 68. Broadband can also offer opportunities for economic development through the digital marketplace or support work-from-home solutions for those living in Fairburn's more rural areas.

Currently, Fairburn enjoys a high level of broadband coverage. However, reaching 100% broadband coverage can help the City achieve its economic development goals and accommodate growth through various community resources. It will be vital to ensure future developments are aligned with high-coverage areas.

Broadband in Fairburn

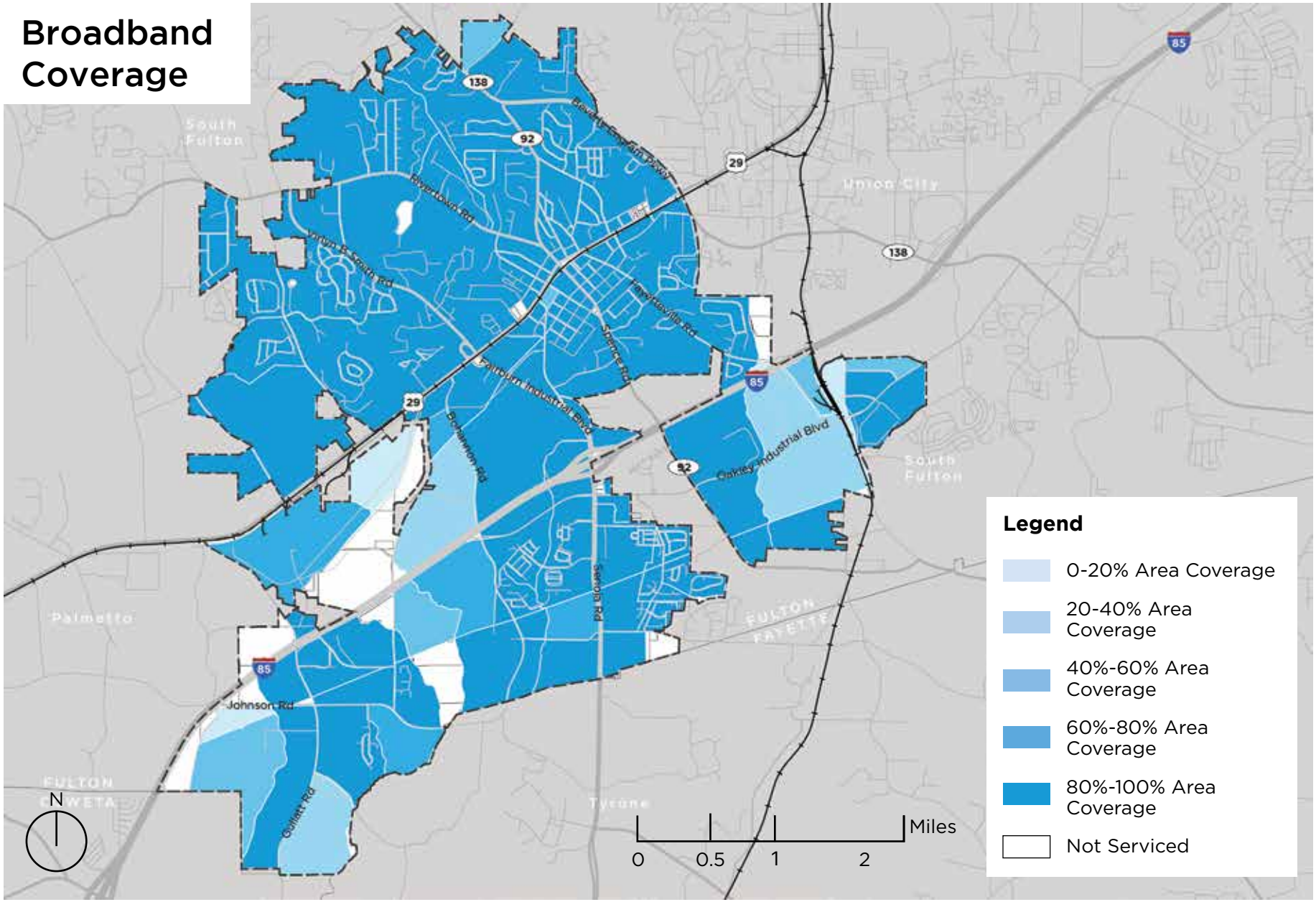
This analysis uses 2024 data from the Federal Communications Commission (FCC) to examine areas served, under-served, and unserved by broadband. It is also a basis for future initiatives and their contribution to the city's broadband coverage.

Fairburn is fortunate to enjoy extensive broadband coverage, with only 2% of the city going unserved. That equates to 7,234 served locations, 130 under-served, and 30 unserved areas. The map on page 77 shows where these served and unserved areas are located. The areas within the city that are neither served nor unserved are classified by the FCC as "no location," meaning there is no commercially available source for the data.

High service areas are concentrated in the city's main residential neighborhoods north of US-29/Roosevelt Highway/Broad Street and along SR 74/Senoia Road. Census blocks with lower service coverage rates are concentrated in the city's more rural areas along its southern border, in the heavily industrial area by the CSX rail yard between US-29/Roosevelt Highway/Broad Street and I-85, and in its eastern industrial corner.

Increasing broadband coverage in these industrial areas could help attract development infrastructure and manufacturing, distribution logistics, and entertainment and leisure industries as the city's industrial landscape changes.

Broadband Coverage



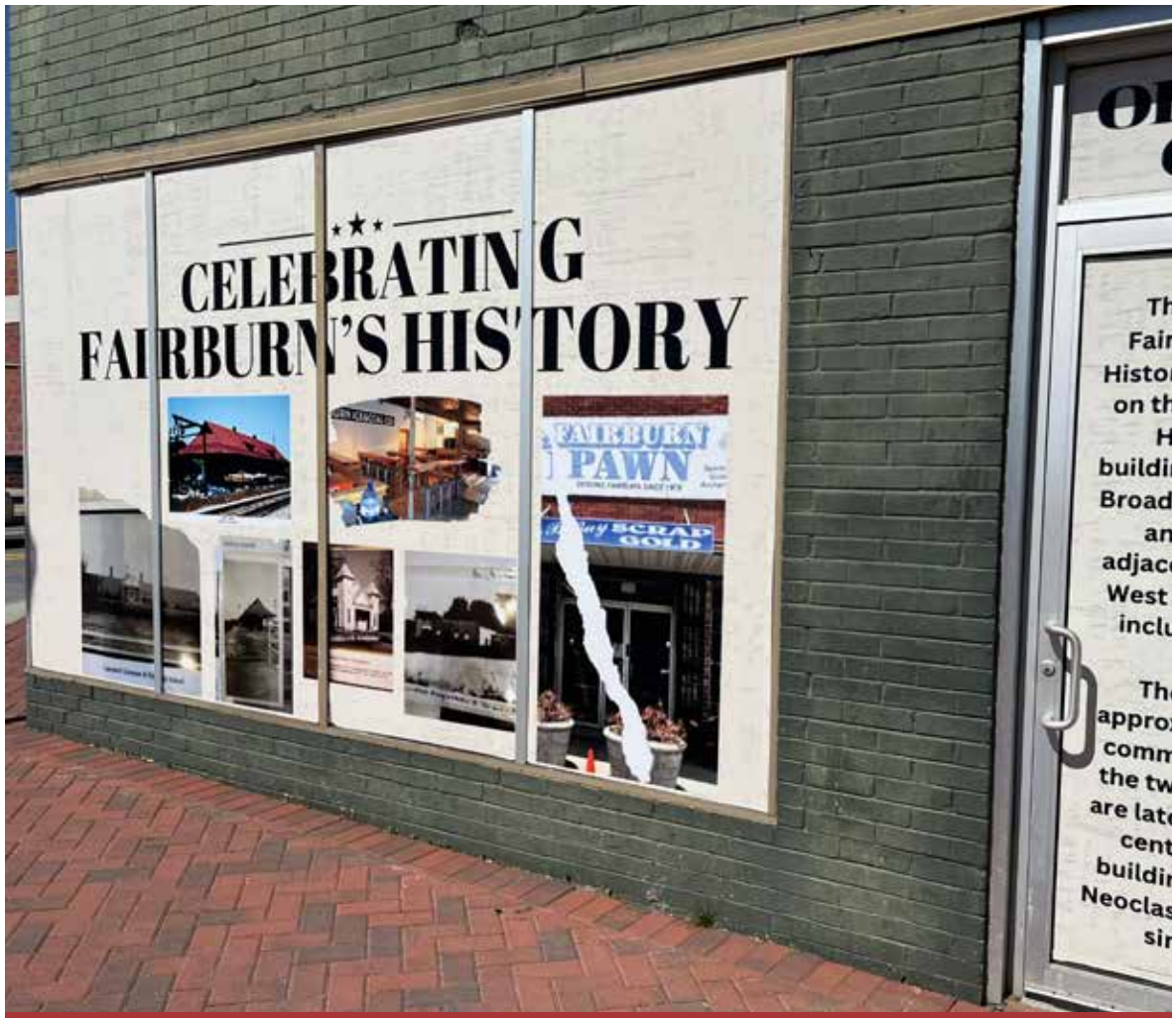
Natural & Cultural Resources

Overview

Fairburn faces several environmental constraints that limit development in certain areas—either due to high construction costs or the need to protect valuable natural resources. However, the parts of the city not impacted by these constraints, such as downtown Fairburn and the SR 74/Senoia Road corridor, present the most logical opportunities for growth. At the same time, Fairburn is rich in cultural resources that contribute to its identity and make it a meaningful place for those who call it home.

Previous Plans & Efforts

Fairburn has not taken on any planning efforts directly related to natural resources outside its previous comprehensive plans. The City began planning for cultural resources in 2019 with the passage of its *Creative Placemaking Strategy* and has recently begun planning for the future of the 150-year-old Campbell County Courthouse, which suffered damage from a fire in the fall of 2022. Each of these identified needs and opportunities from these plans were reviewed with the Steering Committee and broader community to ensure their relevancy. Recommended projects from these plans that are not yet completed but necessary for meeting the remaining needs and opportunities were added to the Community Work Program in Chapter 12.



Mural in downtown Fairburn

Previous Plans & Efforts

Plan	Needs & Issues	Opportunities	Recommendations & Projects
2019 Creative Placemaking Strategy. Covers the whole city limits.	• Greenspace for recreation, events, and attracting visitors needs to be preserved and expanded. • There is a need to support business-friendly policies to attract new retail that would enhance downtown's vibrancy. • Local capacity for creative placemaking needs to be strengthened.	• There are educational institutions and arts organizations already in Fairburn. • There are vacant buildings and properties that could offer space for arts, events, and education. • Fairburn has plenty of existing venues for festivals and performances. • Fairburn's position as a growing hub for the film industry provides an opportunity for the future.	• The plan recommends updates to the stage and courtyard to add shade structures, street furniture, murals, interactive art, and lighting. • A pedestrian underpass across from Landmark Christian School can be built to include lighting, signage, wayfinding, murals, programming, and connective stairs. • The City should continue expanding its mural program and continue installing functional public art.
2024 Old Campbell County Courthouse Study. Ongoing study.	• The damaged courthouse is in need of a solution that is supported by local historic preservation advocates, as well as the rest of the community.	• One opportunity is demolition, although that is not the most popular solution. • Other opportunities include stabilizing the structure by restoring the exterior and leaving the interior blank; adding a stage and pavilion to the exterior; restoring both the exterior and interior, and use as an event center; and developing all or a portion of the site for new housing.	• No official recommendations have been made as of the writing of this report.

Natural & Cultural Resources

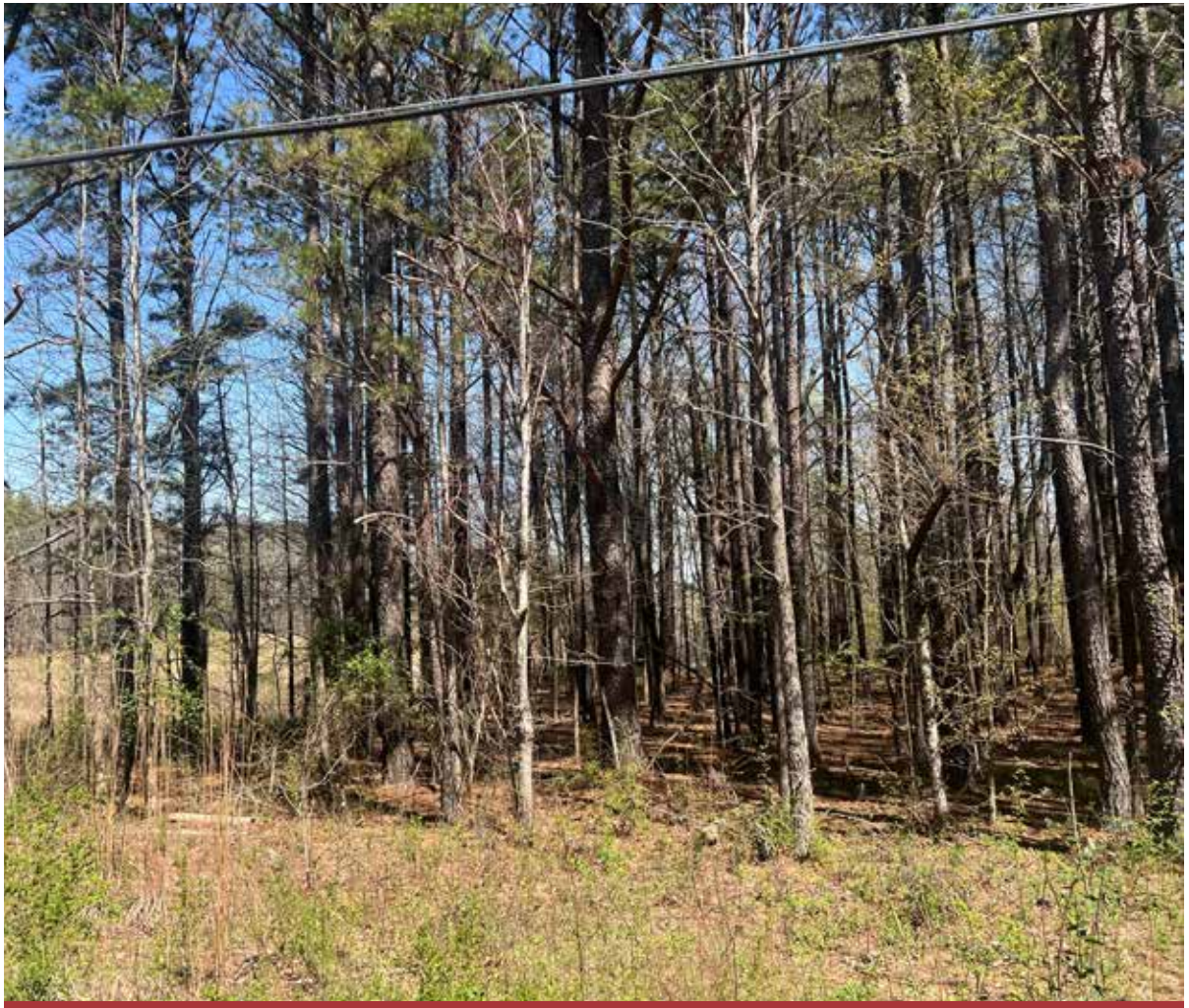
Natural Resources

Natural Resources & Limitations on Development

The ARC has identified wetlands, water supply watersheds, and groundwater recharge areas within Fairburn as Regionally Important Resources. In addition to these, Fairburn has several natural and environmental limitations to development, mostly around its topography (how hilly it is) and hydrology (how wet it is). However, these aspects of the city's natural environment are assets to the broader region.

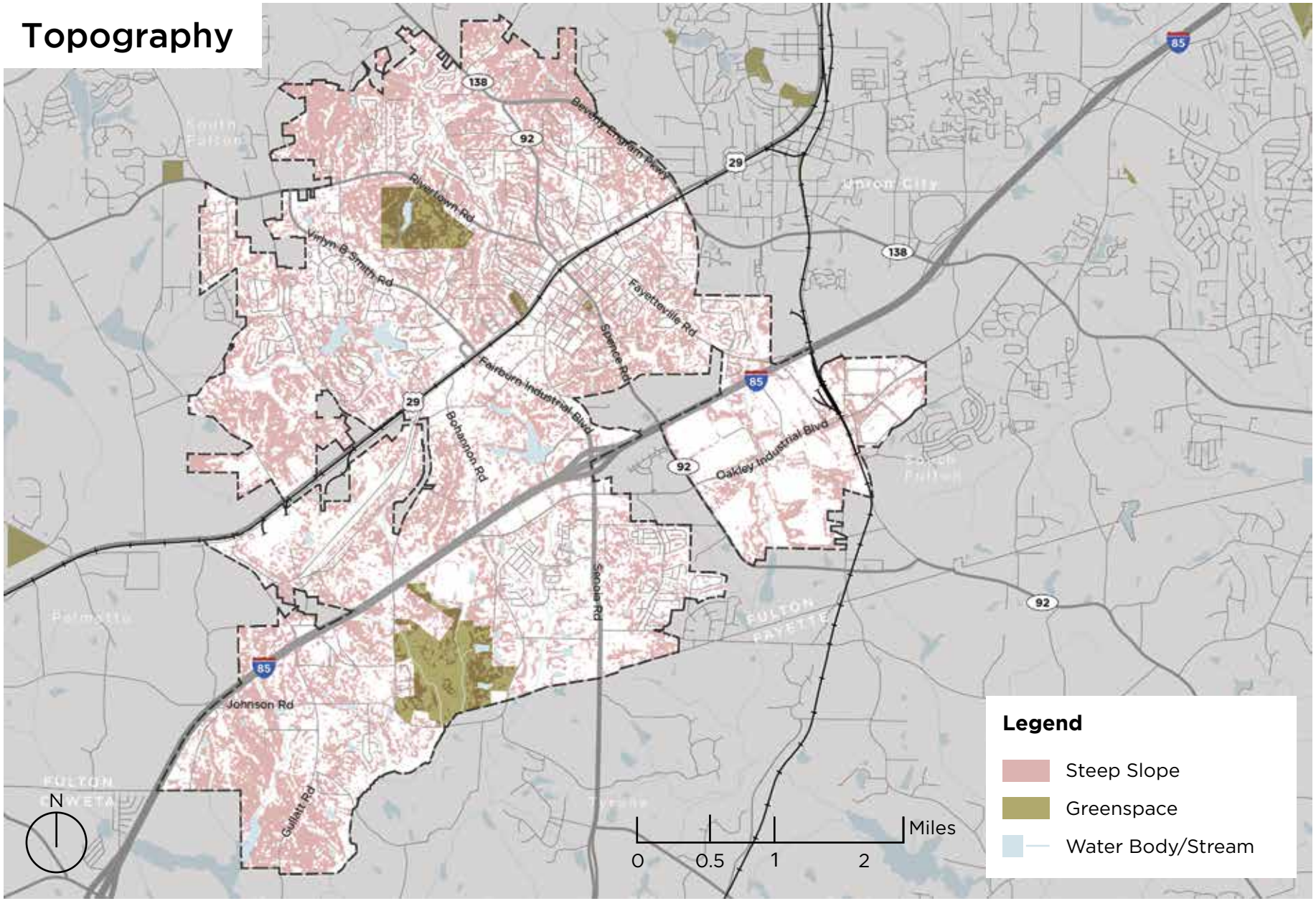
Topography

Steep slopes, defined as areas with a slope greater than 15%, make up 38% of Fairburn's land area. Steep slopes can make some properties, especially smaller ones, difficult to develop or redevelop as they may require expensive regrading efforts or other work on-site before construction can begin.



Fairburn has a high level of tree canopy throughout the city

Topography


138
92
29
85
Beverly Engram Pkwy
Rivertown Rd
Virlyn B Smith Rd
Fayetteville Rd
Spence Rd
Fairburn Industrial Blvd
Bohannon Rd
Oakley Industrial Blvd
Senoia Rd
Johnson Rd
Gullatt Rd
Union City
Palmetta
FULTON
FAYETTE
N
Miles
0
0.5
1
2
Legend
Steep Slope
Greenspace
Water Body/Stream

Natural & Cultural Resources

Wetlands

Wetlands are areas of land that are saturated or covered by water all year or for varying periods of time throughout the year. Wetlands are significant because they provide food and habitat for a diverse array of plants and animals, serve as a buffer to flooding and erosion, and form a major part of the water cycle. Fairburn contains 450 acres of wetlands, about 4% of its total area. Developing on a wetland is often not recommended, as it can disrupt the wetland's ecological function by exacerbating flooding issues, reducing wildlife habitat, and putting more strain on the area's stormwater infrastructure.

Floodplains

Only a small amount of the city's land—approximately 220 acres—is located in a floodplain and/or stream buffer. Similar to wetlands, vacant or underutilized properties located in floodplains or stream buffers is often not recommended, due to flooding being destructive to property, or prohibited due to local regulation.

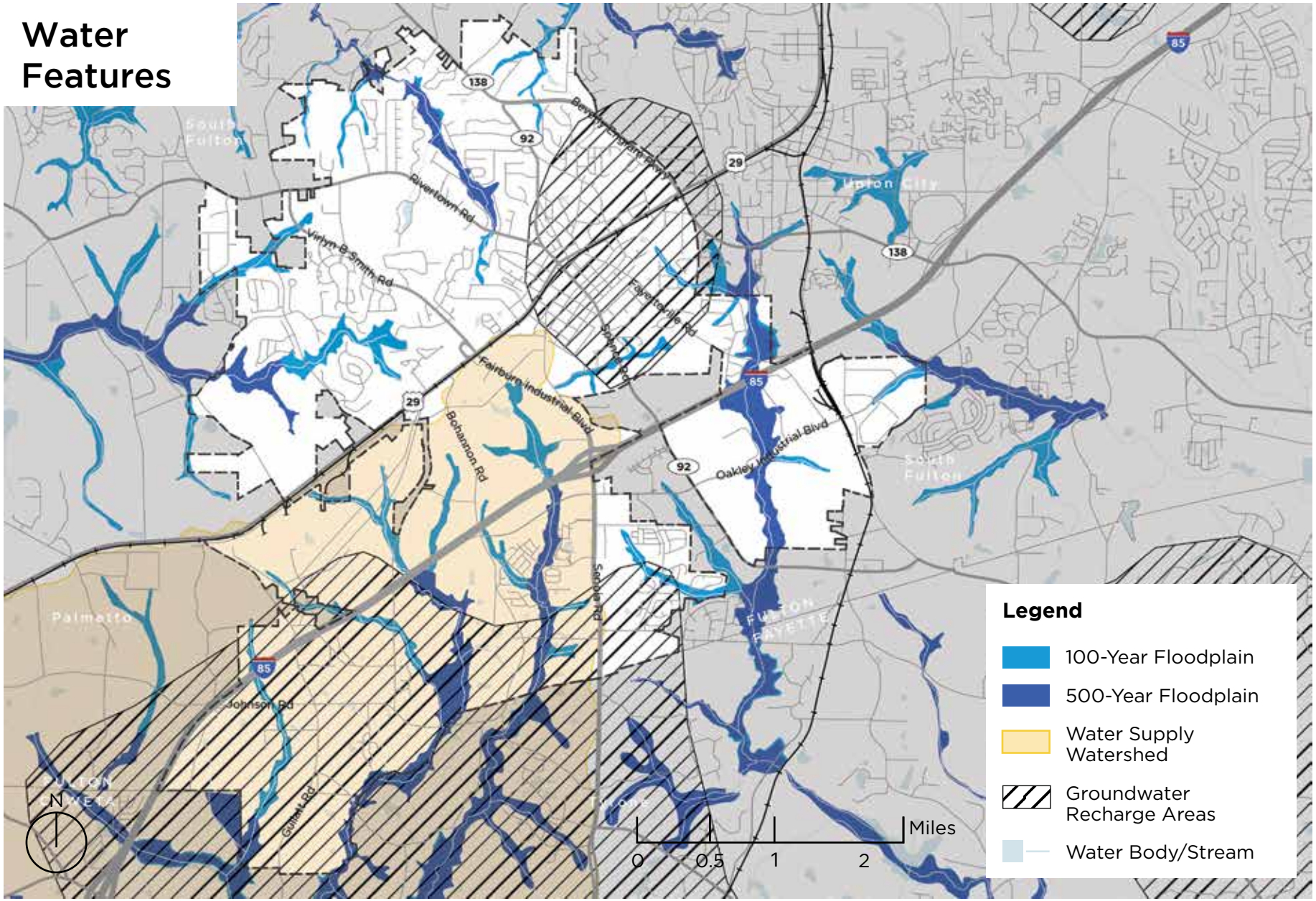
Water Supply Watersheds

Small water supply watersheds are watersheds that have less than 100 square miles of drainage area upstream of a drinking water supply intake or a non-federal water supply reservoir. Two small water supply watersheds—the Line Creek watershed and Lake McIntosh-Line Creek watershed, both part of the Upper Flint River basin—intersect in the southwestern corner of the city, totaling 4,210 acres and covering about 38.5% of the city. Development within water supply watersheds is possible, but it requires careful planning to minimize negative impacts on water quality and quantity.

Groundwater Recharge Areas

Groundwater recharge areas are places where water seeps into the ground and replenishes the groundwater stored in aquifers. It is important to protect these areas from pollutants and to ensure that they remain suitable for recharging to maintain a healthy supply of groundwater. Approximately 34% of the city is within a groundwater recharge zone. These zones account for 3,661 acres dispersed throughout the city. While development can occur in a groundwater recharge area, efforts must be taken to incorporate strategies that promote water infiltration, avoid excessive stormwater runoff, and protect the groundwater from contamination.

Water Features



Natural & Cultural Resources

Cultural & Historic Resources

Natural Register of Historic Places

Fairburn has two historic resources on the National Register. The first listing is the former Campbell County Courthouse, built in 1871. It is located at the intersection of E. Broad and Cole Streets. In fall of 2022, the courthouse suffered significant interior damage from a fire, affecting both the interior and exterior of the building.



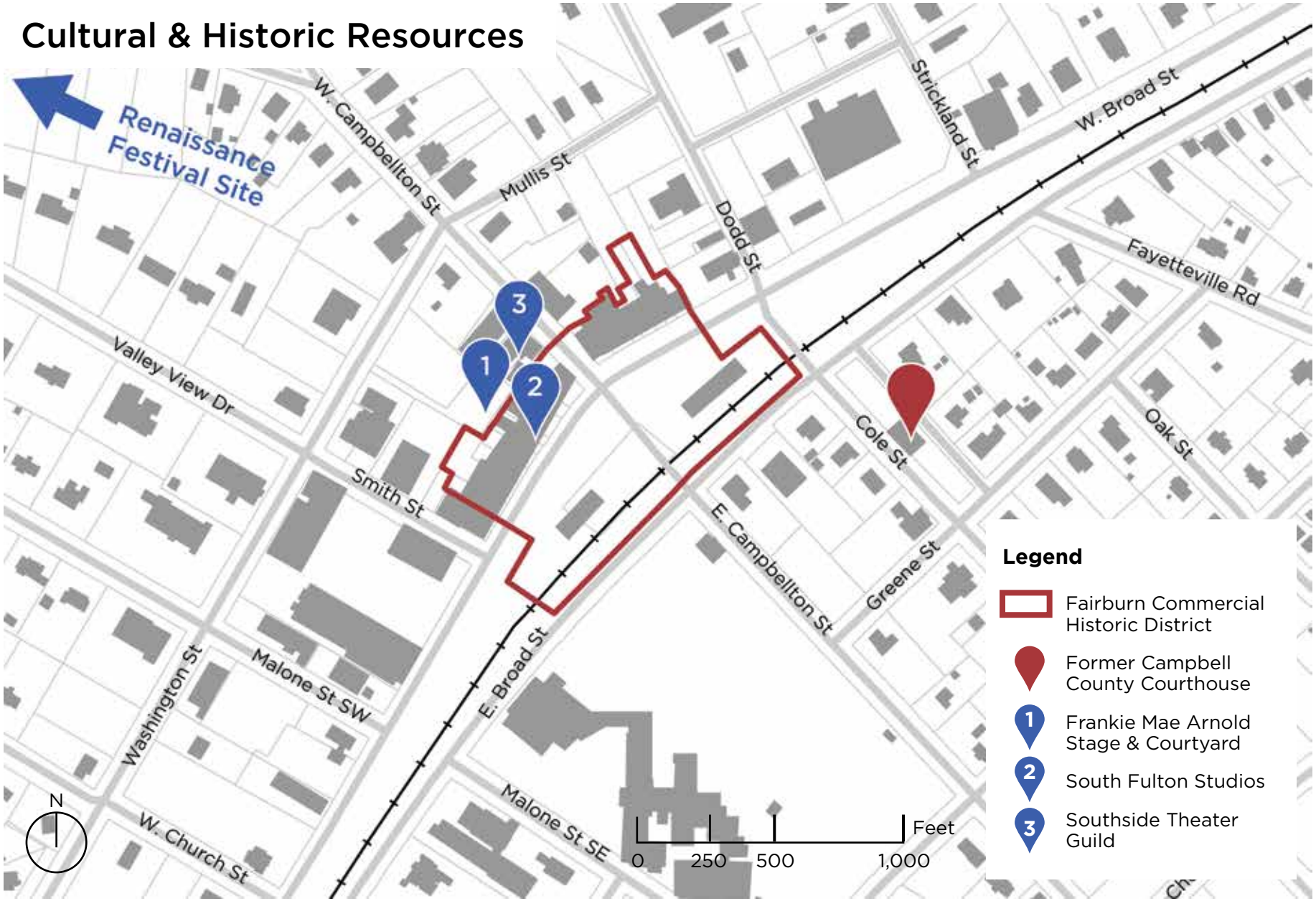
Old Campbell County Courthouse

The second listing is the Fairburn Commercial Historic District, added in 1988. It extends along W. Broad Street from Smith Street to Dodd Street. This area has an intact collection of late 19th and early 20th century buildings and structure that represent typical small town commercial architecture of the time. These historic buildings, all arranged in along angled streets, once housed general stores, specialty stores, banks, and services that were part of residents' everyday life during that period. Also in the district were two rail depots that represent the significant link that the railroad played in Fairburn's growth and development.

Additional Cultural Resources

- **Frankie Mae Arnold Stage and Courtyard.** Named for Fairburn's first African American councilmember and prolific member of the community, this "pocket park" off of US-29/ Roosevelt Highway/Broad Street is a gathering place where concerts, festivals, and other events, are held on a regular basis.
- **Southside Theater Guild.** Founded in 1973, the Southside Theatre Guild aims to benefit the surrounding South Metro Atlanta communities through entertainment and education. In its 50+ years of operation, more than 200 productions have taken place in the former movie theater in downtown Fairburn.
- **Georgia Renaissance Festival.** Over the course of the late spring and summer, the 32 acres next to Duncan Park in Fairburn transforms into the Georgia Renaissance Festival, transporting visitors to 16th-century England. The festival offers artisan booths, performances, and food and drinks.
- **South Fulton Studios.** South Fulton Studios Performing Arts School, located in downtown Fairburn, offers a range of performing arts programming and education. The studio collaborates with artists, organizations, schools, and the community to encourage the creation, appreciation, and understanding of the arts.
- **Public art.** Public art is largely carried out by the City's Arts Advisory Council. The council serves as the review body for all projects throughout the city and decides if proposed public art enhances or benefits the city and community.

Cultural & Historic Resources





3 Community Engagement

In this chapter:

Introduction
Marketing the Plan
Engagement Touchpoints
Key Takeaways


1 Strategic Priorities

Introduction

Community engagement was critical to developing Fairburn's comprehensive plan. As part of the planning process, the City of Fairburn and the consultant team facilitated a number of opportunities for public engagement, such as the establishment of a steering committee; a series of public meetings, including a "pop-up" meeting at the annual summer concert series; a community input survey; and online engagement. The input gathered, both from in-person and online participation, guided the planning process and is directly reflected in the plan's goals and recommendations. **A total of 1,098 comments were provided across all outreach efforts, demonstrating a strong commitment from the community to shaping the future of Fairburn.**

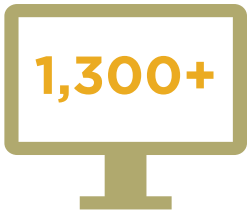
Some of the major themes identified throughout the process include:

- A stronger strategy for growth management
- A better framework for land use planning
- Furthering economic development initiatives, like attracting more retail and grocery options
- More investment in infrastructure
- More broad-reaching public involvement
- A higher quality of life
- A greater diversity of housing options

Engagement by the Numbers



~Community Meeting Attendees



Project Website Visits



Completed Surveys



Flags used during the Visioning Workshop

Participants by Meeting Type:

- Stakeholder Interviews: **16**
- Kick-off: **93**
- Visioning Workshop: **61**
- Pop-up: **13**
- Open House: **26**

Marketing the Plan

Strategy

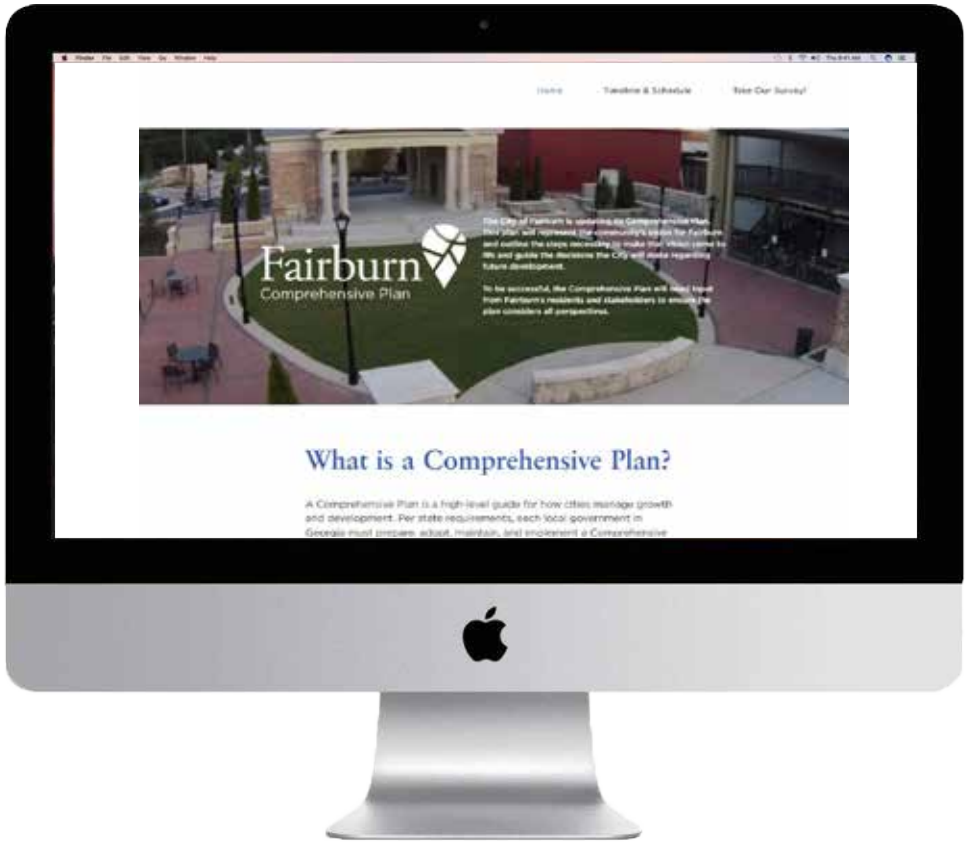
A multi-faceted marketing strategy was implemented to make the community aware of the planning process. This included a combination of digital and traditional methods such as:

- Promoting meetings via the City's website and dedicated comprehensive plan website
- Passing out flyers at community events
- Press releases to the local media
- Social media posts
- Email blasts



Website

A website, www.fairburncompplan.com, shared updates and information throughout the plan's development. It served as a central hub for meeting notices, plan documents, and opportunities to participate. The site also featured interactive tools to support online engagement.



Community Input Survey

Overview

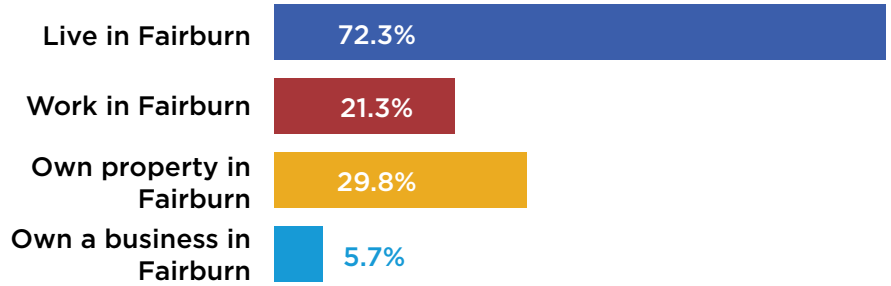


141 responses!

The community input survey was posted on the website and was live from April 4 until May 3, 2025 and received a total of 141 responses. The survey featured 31 total questions, including optional questions intended to get demographic data from respondents. The survey was done in conjunction with the concurrent strategic plan effort. Hard copy versions of the survey were available in addition to the online survey, as well as a version in Spanish intended to reach the Latino/Hispanic population.

Who Took the Survey?

The majority of survey respondents said they live in Fairburn.



Only 57% of respondents answered the demographic information:

- The median age was 47 years old.
- 78% identified as homeowners.
- 46% of respondents said that they live in a household where children under 18 also lived.
- 55% of respondents identify as Black, 35% as White, and about 3% as Hispanic/Latino.

This input provides a meaningful, though partial, snapshot of who provided feedback throughout this process. Most responses came from older residents and homeowners, with fewer respondents from younger residents, renters, and Black community members—groups that make up a larger share of Fairburn's population. As with many public engagement efforts, there is potential for response bias, as those who feel more invested or comfortable are more likely to participate and share demographic information.

Survey Feedback

Strategic Priorities

Top Priorities for Now

1. Enhancing Downtown - 57%
2. Improving Parks, Recreation, and Trails - 34%
3. Walkability - 32%

Top Priorities for the Future

1. Infrastructure Availability - 4.65/5
2. Public Safety - 4.59/5
3. Roadway Improvements - 4.54/5

Growth

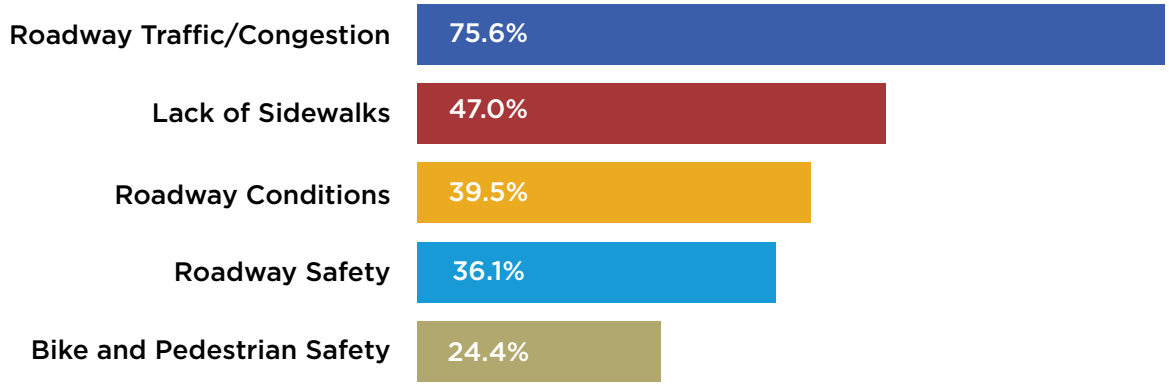
Survey respondents clearly indicated that they perceived commercial development is growing too slowly, while industrial/flex development is growing too fast. There was a mixed opinion about the pace of overall growth and residential growth—it was evenly split between too fast and just right. Respondents were also split on office growth, expressing that they either had no opinion or felt that it was too slow.



Community Input Survey

Transportation

When asked about what they felt were the greatest transportation concerns in Fairburn, survey respondents listed roadway traffic and congestion, lack of sidewalks, and roadway conditions as the top answers, followed by safety concerns.



Survey respondents used the survey's open-ended questions to make many suggestions across these issues to improve Fairburn's transportation system, summarized to the right.

Recommended Solutions

Roadway Issues

- Widen key roads near industrial areas by adding lanes
- Redesign major intersections
- Prioritize road maintenance and curb/pothole repairs

Truck Traffic Management

- Create truck-free lanes and restrict truck access on local roads
- Re-route trucks away from neighborhoods and downtown
- Introduce truck tolls to help fund road upkeep
- Enforce truck route policies

Transit

- Improve sidewalks and crosswalks near bus stops
- Expand pickup locations and operating hours
- Explore micro-transit options

Safety & Enforcement

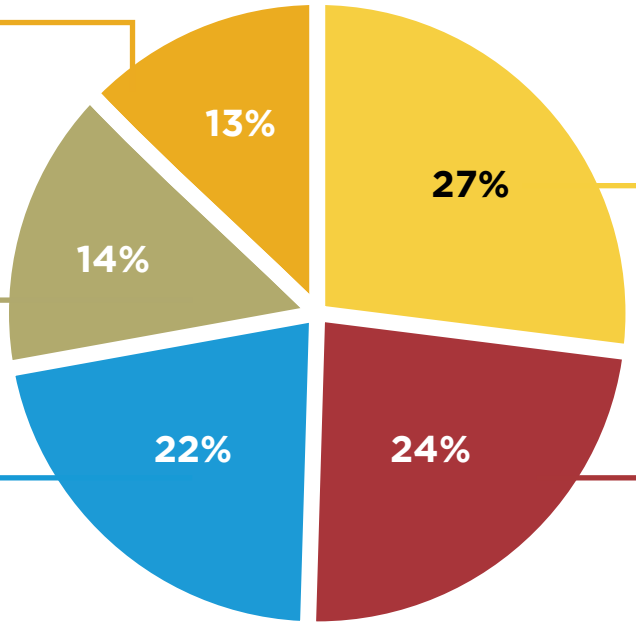
- Install signals and crossings at intersections
- Add speed control measures like humps and roundabouts
- Improve lighting on roads and trails

Housing

According to the community survey, there is a mixed opinion on housing affordability in Fairburn. Over a quarter (27%) thought housing was somewhat unaffordable, while 24% thought it was somewhat affordable. The remaining half was also split between housing prices being just right, very affordable, or very unaffordable. When asked how important certain outcomes were for the future, survey respondents stated that housing affordability was somewhat important, while respondents felt that housing choice was still important, but slightly less so than affordability.

Very unaffordable *- it seems like everyone is struggling to find something in their price range.*

Somewhat unaffordable *- housing costs are relatively high, but not too bad.*



Very affordable *- it's easy to find housing for every budget.*

Neither affordable nor unaffordable *- housing costs seem to be just right.*

Somewhat affordable *- housing costs are relatively low, but they could be better.*

Community Input Survey

Economic Development

Survey respondents rated economic development and downtown development/redevelopment as very important to Fairburn's future. They repeatedly mentioned the need for more sit-down restaurants and retail shops, particularly to revitalize downtown. Some reported driving outside of the city for shopping, dining, and entertainment. The primary recommendation for remedying this was more City support for small businesses.

> **"I believe that our household dollars are mostly spent outside of Fairburn. I would love to spend my money in the city I reside in."**

Broadband

While broadband was not a central focus of the survey, several residents voiced concerns about slow internet speeds in the southern part of the city. These comments align with FCC broadband availability data, with Virlyn B. Smith Road specifically identified as an area facing connectivity challenges. Despite its secondary focus, residents clearly understand the importance of reliable broadband. One survey comment, in particular, captured the essential connection between quality of life, economic development, and internet and cell service.

> **"The City of Fairburn needs to invest in the latest internet technology available for citizens and get updated wireless technology, namely cell phone towers. Most people do not have landlines anymore, and the cell phone signals in Fairburn are horrible. You can barely use the phone at your own home. Also, the children need the internet, as well as people who work from home. And for all our basic needs, we need faster internet service."**

Natural & Cultural Resources

Fairburn's natural and cultural resources were frequently mentioned in the community input survey as some of the city's best assets and strong contributors to the quality of life in Fairburn. Respondents especially love the city's tree canopy, ample greenspace, and natural beauty. Half of respondents cited parks and recreation as very important to Fairburn's future, and nearly half said the same for historic preservation. Furthermore, in response to the survey question about the city's greatest strengths to protect, 20% of the comments praised the strong sense of community culture throughout the city.

Public Relations & Communications

Many survey participants said they feel informed about what is happening in Fairburn, with 37% saying they often feel up to date on City news, policies, and initiatives. Over half of respondents found the City's communications to be somewhat clear (33%) or very clear (24%)—a positive sign that outreach is working, though there's still room for improvement.

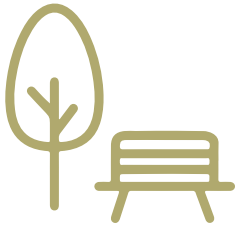
Most people expressed interest in receiving updates more often across all types of information: emergency alerts, economic development, public works projects, City Council decisions, upcoming events, public safety, and ways to get involved in the community. The most preferred methods were weekly or monthly emails (61%), updates on the City's website (56%), social media (50%), and text messages (49%).

Over 70% of respondents reported that they follow the City on social media. Facebook was by far the most popular platform, followed by Instagram, Nextdoor, and YouTube. Twitter/X was the least used. Many respondents also shared written comments praising City staff and leadership for their helpfulness, thoughtfulness, and strong communication.

How important do you think historic preservation and parks and recreation are for Fairburn's future?

50%

said parks and recreation is "very important."

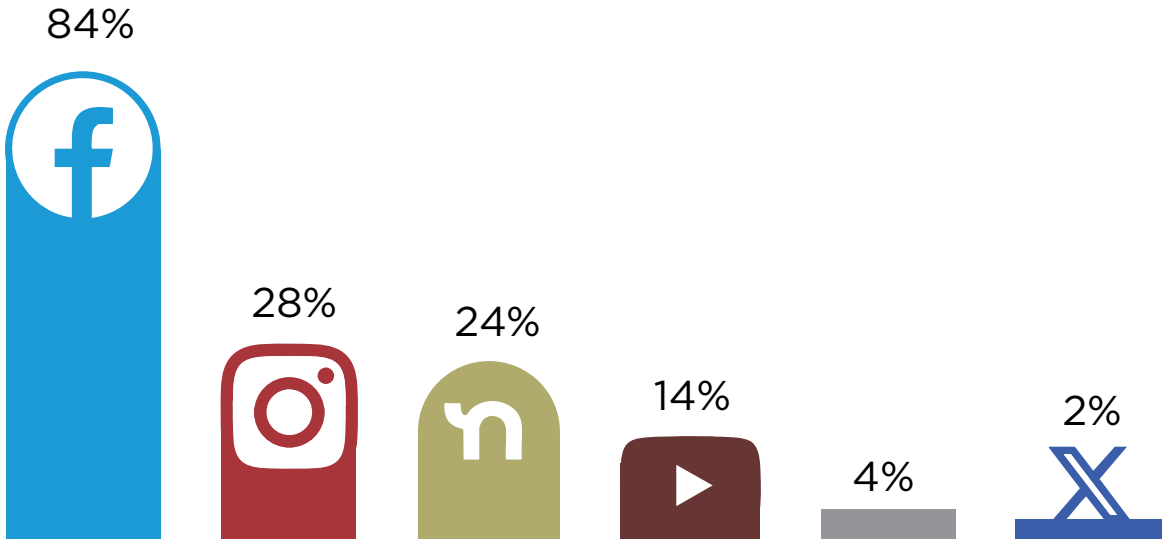


41%

said historic preservation is "very important."



Which social media platforms are people using to get information about Fairburn?



Steering Committee

Overview

The purpose of the Steering Committee was to provide guidance, share insights, and ensure the comprehensive plan reflected the community's needs and aspirations. The Steering Committee represented a diverse cross-section of the community, including members from the City Council, Planning Commission, City staff, business community, and residents from all areas of the city. This group's diversity ensured that a variety of perspectives were considered in the committee's deliberations.



Meetings

The Steering Committee met a total of four times throughout the process:

- The first meeting was held on February 13, 2025 at Fairburn City Hall. During this meeting, the plan and the process to develop the plan were introduced. The committee was asked their opinion on how to boost outreach efforts and what they felt were the most pressing needs for the city.
- The second meeting was held on March 20, 2025 over Microsoft Teams. The agenda for this meeting was focused on reporting the results of community input to date, discussing emerging conflict points, and getting feedback on draft community values.
- The third meeting was held on May 8, 2025 at the Fairburn Administration Building. This meeting was the most participatory of the four: the committee participated in a hands-on "charrette" focused on polishing the plan's goals and future development strategy.
- The fourth and final meeting was held on June 5, 2025 over Microsoft Teams. During this meeting, the committee was updated on the results of recent community input touchpoints and reviewed the revised community goals and future development strategy, with special attention paid to the most important things to guide and avoid.



Engagement Touchpoints

Stakeholder Interviews

Outreach began with 16 one-on-one stakeholder interviews conducted early in the planning process. Participants included residents, business owners, community leaders, City officials, and representatives from local schools, offering a broad cross-section of Fairburn's perspectives. These conversations focused on the city's key needs and opportunities. Common themes included:

- Growth management
- Strategic land use
- Economic development
- Public engagement
- Investments in infrastructure—especially the transportation network and water system

While there was general agreement on many priorities, opinions differed on the desired balance of residential, industrial, and downtown growth, as well as the best strategies for improving mobility. These differences were brought to the steering committee for further discussion and guidance.

Kick-Off Meeting

On February 27, 2025, over 60 participants gathered at Fairburn City Hall for the Kick-Off Meeting. The meeting introduced the planning process, shared early findings of the existing conditions analysis, and collected input on needs and opportunities through two interactive activities.

First, participants completed a bingo-style card, filling in their ideas for Fairburn's needs and opportunities, then marking off items as they were mentioned during the presentation. Gift cards were awarded to the first three participants to call "Bingo!" The most frequently mentioned themes are summarized to the right.

Following the presentation, participants graded how Fairburn is performing across each plan element. Lower scores (transportation and economic development) aligned with the most cited needs, while the highest score, public relations and communications, reflected strong trust in the City's transparency and responsiveness to issues. An additional 30 residents participated in the activities virtually.



One of the many BINGO cards filled out at the meeting

Kick-Off Report Card Results

Land Use	D+
Transportation	D
Housing	C-
Economic Development	D
Broadband	C-
Natural & Cultural Resources	C-
Public Relations & Communications	B-

Engagement Touchpoints

Visioning Workshop

The Community Visioning Workshop was held in conjunction with the Strategic Plan effort on April 24, 2025, at Landmark Christian High School. Over 50 participants came to discuss strategic priorities, where and how the city should grow, and how to improve transportation. The participants broke out into four small groups to complete four interactive activities. An additional 10 participants completed the activities online.



Activity 1: Strategic Priorities

Participants used sticky notes to identify which of the City's 11 strategic priorities should be addressed now, which should be maintained, and which could wait until later. **Improving transportation, road quality, sidewalks, and trails stood out as the most urgent,** along with economic development and overall quality of life. Public safety, financial stability, and community engagement were essential to maintain overtime.

Activity 2: Directing Growth

Each group was asked to allocate a limited number of growth "points" (1 through 5, with 1 being little to no growth and 5 being as much growth that can be accommodated) to different areas of the city, encouraging strategic thinking about where growth and new development should occur. **Participants directed the highest levels of growth to downtown (3.625) and the SR 74/Senoia Road corridor (3.25), while recommending minimal growth in the rest of the city (1.5).**

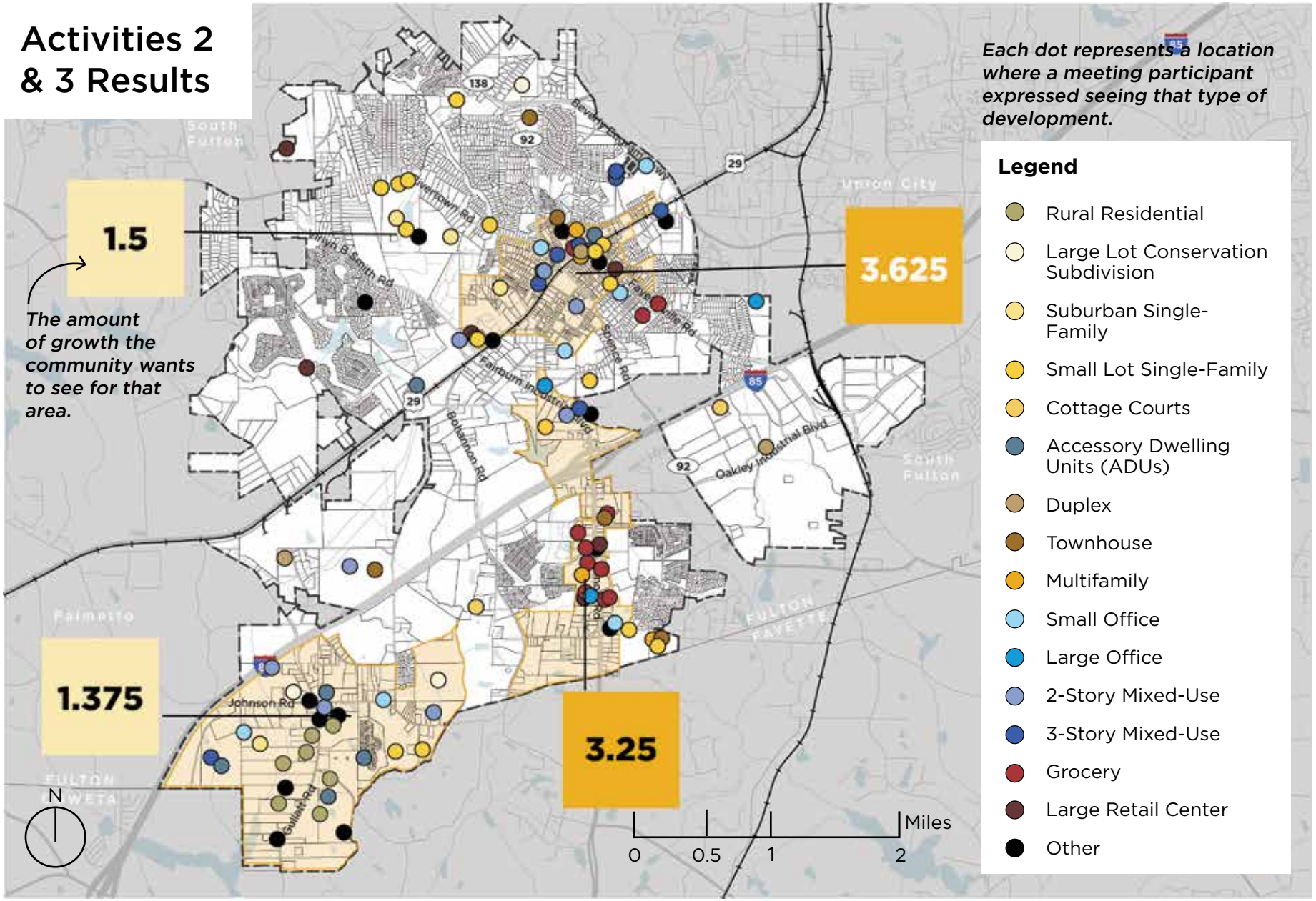




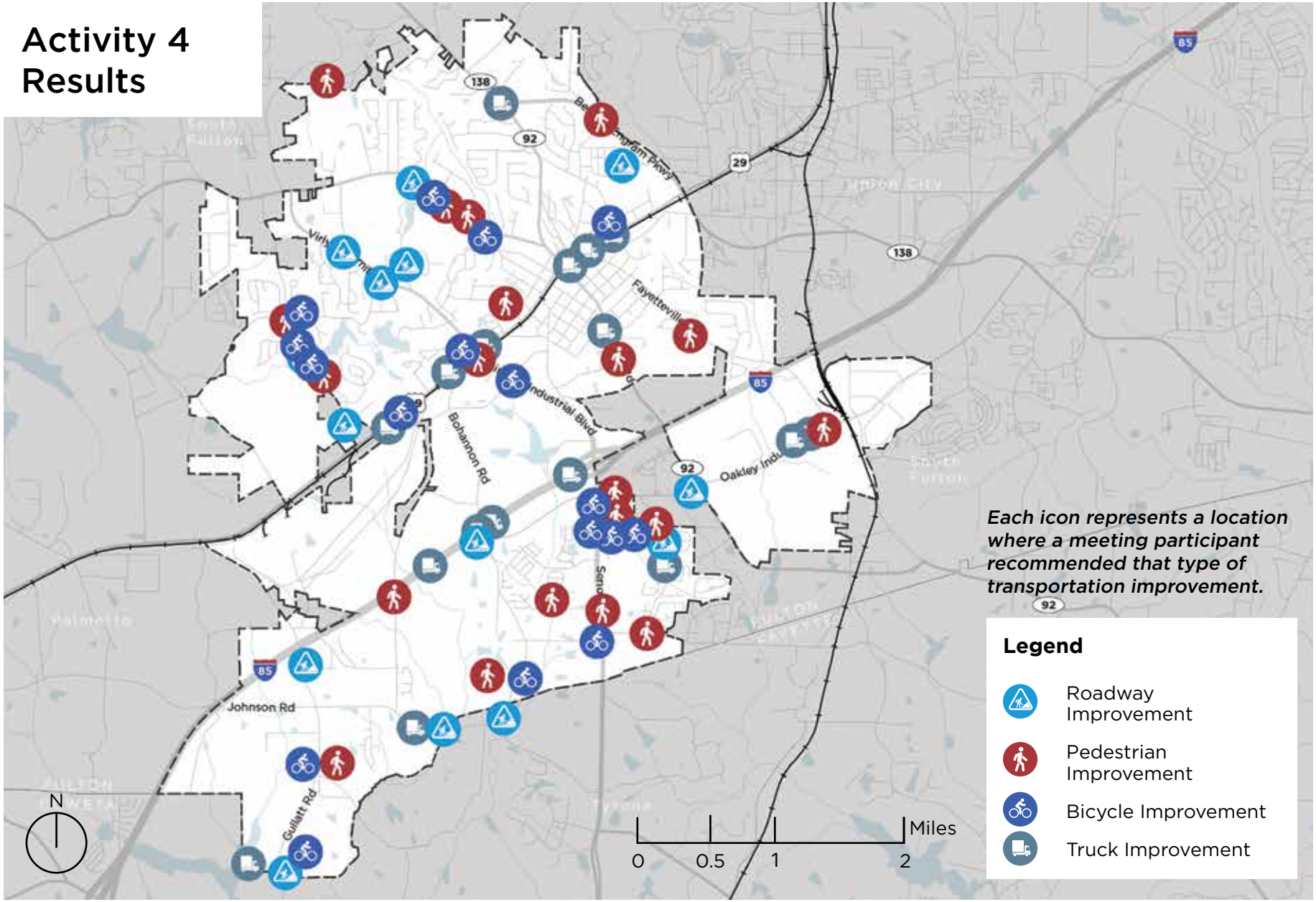
Activity 3: What Growth Looks Like

Using flags with images of various housing, commercial, and industrial types, participants showed what kinds of development they envision throughout the city. **The results reinforced a desire for mixed-use development and townhouses in downtown, commercial and medium- to high-density housing along SR 74/Senoia Road, and dispersed single-family housing in the city's more rural areas.** The map on page 99 shows the location of where participants envisioned different types of development, with each dot representing a flag.

Activities 2 & 3 Results



Activity 4 Results



Engagement Touchpoints

Activity 4: Transportation Improvements

Participants used flags to mark priority areas for transportation investments. Top concerns included reducing truck traffic through neighborhoods, repairing roads with potholes and large amounts of wear and tear, addressing sidewalk gaps, and extending the trail and bike lane network beyond downtown and SR 74/Senoia Road. **The results from this activity reinforced consensus that enhancing street connectivity, reducing congestion at key intersections, and increasing multi-modal options are important to the Fairburn residents and stakeholders.**



Pop-Up Meeting

Pop-up events can reach people that don't normally participate in community planning efforts by meeting them where they are, ensuring their voices are heard. A pop-up meeting was conducted at the Third Friday concert series on May 16, 2025. Event attendees were invited to participate in a voting exercise to indicate the goals most important for the immediate future. The attendees indicated the following as crucial to prioritize:

- Minimizing truck traffic
- Investing in walkability
- Energizing downtown and improving access
- Diversifying housing options
- Supporting education

This input influenced the timing of recommendations related to these goals in the plan's Community Work Program.



Engagement Touchpoints

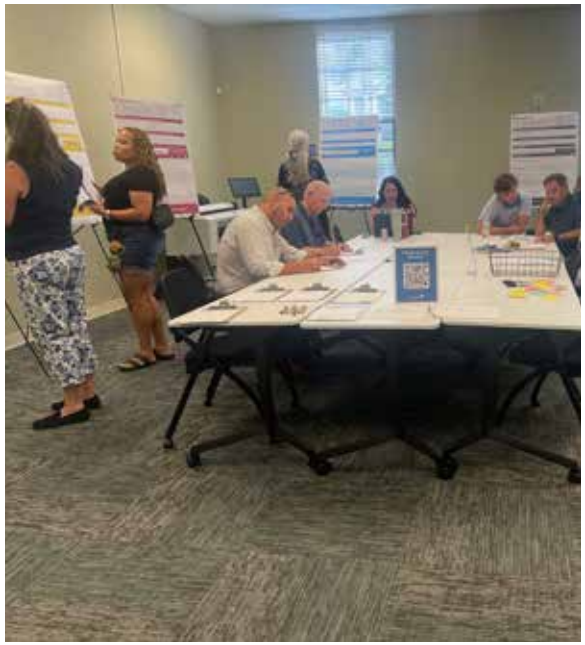
Draft Plan Open House

The Draft Plan Open House was held on June 17, 2025. Despite summer storms, 25 residents and business owners dropped by the City's Administrative Building between 4:00 PM and 8:00 PM to provide input on the plan's draft strategies for each element and help prioritize which elements' implementation strategies the comprehensive plan should address first in the Community Work Program.

Activity 1: Draft Plan Strategies Report Cards

Boards provided condensed versions of each element's implementation strategies and the grades they received from the exercise at the Kick-Off Meeting. Participants were asked to review the draft implementation strategies and how they aligned with the community goals drafted throughout the public input process and provide a new grade for the element based on how well they thought Fairburn would perform if the draft strategies were implemented. If they did not think the strategies would get the element to an "A," they were asked to provide comments on what would need to be added or changed to the draft strategies to boost the element's grade.

Each of the plan elements' grades improved by one to two letter grades, with land use, transportation, and economic development making the most improvement, jumping from a D to a B. Each element's improved grades are summarized below:

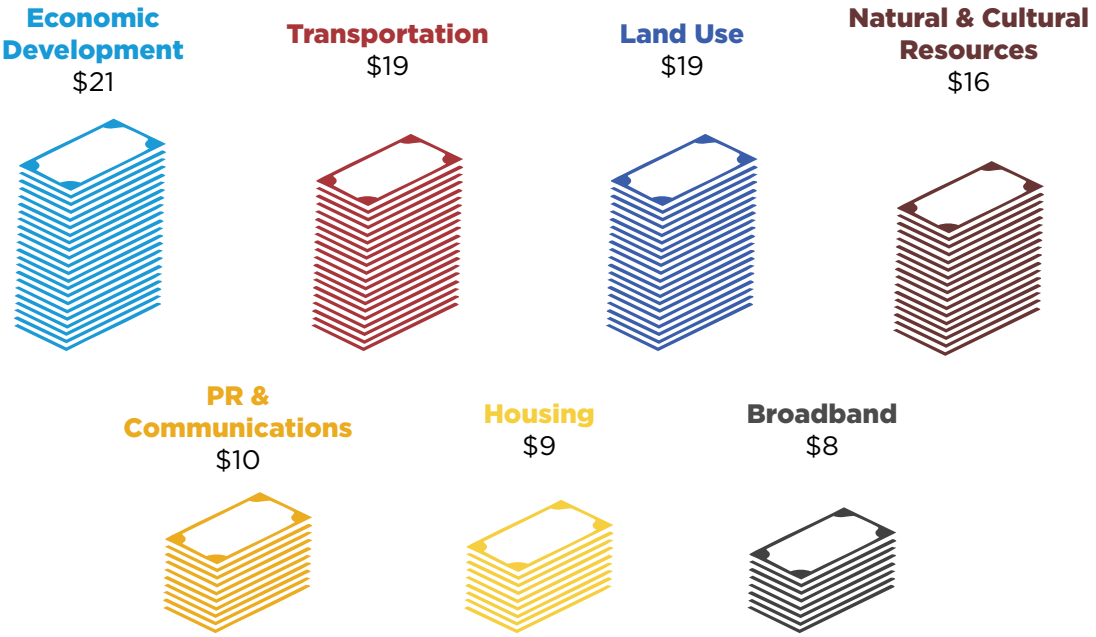


Element	Grade from Kick-Off Meeting	New Grade Based on Draft Strategies
Land Use	D+	B
Housing	C-	B
Transportation	D	B-
Economic Development	D	B
Broadband	C-	B+
Natural & Cultural Resources	C-	B
Public Relations & Communications	B-	A-

Activity 2: Invest in Fairburn

The second activity at the Draft Plan Open House asked participants how they would invest in the city's future by giving them a "wallet" of money to invest. Each wallet contained five "Fairburn Funds" that participants could place in any of the plan elements. They could place all of the funds in one or spread them across the elements. Participants were also able to write specific implementation projects they wanted to advocate for on the back of each Fairburn Fund.

Economic development received the highest amount of "Fairburn Funds" at $21, closely followed by land use and transportation, both at $19, and natural and cultural resources at $16.





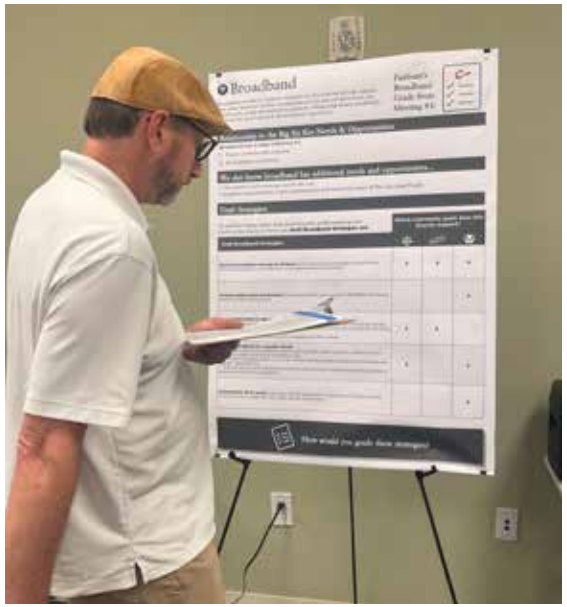
Key Takeaways

The Fairburn community is passionate about a wide variety of issues within the city, spanning all plan elements. At each public engagement touchpoint, issues of growth management, strategic land use planning, increased economic development, and investment in infrastructure (particularly, transportation infrastructure) were the most frequently mentioned needs. Support for strong public engagement processes, improving the city's quality of life, and diversifying housing options were also regularly mentioned during engagement activities. The following matrix highlights the key takeaways from the public engagement activities and the times when they were mentioned.

	Engagement Touchpoint						
Takeaway	**Stakeholder Interviews**	**Steering Committee Meetings**	**Community Input Survey**	**Kick-Off Meeting**	**Visioning Workshop**	**Pop-Up**	**Draft Plan Open House**
Create a strong strategy for growth management	●	●	●	●	●		●
Develop a better framework for strategic land use planning		●	●		●		●
Further existing economic development initiatives like attracting retail and a grocery store	●	●	●	●	●	●	●
Increase investment in infrastructure – especially freight management and walkability	●	●	●	●	●	●	●
Prioritize broad-reaching public engagement	●	●	●	●	●		●
Continue to improve quality of life for residents	●	●	●	●	●		●
Diversify housing options	●	●			●	●	●



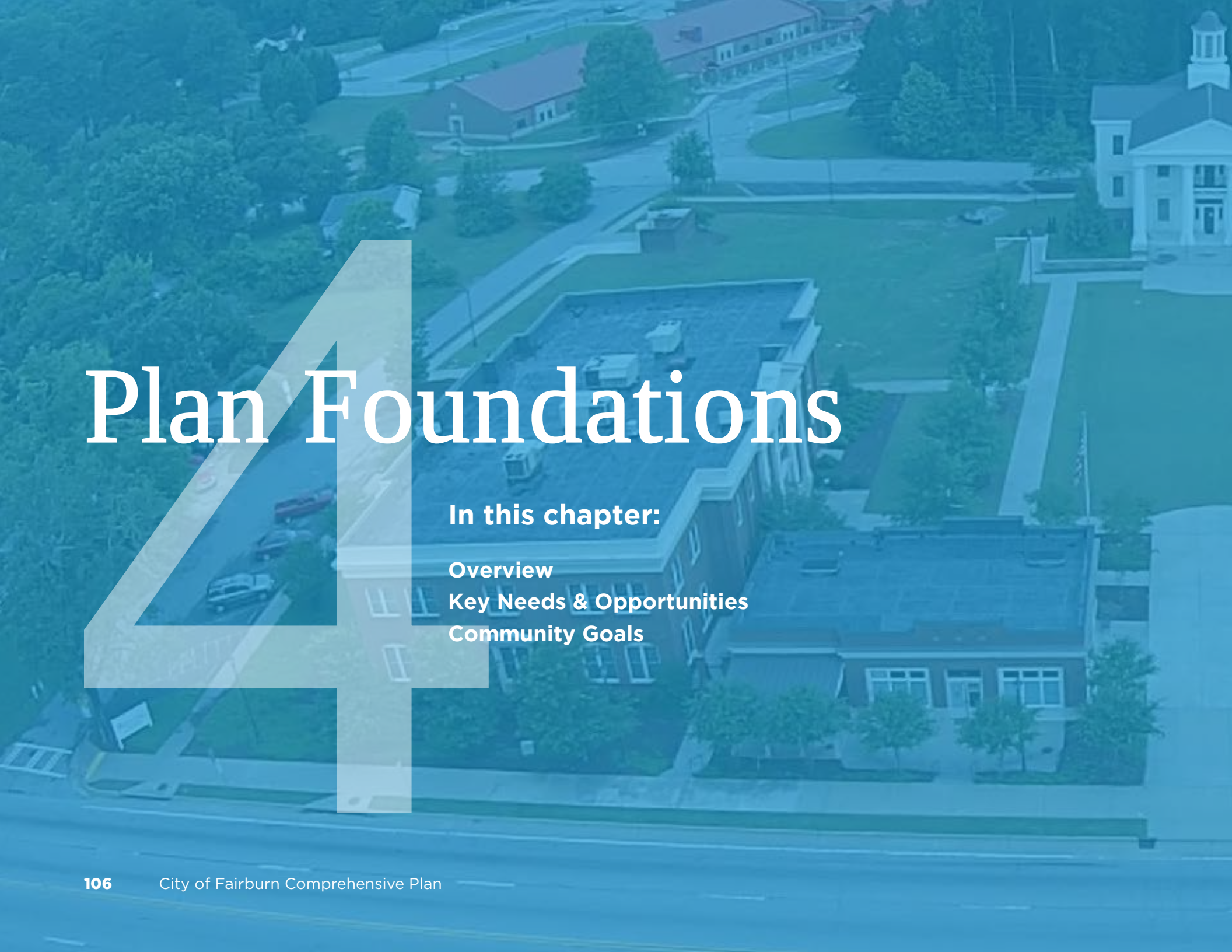



Broadband









4 Plan Foundations

In this chapter:

Overview
Key Needs & Opportunities
Community Goals



Overview

The foundation of any plan begins with a clear understanding of the community's needs and opportunities, identified through analysis and engagement with residents and stakeholders. These insights form the basis for developing focused goals, strategies, and actions that will guide future decision-making and investment. By grounding the plan in real-world conditions and aligning it with a shared community vision, each action becomes intentional, measurable, and capable of delivering lasting impact.

This chapter defines the foundations of Fairburn's comprehensive plan—the needs and opportunities and the community goals that guide the vision. The chapters that follow explore the core elements of the plan: land use, transportation, housing, economic development, broadband, natural and cultural resources, and public relations and communications. Each of these sections includes specific strategies that define what needs to be accomplished to achieve the broader goals, along with the actions and initiatives that describe how those strategies can be accomplished.

In Chapter 12, Implementation, a detailed action plan outlines the concrete steps the City can take to bring the vision to life.



Key Needs & Opportunities

1 Downtown Fairburn and the areas around it are the clear locations for directing residential growth.

Downtown has the best infrastructure, and a higher density of residents are needed there to support the overarching goal to support more retail and redevelopment.

One of the strongest areas of consensus is a desire for downtown Fairburn to thrive.

The City has already made impressive infrastructure investments, from public art to high-quality streetscapes. While these improvements are important and necessary, they have not been enough to fuel substantial development. For downtown Fairburn to become a true destination, there needs to be a broader variety of retail, restaurants, and things to do. To attract these businesses—and keep them—there needs to be a critical mass of customers frequenting them.

The best way to grow the customer base of downtown is to add residents in close proximity, preferably within walking distance. This residential growth does not have to come in the form of large, 300-unit multi-family apartments. There is a broad variety of housing types that could be compatible with historic Fairburn such as small footprint single-family houses, cottage courts, and "missing middle" houses (like duplexes and triplexes). These houses can add residents downtown without significantly changing its historic charm and scale. Additional residents will not only help supply downtown businesses with customers, but can locate in or near downtown where infrastructure is already strongest.



Key Needs & Opportunities

2 The SR 74/Senoia Road corridor needs a redirect.

A clear vision is needed to better leverage development interest in southern Fairburn into a more attractive, livable community.

In 2010, SR 74/Senoia Road in Fairburn functioned as a conventional interstate exit from I-85, with few distinguishing features: the corridor had a few suburban-sized blocks of highway-serving commercial uses like gas stations and fast-food restaurants. Over the last 15 years, growth accelerated dramatically. Development has nearly doubled down the length of the corridor and changed its scale, with several multi-family projects and new suburban-style shopping centers.

These developments are meeting a demand for housing in the region, and auto-oriented commercial uses are continuing to serve travelers from I-85. Ironically, this growth has made SR 74/Senoia Road feel more generic, leaning into the "anywhere USA" character that commercial development along corridors naturally have. Traffic congestion has become a significant issue, particularly due to heavy truck traffic, which contributes to bottlenecks, delays, and safety concerns for pedestrians, cyclists, and drivers alike. The prevailing auto-oriented development pattern has also led to the construction of non-pedestrian-friendly intersections, gaps in the sidewalk network, and a lack of safety buffers separating people from fast-moving vehicles.

To address these challenges, the area should prioritize pedestrian-friendly infrastructure, including continuous sidewalks, safer intersections, and landscaped buffers between vehicles and pedestrians. Streetscape enhancements and green space investments will also help restore a sense of place and livability.



3 Industrial uses, while sometimes problematic in their impacts, are here to stay and are important to the economy.

Even if the community says "no" to more industrial development in Fairburn, it will still be built in the surrounding communities, and those impacts will be felt in Fairburn anyway. There is a need to find a way to live alongside each other better.

Industrial land uses provide jobs and contribute significantly to the City of Fairburn's tax base. However, these uses typically attract substantial freight traffic, causing congestion and wear and tear on roadways. Many residents expressed frustration about these impacts, and are wary of allowing more industrial into the city as a result.

However, southern Fulton County is a major industrial hub not just for Atlanta, but for the entire southeast. Its location south of the city, its proximity to the airport, and its relatively cheap land prices make it prime real estate for this land use. Even if Fairburn were to begin denying all new industrial uses, these projects would find locations in nearby jurisdictions. Fairburn would still experience their more negative impacts, but receive far fewer benefits.

With this reality in mind, it is important to find a way to live with industrial uses more harmoniously. Although there is no "silver bullet" solution, there are several approaches that, taken together, can improve these conflict points.

For existing conflicts between industrial uses and non-industrial uses, there needs to be better enforcement of truck routes. Additionally, there needs to be a better mechanism for keeping up with wear and tear on local roadways from the truck.

New industrial development should only be allowed where there is direct access to an official truck route; where it is not adjacent to residential neighborhoods; and where it does not "open up" previously rural land to a potential cascade of new land use changes and development.



Key Needs & Opportunities

4 There is a keen desire to protect remaining rural/agricultural character, particularly in the southwest.

These areas are becoming increasingly attractive for development—this plan is the opportunity to set public policies to make sure rural character is preserved to the extent possible.

Many people are attracted to Fairburn for its small-town, rural feeling. Yet rural land is often very appealing for new development—both in terms of industrial and residential uses. If development continues on its current trajectory, the community risks losing its rural character over the coming years.

Conservation of rural land is the best mechanism to protect the landscape, but must be something that landowners willingly opt into. However, the comprehensive plan is an opportunity to set policies that encourage growth in parts of Fairburn where there is already infrastructure and it is more desirable, such as downtown. In rural areas like southwest Fairburn, future land use policy that reinforces a low-growth vision could help keep this area rural while respecting any current property rights.

A related strategy is to limit new infrastructure improvements in areas where growth is not desired. Extending new streets and sewer lines makes development more attractive; sewer, especially, is necessary for most development types. Like land use policy that makes it easier to build in other parts of Fairburn, infrastructure investment should also be directed to areas where this growth is most desired—and limited to maintaining existing infrastructure where the community wishes to discourage growth.



5 Roadway congestion is a challenge, with limited alternatives to driving and growing concerns about safety for all users.

Like most communities in the region, Fairburn suffers from traffic bottlenecks. Although the City has limited control over regional traffic flow, there are opportunities to improve local connectivity, expand travel options, and address safety concerns through targeted interventions that help reduce crashes and protect all road users.

Much of the local congestion is caused by a limited number of routes through the city, combined with high volumes of regional and freight traffic. As Fairburn continues to grow, the strain on major corridors like SR 74/Senoia Road and Broad Street (also known as US-29 or Roosevelt Highway) is expected to intensify. While large-scale solutions may be beyond the City's control, there are opportunities to improve local street connections, reduce pressure on key intersections, and manage traffic more effectively, while also enhancing safety for drivers, pedestrians, and cyclists by minimizing conflict points and improving roadway design.

Targeted investments in roadway improvements, such as intersection upgrades, better signal timing, and strategic new connections, can go a long way to improve flow and reduce delays along troublesome road corridors. Preventing trucks from entering neighborhood streets, reinforced through clear "No Truck Through Traffic" signage and active police enforcement, and prioritizing pavement maintenance in heavily traveled areas will also be critical to addressing concerns and ensuring long-term mobility.

In addition, implementing traffic calming measures in residential neighborhoods and near schools and parks can improve safety and quality of life for residents. These local improvements, while incremental, can make a meaningful difference in how residents and visitors experience getting around Fairburn.



Key Needs & Opportunities

6 This is a community that wants to be involved!

Fairburn residents love their community and are eager for a place at the table. There needs to be a clear commitment to transparent communications and dialogue as the city moves forward.

Fairburn residents and stakeholders consistently demonstrated a deep interest and care for their community. When citizens take the time to come to meetings and engage in comprehensive planning processes, it suggests a long-term level of commitment to community and its wellbeing.

Having engaged citizens is a multi-faceted opportunity to not only craft a comprehensive plan that truly reflects the concerns and desires of the community, but help create political will to implement its recommendations. An involved community helps hold the City accountable, keeps things transparent, and ultimately moves Fairburn forward.



Community Goals

Throughout the planning process—most notably the analysis of existing conditions and touchpoints with the community—three themes were consistent: balancing growth, expanding connectivity and accessibility throughout the city, and maintaining Fairburn's high quality of life. These themes provide the backbone of Fairburn's vision.

These themes are reflected in a series of challenge statements—concise descriptions of the key issues that must be addressed for Fairburn to reach its full potential as a community "situated to succeed." Nested within each challenge statement are community-driven goals that articulate both the aspirations of Fairburn's residents and the necessary steps to overcome the identified challenges. Together, these statements and goals form a bridge between the community's vision and the specific actions needed to achieve it.



Balanced Growth

Fairburn will manage its growth by directing it where there is (or will be) infrastructure to support it, prioritizing development where the community most supports it, and being cognizant of economic, environmental, and fiscal impacts.

Connectivity & Accessibility

Fairburn aspires to expand its sidewalk and bicycle network for more connectivity, while also improving its roadways to maximize access to other areas around the city and metro Atlanta, increase safety, and minimize the impacts of truck traffic.

Quality of Life

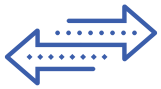
Fairburn strives to maintain and improve quality of life for existing and future residents by ensuring quality public services, housing that serves a wide range of needs and price points, businesses that meet the needs of both residents and visitors, and access to a variety of amenities.

Community Goals



Balanced Growth

- **Energize downtown.** Increase the amount of compatibly scaled housing and infrastructure downtown to bring vibrancy to the area and support new and existing businesses.
- **Build a better Senoia Road.** Manage growth along the SR 74/Senoia Road corridor to support its future role as a mixed-use center with improved livability and walkability.
- **Respect rural character.** Support intentional, context-sensitive growth in the southwestern part of Fairburn that preserves its rural character, open landscapes, and community identity.
- **Target strategic industrial growth.** Support the health and viability of target and emerging industries while minimizing impacts on nearby neighborhoods.
- **Promote infill.** Support neighborhood vibrancy with compatible infill where there is infrastructure to support it.



Connectivity & Accessibility

- **Minimize impacts of truck traffic.** Address conflict points between trucks and non-truck traffic, protect and improve paving conditions, and enforce use of truck routes.
- **Improve traffic and safety.** Address congestion and safety hotspots.
- **Invest in walkability.** Fill missing sidewalk gaps between neighborhoods, particularly in and near downtown and the SR 74/ Senoia Road corridor, and expand the system of multi-use paths.
- **Expand mode options.** Improve the accessibility, comfort, and safety of public transit.
- **Improve access to downtown.** Address barriers caused by the railroad and ensure an adequate amount of parking is available in balance with good urban design and walkability.



Quality of Life

- **Diversify housing options.** Ensure housing options for all ages, income levels, and lifestyles.
- **Support education.** Through planning, bolster access to a broader range of quality educational opportunities and support the success of Fairburn's educational institutions and their unique campuses.
- **Embrace a sense of place and community.** Support placemaking, arts, and historic preservation efforts to create a cohesive, small-town identity.
- **Protect our environment and greenspace.** Preserve critical natural resources, cultivate a widespread urban tree canopy, and expand access to parks and greenspaces.
- **Communicate!** Build trust, commit to transparent communications, and foster an inclusive community.

Tying it Back to the Key Needs & Opportunities...

	Which needs and opportunities do these goals address?					
Community Goals	**A vibrant downtown Fairburn**	**A better SR 74/ Senoia Road**	**Fewer conflicts with industry**	**Maintaining rural character**	**Improved mobility**	**An engaged community**
Balanced Growth						
Energize downtown	X					
Build a better Senoia Road		X				
Respect rural character			X	X		
Target strategic industrial growth			X	X		
Promote infill	X					
Connectivity & Accessibility						
Minimize impacts of truck traffic			X		X	
Improve traffic and safety					X	
Invest in walkability					X	
Expand mode options					X	
Improve access to downtown	X				X	
Improve safety and comfort of transit stops					X	
Quality of Life						
Diversify housing options	X					
Support education						X
Embrace a sense of place and community	X	X		X		
Protect our environment and greenspace				X		
Communicate!						X

5 Land Use & Development

In this chapter:

Land Use Strategies
Future Development Strategy
Actions & Initiatives
Proposed Zoning Ordinance Amendments





Land Use Strategies

Overview

As Fairburn continues to grow, so does the complexity of managing that growth effectively. Analysis and public input revealed several guiding themes:

- Growth should be context-sensitive and supported by adequate infrastructure—roads, utilities, and public services must keep pace with development.
- A balanced approach to residential, commercial, and industrial uses is essential. While housing drives demand for retail and services, excessive residential growth can limit industrial opportunities that provide critical revenue for public investments.
- Downtown revitalization will require activating key sites with mixed-use development to bring vibrancy and economic activity to the area.
- Redevelopment and infill should be prioritized over greenfield expansion to make the most of existing infrastructure and preserve open space.

The strategies outlined on page 119 offer a framework for guiding this growth, grounded in Fairburn's overarching goals of balanced development, improved connectivity, and enhanced quality of life.

Future Development Strategy Approach

Over the years, Fairburn's City Council has been committed to ensuring that all future development decisions align with the City's comprehensive plan. Therefore, it is imperative that Fairburn's Future Development Strategy reflects the needs and aspirations of its residents and stakeholders, while also providing the level of detail necessary to guide well-informed decision-making.

The approach to the Future Development Strategy is twofold: direct more residential growth to downtown and the areas adjacent to it, and protect rural areas from excessive growth.

Pages 122-144 describe the City of Fairburn's Future Development Strategy in detail. In revising this strategy from the previous comprehensive plan, the planning team focused on the following goals:

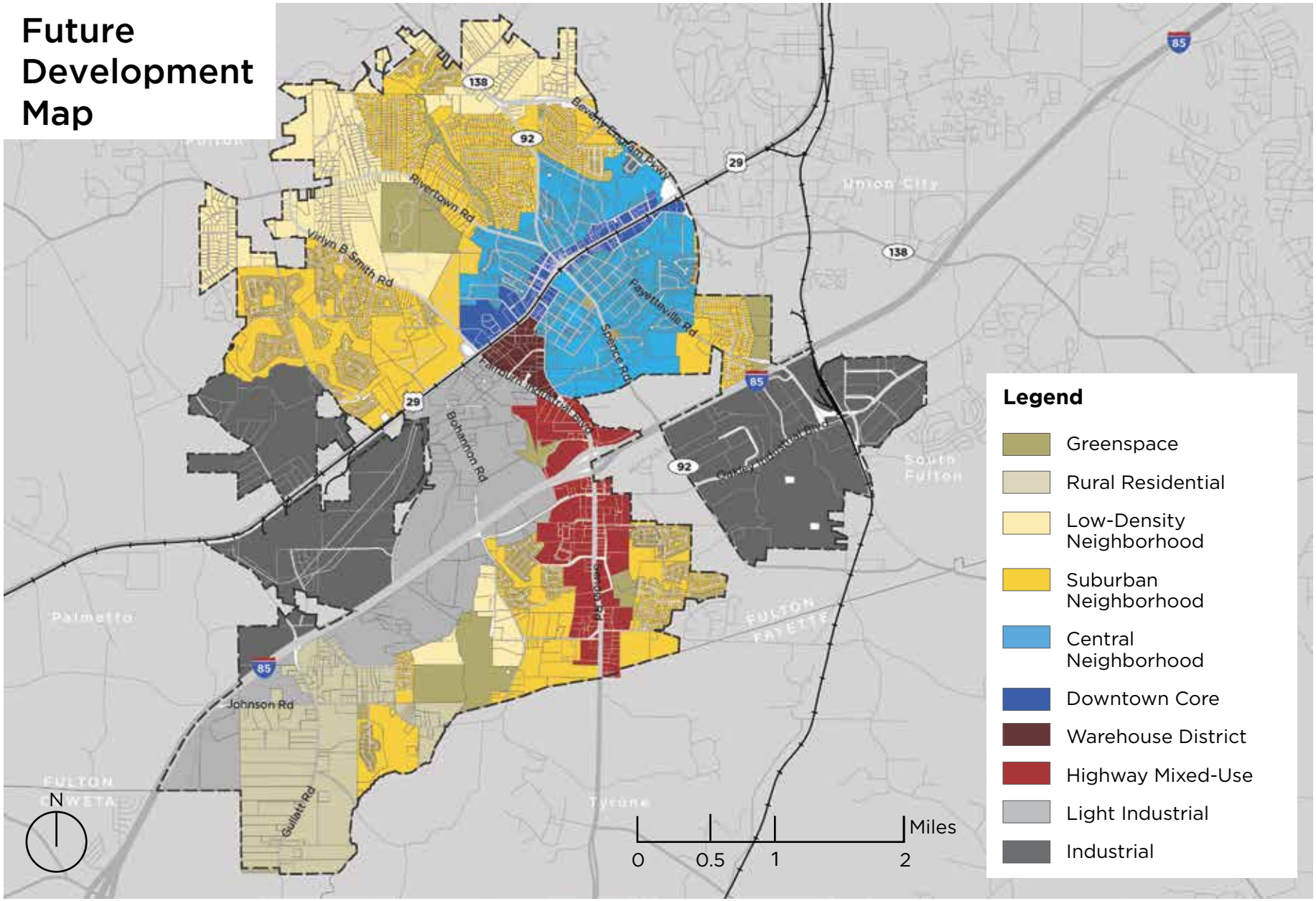
- Enhance rather than overhaul the existing strategy, building on strengths and addressing areas for improvement;
- Draw insights from previous plans to maintain continuity and informed direction;
- Evaluate the capacity for growth to ensure development is appropriate and sustainable;
- Incorporate community input; and
- Apply recognized planning best practices to ensure a forward-thinking strategy.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Direct residential growth at a scale that is compatible to its small-town character to and near downtown. This takes advantage of the most connected transportation infrastructure and will provide "rooftops" to better support small businesses.			
Ensure that greenspace is incorporated throughout the city and new greenspaces are embedded in all types of development.			
With the exception of projects already underway/approved, limit additional development in the SR 74/Senoia Road corridor until a specific plan for the area is established. This plan should consider infrastructure needed to accommodate recent growth, better streetscapes, and opportunities to create a better sense of place.			
Direct any future industrial growth to areas already served by established truck routes and infrastructure. • Do not approve additional industrial uses adjacent to residential areas without significant buffering and transportation infrastructure in place. • Do not allow industrial growth to occur in rural, undeveloped areas.			
Beyond what is already underway, permitted, and/or zoned, limit additional suburban-style residential growth in rural areas.			
Coordinate downtown revitalization efforts with regional improvement efforts along US-29/Roosevelt Highway/Broad Street.			
Use fiscal impact assessments to ensure development is financially sustainable for the City.			

Future Development Strategy

Color	Designation	Description
	Greenspace	Greenspace areas protect natural resources and provide passive and active recreational opportunities. They contribute to community well-being, environmental sustainability, and scenic beauty.
	Rural Residential 0 to 1 dwelling unit/acre	This area intends to preserve Fairburn's pastoral landscapes, providing a low-density living environment that blends seamlessly with the surrounding rural areas.
	Low Density Neighborhood 0 to 3 dwelling units/acre	Serving as a transition between rural areas and more suburban neighborhoods, this area supports suburban living with a focus on preserving open space and providing a buffer to more intense development.
	Suburban Neighborhood 3 to 8 dwelling units/acre	This area promotes walkable, community-focused neighborhoods with a slightly higher intensity than low-density residential areas.
	Central Neighborhood 6 to 18 dwelling units/acre	This transitional area supports a range of residential types near the core of downtown, with a focus on walkability, housing diversity, and neighborhood-scale infill.
	Downtown Core 12 to 36 dwelling units/acre	The Downtown Core is the heart of the city, blending historic character with vibrant, mixed-use development.
	Warehouse District 12 to 18 dwelling units/acre	This area blends in with the downtown and its surrounding (and growing) residential areas, while maintaining its "warehouse" feel. It can house small-scale production, art studios, brewing/distilling, and community resources.
	Highway Mixed-Use 12 to 36 dwelling units/acre	Located along SR 74/Senoia Road, this area is a regional commercial and mixed-use corridor that serves residents, commuters, and visitors.
	Light Industrial	This area supports low-impact industrial and office development that complements nearby residential areas.
	Industrial	This area is designated for traditional and heavy industrial uses that drive economic development through manufacturing, processing, and logistics operations.

Future Development Map



Future Development Strategy

Greenspace

Description

Greenspace areas protect natural resources and provide passive and active recreational opportunities. They contribute to community well-being, environmental sustainability, and scenic beauty. These spaces are often integrated throughout the city, in both public and private settings, and reflect the locations of existing parks, parks identified by the *Parks & Recreation Master Plan*, and areas that would not be able to be developed due to presence of water or steep slopes.

Implementation Strategies & Policy Considerations

- Protect City-owned greenspaces and improve their usability
- Preserve natural features such as waterways and steep slopes
- Create inviting, well-designed public spaces with trees, trails, and landscaping
- Prioritize converting reclaimed land into usable greenspace and conservation areas

Typical Character



Intensity

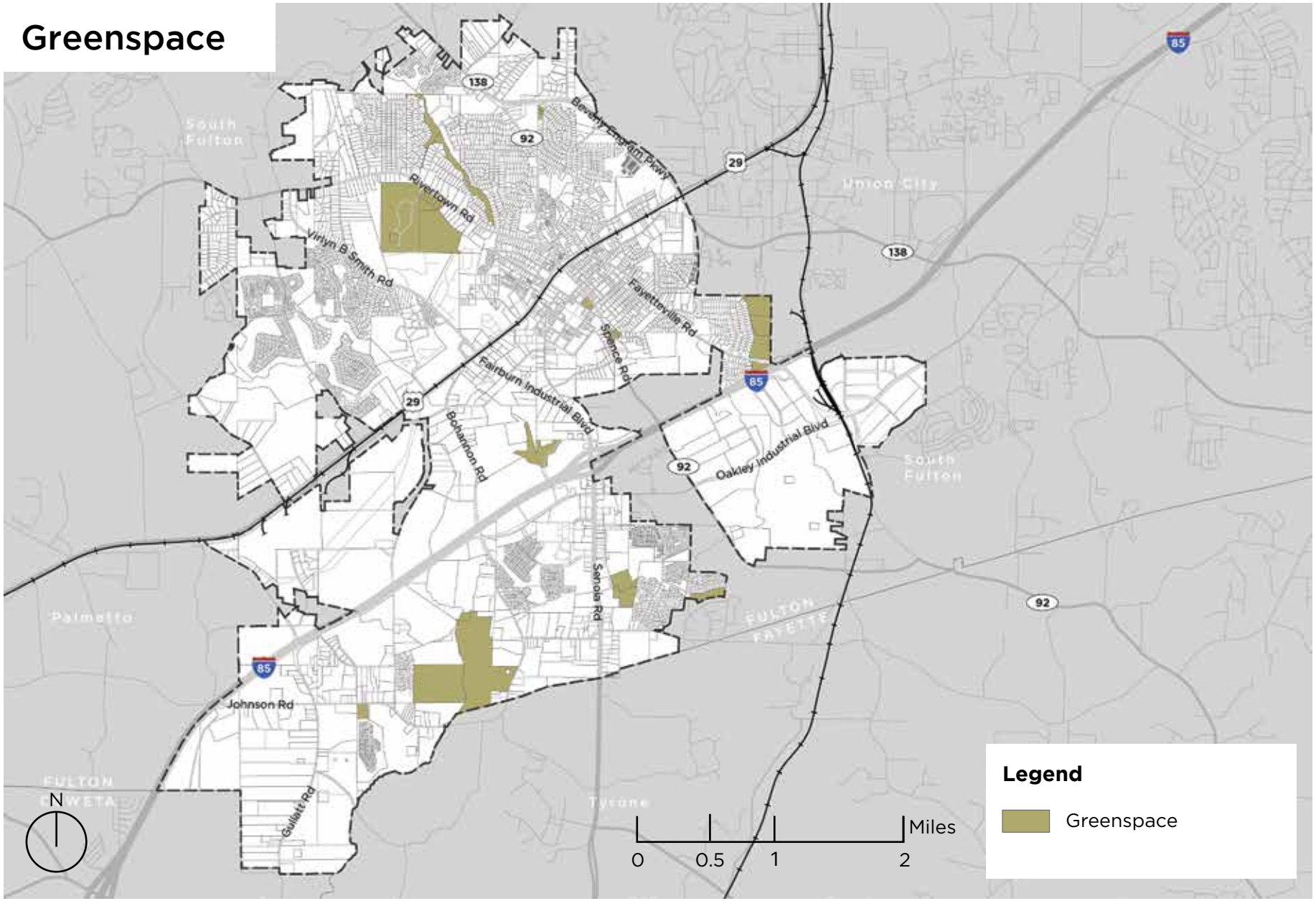


Image Source: Google Earth

Greenspace Details

Appropriate Development Types	Conservation; parks and recreation
Density/Intensity	N/A
Appropriate Zoning District(s)	All zoning districts

Greenspace


South Fulton
Union City
Palmetto
Tyrone
FULTON
FAYETTE
FULTON
COWETA
138
92
29
85
Rivertown Rd
Virlyn B Smith Rd
Fayetteville Rd
Spence Rd
Fairburn Industrial Blvd
Bohannon Rd
Oakley Industrial Blvd
Sarnoia Rd
Johnson Rd
Gullatt Rd
N
0
0.5
1
2
Miles
Legend
Greenspace

Future Development Strategy

Rural Residential

Description

This area intends to preserve Fairburn's pastoral landscapes, providing a low-density living environment that blends seamlessly with the surrounding rural areas. The area promotes minimal urban development and generous open space.

Implementation Strategies & Policy Considerations

- Promote conservation design and clustered development to retain open space
- Limit infrastructure expansion
- Encourage large lot sizes to maintain rural character
- Allow low-impact neighborhood-serving retail at key crossroads
- Emphasize architectural consistency and place-based design
- Enhance zoning tools to support rural development

Typical Character



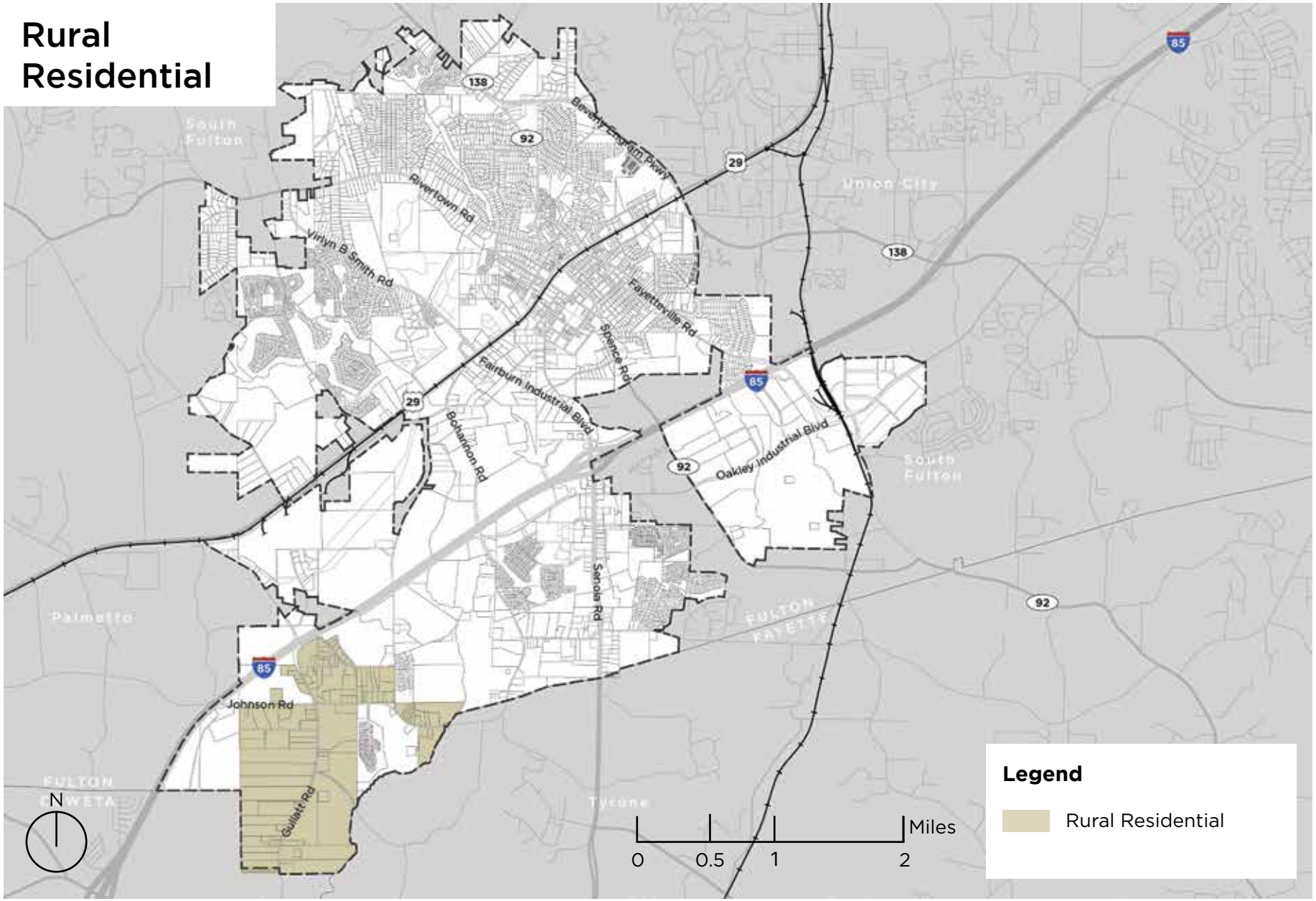
Intensity



Rural Residential Details

Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); large-lot single-family detached houses; conservation subdivisions; small retail; agriculture; accessory dwelling units (ADUs).
Density/Intensity	0 to 1 dwelling units/acre
Appropriate Zoning District(s)	AG, R-1, C-1, PD, P&O

Rural Residential



Future Development Strategy

Low-Density Neighborhood

Description

Serving as a transition between rural areas and more urban neighborhoods, these areas support low-density suburban living with a focus on preserving open space and providing a buffer to more intense development. Neighborhoods are predominantly single-family and designed to offer recreational amenities.

Implementation Strategies & Policy Considerations

- Promote conservation and tree preservation in new developments
- Limit infrastructure expansion
- Allow low-impact neighborhood-serving retail at key crossroads

Typical Character



Intensity

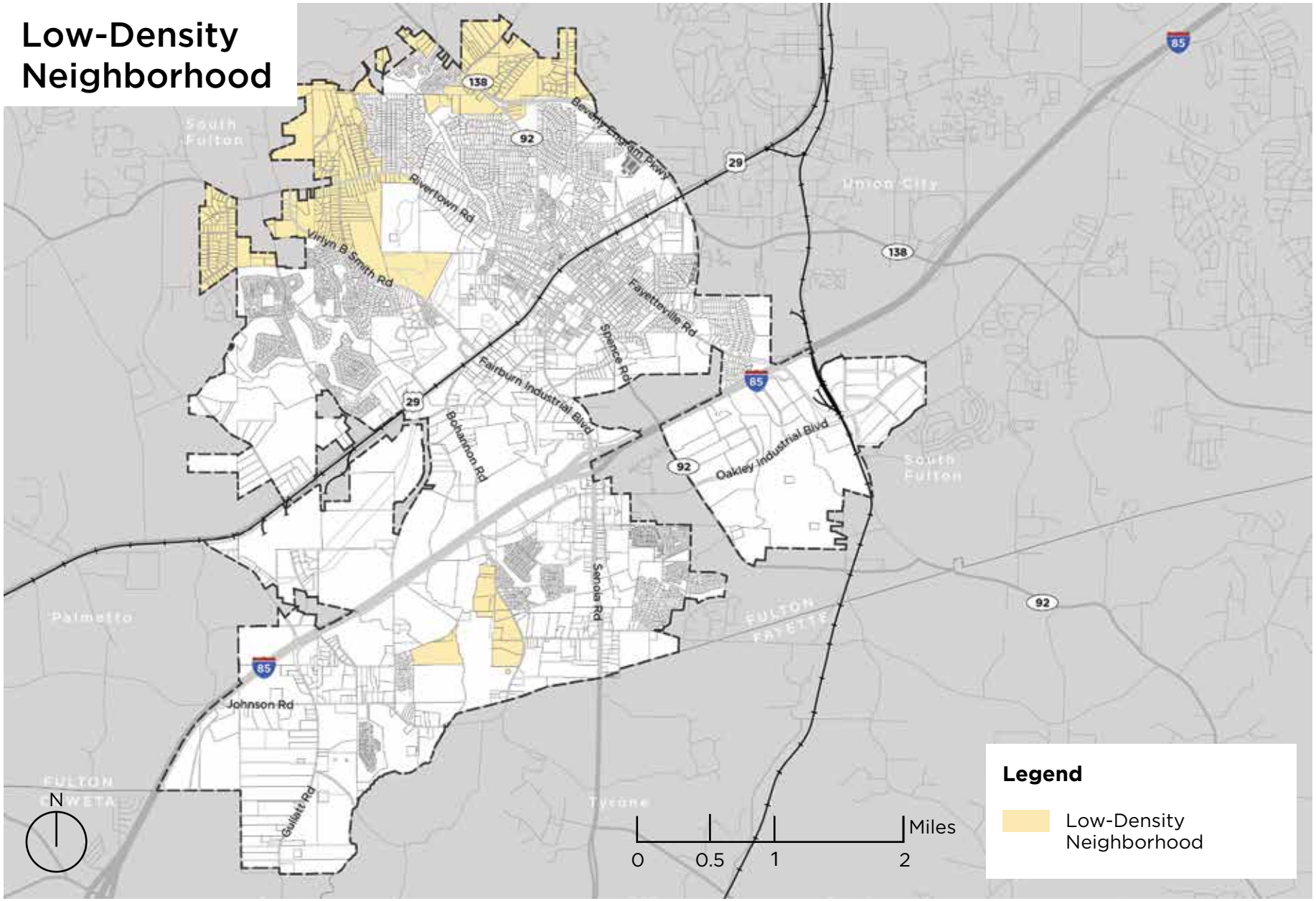


Image Source: Google Earth

Low-Density Neighborhood Details

Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); medium- to large-lot single-family detached houses; conservation subdivisions; suburban single-family subdivisions; small retail; accessory dwelling units (ADUs).
Density/Intensity	0 to 3 dwelling units/acre
Appropriate Zoning District(s)	R-1, R-2, C-1, PD, P&O

Low-Density Neighborhood



Future Development Strategy

Suburban Neighborhood

Description

This area promotes community-focused neighborhoods with a higher intensity than low-density residential areas. It supports a variety of housing styles to meet the needs of a diverse population, while still maintaining a suburban feel.

Implementation Strategies & Policy Considerations

- Promote conservation and tree preservation in new developments
- Emphasize neighborhood cohesion, reduced parking visibility, and inter-neighborhood connectivity
- Provide pedestrian and bike infrastructure to reduce car dependency

Typical Character



Suburban Neighborhood Details

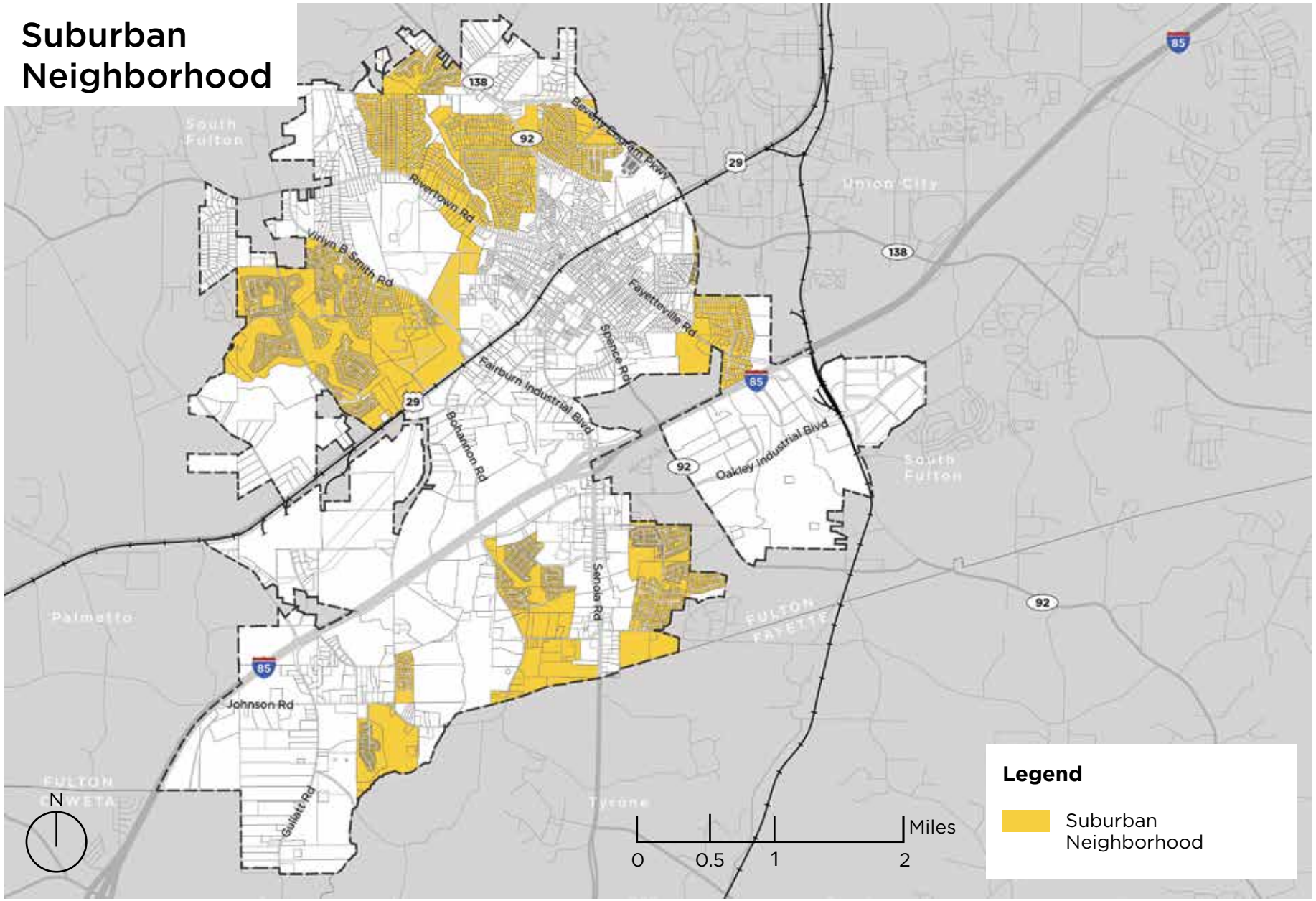
Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); small- to medium-lot single-family detached houses; conservation subdivisions when located in an area with significant tree canopy or presence of water; suburban single-family subdivisions; cottage courts; accessory dwelling units (ADUs).
Density/Intensity	4 to 8 dwelling units/acre
Appropriate Zoning District(s)	R-3, R-4, R-CT, PD, P&O

Intensity



Image Source: Google Earth

Suburban Neighborhood



Future Development Strategy

Central Neighborhood

Description

This area supports a range of residential types near the core of downtown, with a focus on walkability, housing diversity, and neighborhood-scale infill. It encourages incremental density while keeping with the character of Fairburn's more historic neighborhoods.

Implementation Strategies & Policy Considerations

- Promote a variety of housing types
- Preserve existing historic character and tree canopy
- Ensure new and infill development complements existing neighborhood scale and character, while adding needed density
- Prioritize walkability and connectivity to downtown

Typical Character



Intensity

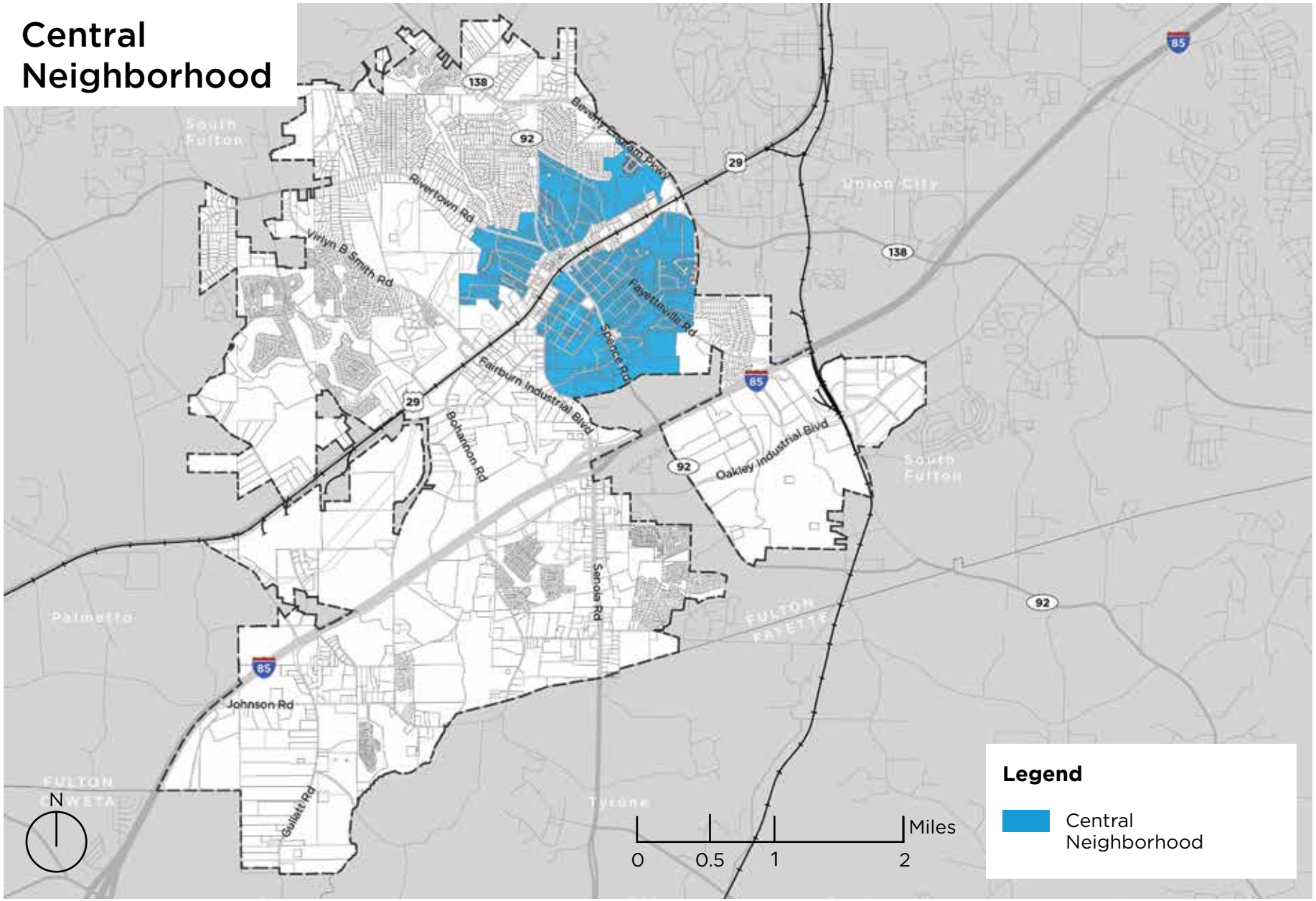


Image Source: Google Earth

Central Neighborhood Details

Appropriate Development Types	Parks and recreation; public/institutional uses (schools, places of worship, and civic facilities); small-lot single-family detached houses; house-scale multiplexes; cottage courts; townhouses; house-scale, converted office/retail; accessory dwelling units (ADUs).
Density/Intensity	6 to 18 dwelling units/acre
Appropriate Zoning District(s)	R-4, R-CT, RM-12, C-1, PD, P&O

Central Neighborhood



Future Development Strategy

Downtown Core

Description

The Downtown Core is the heart of the city, blending historic character with vibrant, mixed-use development. This area is intended to be the most walkable and economically diverse part of Fairburn, offering a variety of housing, retail, and cultural amenities in a compact setting.

Implementation Strategies & Policy Considerations

- Implement the *Downtown Master Plan LCI Study* and *Gateway & Connectivity LCI Study*
- Revitalize vacant storefronts
- Maintain street grid and enhance pedestrian infrastructure
- Encourage and incentivize infill development of undeveloped/ underdeveloped lots downtown into high-quality, mixed-use buildings
- Promote placemaking, public art, and vibrant architectural design

Downtown Core Details

Appropriate Development Types	Parks and recreation; public/institutional uses (schools, places of worship, and civic facilities); small-lot single-family detached houses; townhouses; house-scale multiplexes; multifamily; vertical mixed-use up to four stories; small retail; office; large retail centers with grocery anchor.
Density/Intensity	12 to 36 dwelling units/acre
Appropriate Zoning District(s)	R-4, R-CT, RM-12, RM-36, O&I, C-1, C-2, DTMU, P&O

Typical Character

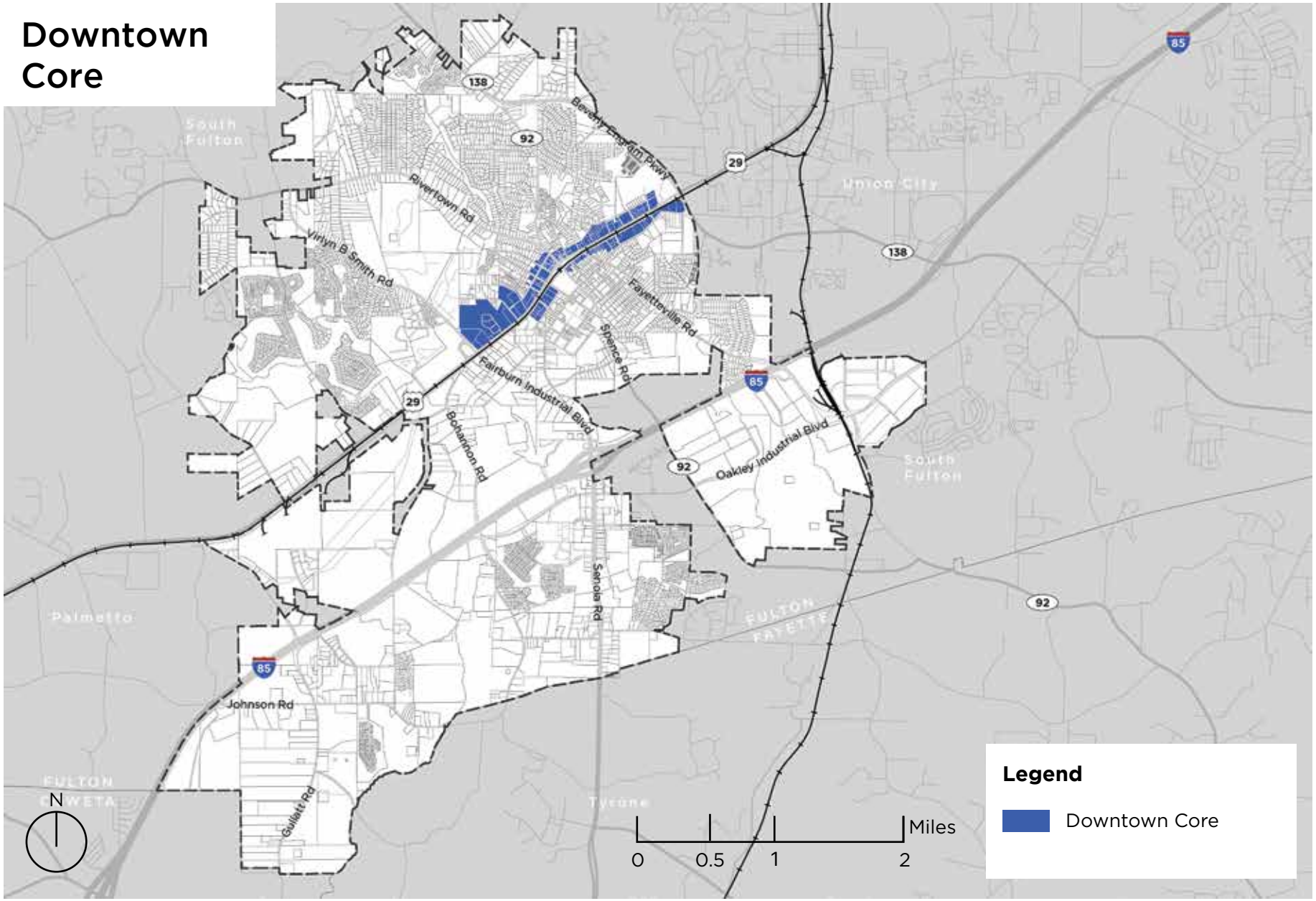


Intensity



Image Source: Google Earth

Downtown Core



Future Development Strategy

Warehouse District

Description

The long-term vision for this area is one that blends in with the downtown and its surrounding (and growing) residential areas while maintaining a creative identity. It promotes adaptive re-use to retain the "warehouse" feel. While it currently houses many of the City's utility operations, with the proper buffers and transitions, it can have spaces for small-scale production, art, brewing/distilling, and community resources. These uses could also be configured in a mix of uses that also include housing.

Implementation Strategies & Policy Considerations

- Support creative business innovation and unique commercial centers
- Provide transitions and buffers between utility and commercial/ residential uses
- As City utility buildings need upgrading, explore their relocation
- Explore the feasibility of a zoning overlay district
- Improve public right-of-way to mitigate truck traffic
- Improve multi-modal connections to downtown

Warehouse District Details

Appropriate Development Types	Parks and recreation; public/institutional uses (schools, places of worship, and civic facilities); small-scale production (breweries, makerspaces, food processing, etc.); converted retail; converted office; flex space; converted multifamily; mixed-use; utilities.
Density/Intensity	0 to 18 dwelling units/acre; 1 to 2 stories
Appropriate Zoning District(s)	RM-12, O&I, C-1, C-2, DTMU, M-1, P&O

Typical Character



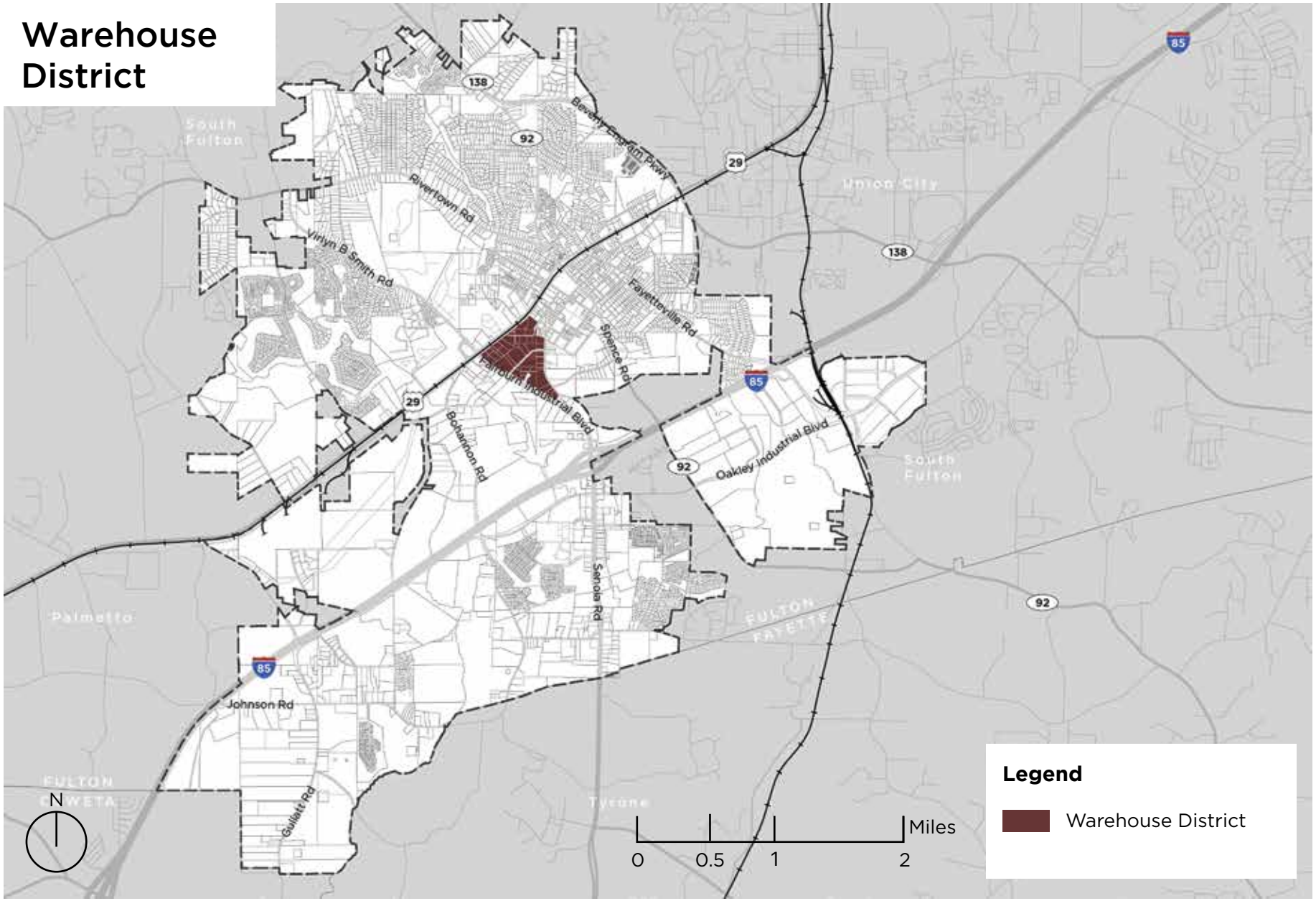
Image Source: Office of Design

Intensity



Image Source: Google Earth

Warehouse District



Future Development Strategy

Highway Mixed-Use

Description

Located along SR 74/Senoia Road, this area is a regional commercial and mixed-use corridor that serves residents, commuters, and visitors. Development should balance high visibility, infrastructure capacity, and accessibility with compatibility for adjacent neighborhoods.

Implementation Strategies & Policy Considerations

- Emphasize placemaking and design standards to create a walkable, attractive corridor
- Prioritize sit-down restaurants, grocery, and entertainment retail options
- Provide safe multimodal access
- Use multifamily as transitions from commercial to suburban residential areas

Typical Character



Intensity

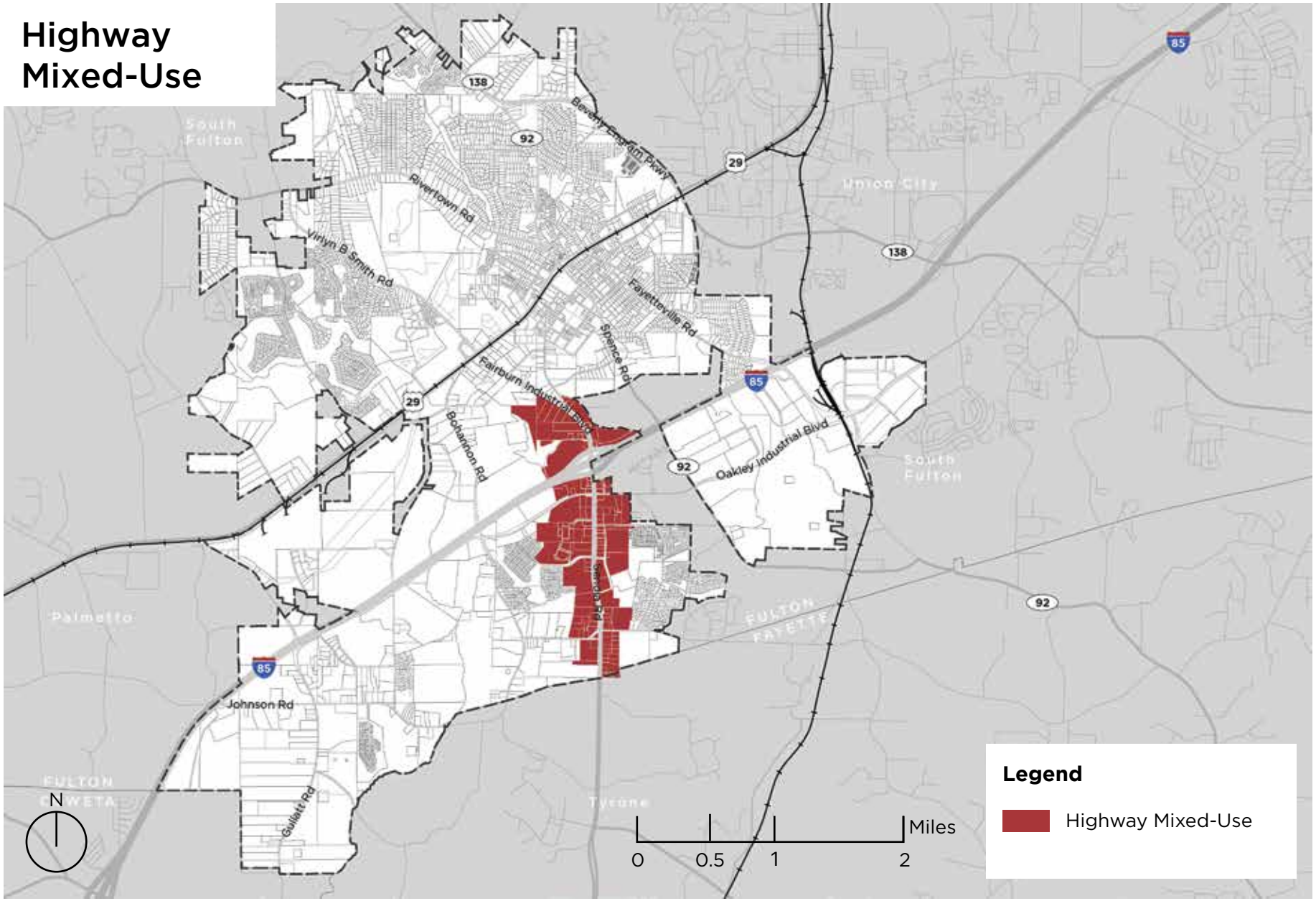


Image Source: Google Earth

Highway Mixed-Use Details

Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); multifamily; vertical and horizontal mixed-use up to four stories, small to medium retail; large retail centers with grocery anchor; large office; hospitality.
Density/Intensity	12 to 36 dwelling units/acre
Appropriate Zoning District(s)	RM-12, RM-36, O&I, C-1, C-2, P&O

Highway Mixed-Use



Future Development Strategy

Light Industrial

Description

This area supports low-impact industrial and office development that complements nearby residential areas. It emphasizes modern business parks, innovation hubs, and clean industries.

Implementation Strategies & Policy Considerations

- Support business innovation and employment centers
- Design industrial parks with high-quality site planning and landscaping
- Provide transitions and buffers to nearby residential areas

Typical Character



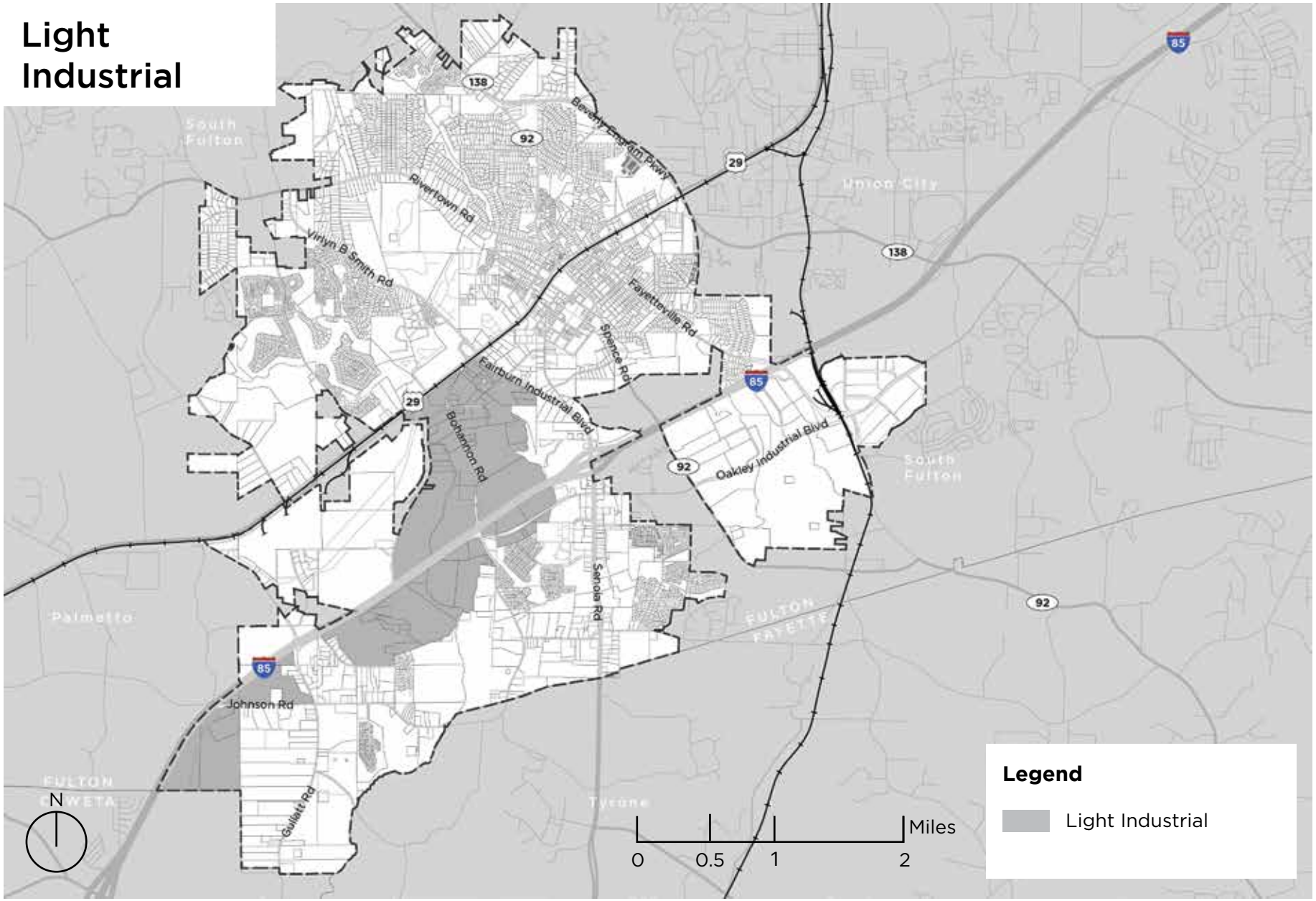
Intensity



Light Industrial Details

Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); large office; small-scale production (breweries, makerspaces, food processing, etc); flex space; commercial storage; warehousing, utilities.
Density/Intensity	1 to 2 stories
Appropriate Zoning District(s)	O&I, C-1, C-2, M-1, P&O

Light Industrial



Future Development Strategy

Industrial

Description

This area is designated for traditional and heavy industrial uses that drive economic development through manufacturing, processing, and logistics operations. It supports regional employment and logistics infrastructure.

Implementation Strategies & Policy Considerations

- Encourage aesthetic improvements along public rights-of-way to create visually pleasing corridors with high-quality design elements, building materials, and landscaping
- Look for public right-of-way improvements to mitigate truck traffic
- Ensure connectivity to I-85 and freight corridors.

Typical Character



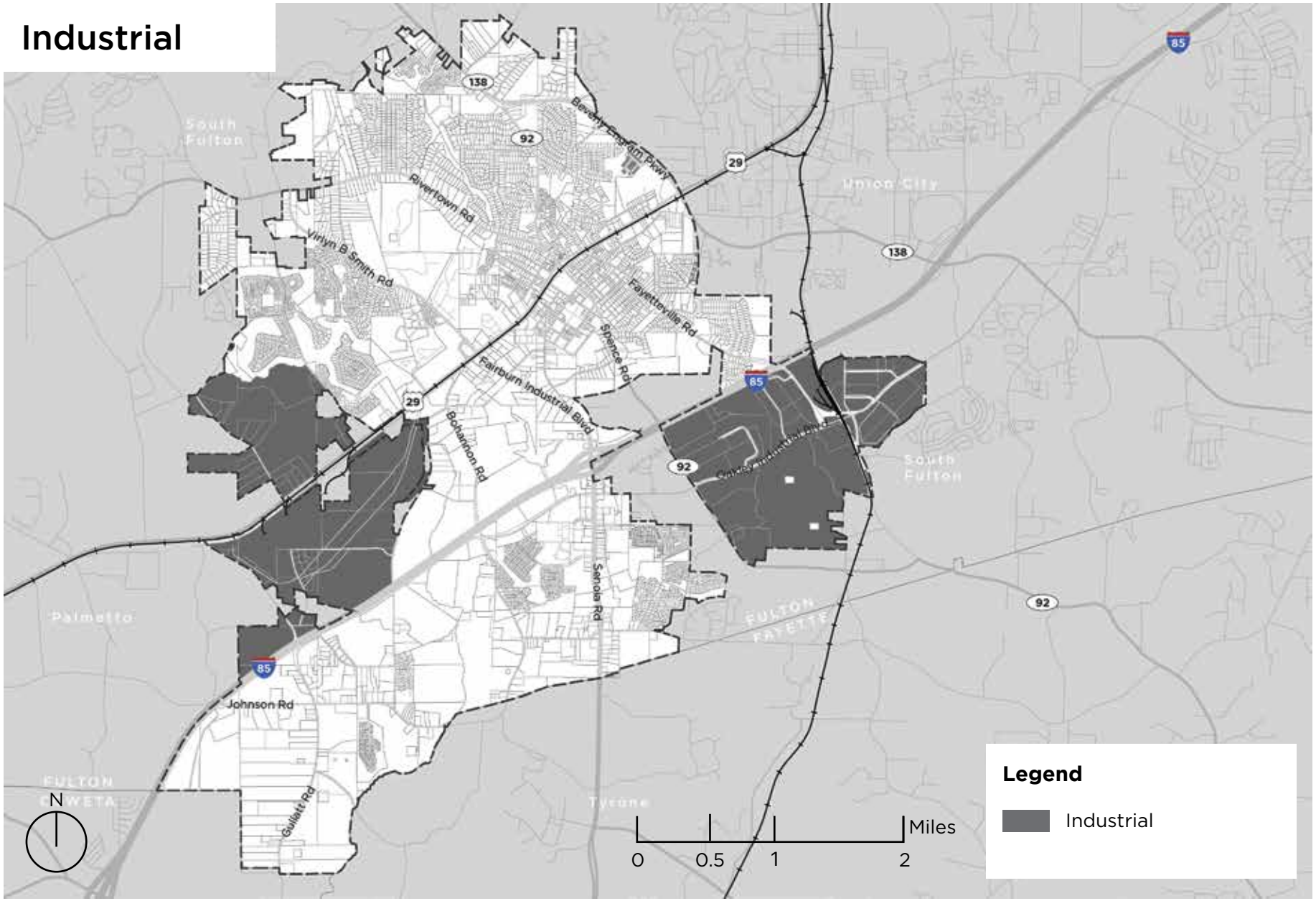
Intensity



Industrial Details

Appropriate Development Types	Conservation; parks and recreation; public/ institutional uses (schools, places of worship, and civic facilities); small-lot single-family detached houses; large office; warehousing; manufacturing; utilities.
Density/Intensity	1 to 2 stories
Appropriate Zoning District(s)	O&I, C-2, M-1, M-2, P&O

Industrial


South Fulton
Union City
Palmetto
Tyrone
FULTON
FAYETTE
COWETA
138
92
29
85
Rivertown Rd
Virlyn B Smith Rd
Fairburn Industrial Blvd
Spence Rd
Fayetteville Rd
Beverly Engram Pkwy
Bohannon Rd
Sandy Creek Rd
Johnson Rd
Gullatt Rd
N
0
0.5
1
2
Miles
Legend
Industrial

Future Development Strategy

Future Development & Zoning Compatibility Table

	Residential Base Districts									Non-Residential Base Districts							Overlay Districts	
Future Development Category	**AG**	**R-1**	**R-2**	**R-3**	**R-4**	**R-CT**	**RM-12**	**RM-36**	**PD**	**O&I**	**DTMU**	**C-1**	**C-2**	**M-1**	**M-2**	**P&O**	**GA Highway 74 Overlay**	**US Highway 29 Overlay**
Greenspace	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rural Residential	X	X							X			X				X		
Low-Density Neighborhood		X	X						X			X				X		
Suburban Neighborhood				X	X	X			X							X		
Central Neighborhood					X	X	X		X			X				X		
Downtown Core					X	X	X	X	X	X	X	X	X			X		X
Warehouse District							X			X	X	X	X	X		X		
Highway Mixed-Use							X	X		X		X	X			X	X	
Light Industrial										X		X	X	X		X		
Industrial										X			X	X	X	X		

X = Indicates that this zoning district implements the corresponding Future Development Category

Actions & Initiatives

Based on the technical analysis, community input, and conversations about land use strategy, one thing has remained clear: Fairburn needs to achieve balanced growth that directs investment to downtown, considers the positive impacts of industry, and limits excessive development in the more rural areas of the city. To do this, the City must promote development that is strategically located, aligned with the community's needs, and supported by the appropriate infrastructure.

The following are actions and initiatives the City of Fairburn should take to implement this land use vision and its overarching goals of balanced growth, connectivity and accessibility, and quality of life.

- **Zoning Ordinance Rewrite.** A rewrite of Fairburn's zoning ordinance would implement recommendations from multiple plans. See pages 146-147 for more information.
- **Downtown Fairburn Infill Strategy.** Consistent with other efforts in this comprehensive plan and other planning efforts since 2021, this strategy would:
    - Identify publicly owned land for catalytic development or redevelopment and match it with needs and demands demonstrated by the market;
    - Identify privately owned, undeveloped or underdeveloped land that could accommodate "missing middle" housing; and
    - Create straight forward infill design guidelines for the Downtown Core and Central Neighborhoods future development areas.
- **Placemaking Plan.** The SR 74/Senoia Road corridor (Highway Mixed-Use future development areas) is in need of a redesign. A placemaking plan will create a vision for the area that promotes walkability and good urban design principles that would transform the corridor into a place where there is a "there" to visit.
- **Impact Fees.** The City should consider levying impact fees for developments in the Light Industrial and Industrial future development areas with emphasis on uses with high truck traffic to fund improvements to fix roads with heavy wear and tear.

Proposed Zoning Ordinance Amendments

Overview

The City's zoning ordinance plays a critical role in carrying out the comprehensive plan and must be closely aligned with its goals to guide appropriate land use and development. Misalignment can result in outcomes that contradict community values and hinder effective planning. In addition to aligning with the comprehensive plan, zoning ordinances must be written and laid out in a manner that is clear and easy to use.

A comprehensive rewrite of the zoning ordinance is recommended to improve clarity, ensure consistency with the plan, and build public trust in the decision-making process. An updated ordinance will help ensure zoning outcomes reflect Fairburn's current values and long-term vision.

For more information and context for these recommended amendments, see "Zoning Audit: Best Practices Scan" beginning on page 270, and "Zoning Audit: Vision Alignment" beginning on page 279 of the Appendix.

High-Level Recommendations

The following are high-level, recommended amendments that are necessary for improving the zoning ordinance's clarity and usability.

- Set clear, pass/fail, measurable standards that can be administered by professional staff.
- Reorganize objective standards (allowed/not allowed) and dimensional standards (minimum required dimension/maximum allowed dimension) into user-friendly tables with clear headings and a logical layout.
- Bring all definitions into the definitions article, organized alphabetically.
- Illustrate large amounts of information across multiple sets of graphics with clear, user-friendly labels and titles. Consolidate repeated information and build logical cross-references into strategic locations of the ordinance.
- Consolidate similar types of information into intuitively named headings.

Alignment with the Comprehensive Plan

Below is a summary of amendments, grouped by topic, that can be made to the zoning ordinance to help Fairburn achieve the vision in its comprehensive plan.

- **Pedestrian and bicycle infrastructure gaps.** The zoning code generally does not adequately require or support pedestrian and bicycle facilities across most zoning districts. Improved standards for sidewalks, cross-access, and bike infrastructure are needed to align with walkability and multi-modal goals.
- **Barriers to housing diversity and infill.** Many districts limit smaller-scale or diverse housing types through excessive minimum dwelling sizes, narrow use permissions, unclear regulations, and gaps in infill standards. These barriers make it harder to achieve the City's goals for mixed-income and age-friendly neighborhoods.

- **Lack of tools for compact and clustered development.** Many zoning districts do not explicitly allow for preservation of open space via compact development on a site. This hinders the development of efficient infrastructure. Tools like cluster subdivisions or reduced setbacks are needed in appropriate areas.
- **Underdeveloped public realm and urban design standards.** There is little zoning guidance on active frontage, street trees, street furniture, public art, or other features that create vibrant public spaces. The guidance currently in place is not consistent across zoning districts in potential walkable areas. Stronger design expectations are especially needed in the downtown and community-focused nodes.
- **Limited flexibility for commercial and employment uses.** Use-specific zoning lists are overly narrow, making it difficult to accommodate evolving businesses, shared-use spaces, or neighborhood-scale commercial activity. A shift toward broader use categories would help support economic adaptability.
- **Poor alignment with infrastructure capacity goals.** Development standards do not consistently account for current and/or planned infrastructure capacity. Private development may outpace public service and infrastructure capacity—particularly in suburban areas. The City needs zoning tools that help manage growth in line with the long-term vision of various areas and the present and planned availability of roads, utilities, and services.
- **Inadequate buffers and transitions in industrial and warehouse areas.** Buffering, screening, and design requirements are minimal in zones where industrial uses are allowed near neighborhoods or key corridors. Strengthening standards for landscaping, access management, and aesthetics can reduce conflicts, simplify access and maneuvering for trucking, and improve compatibility with neighboring land uses.



6 Transportation

In this chapter:

Transportation Strategies
Transportation Framework for Future Growth
Actions & Initiatives



Transportation Strategies

Overview

As Fairburn continues to grow, so do the challenges of managing that growth in a way that preserves safety, livability, and access for all residents. Through a combination of detailed analysis and community engagement, key concerns emerged, including the intensifying impact of freight traffic, the ongoing gaps in pedestrian safety and infrastructure, and the lack of multimodal travel options:

- Residents voiced a clear desire for stronger enforcement of designated truck routes and protections to keep heavy vehicles out of residential areas.
- Many residents pointed to unsafe intersections, poor signage and traffic calming measures, and the need to redesign roadways to reduce conflict points between trucks, cars, cyclists, and pedestrians.
- Just as urgently, residents called attention to the lack of walkable infrastructure, especially in under-served neighborhoods where missing sidewalks, inadequate crossings, and nonexistent buffers from traffic continue to compromise basic mobility and safety.

This plan builds upon a strong foundation of earlier efforts, including the ARC Livable Centers Initiative (LCI) studies, the South Fulton Comprehensive Transportation Plan, and the previous comprehensive plan. This plan unifies these efforts in a transportation framework that integrates those past priorities with updated strategies designed to improve safety, expand multimodal options, and align transportation investments with land use and community goals.

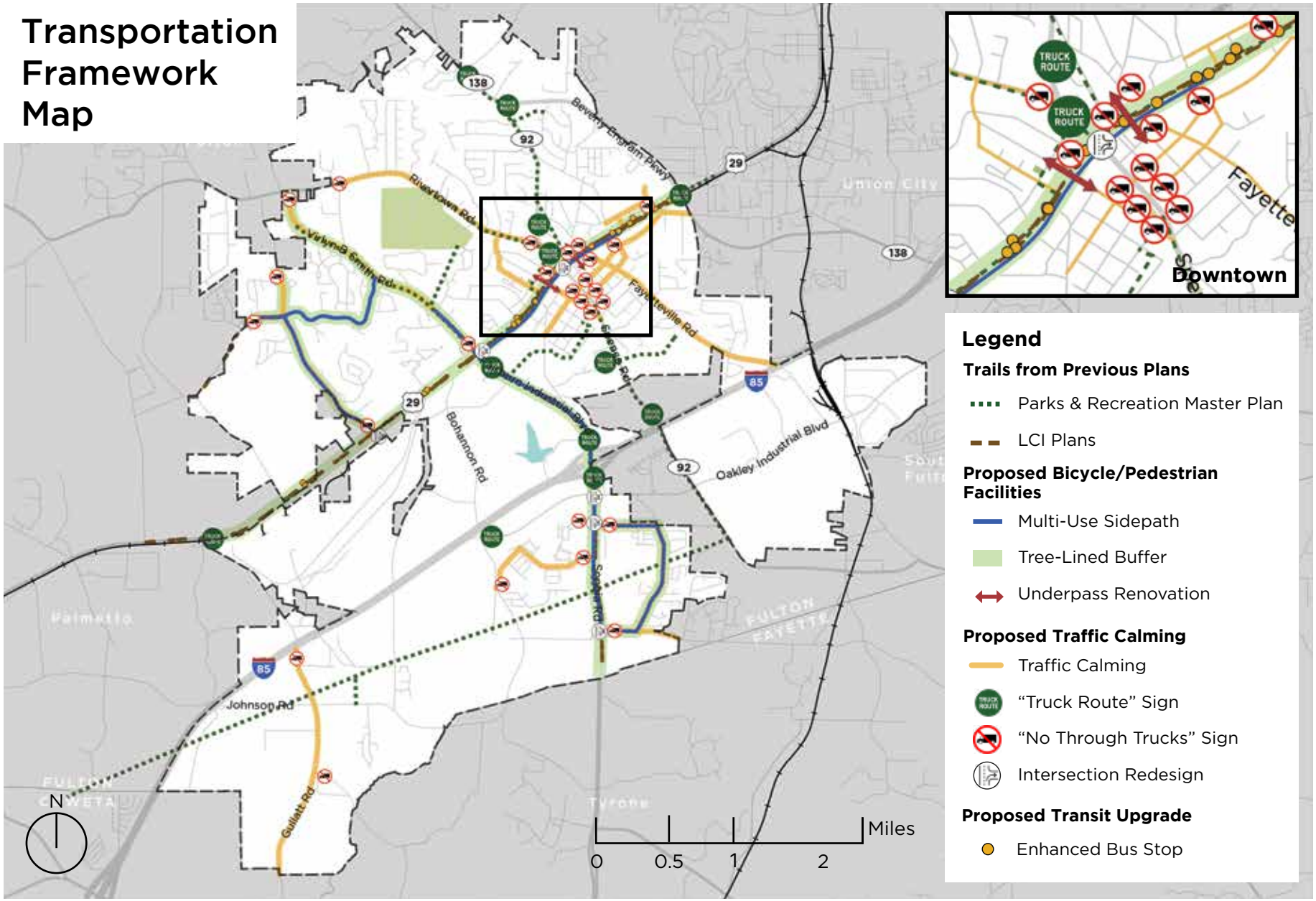
The transportation strategies that follow provide a focused and actionable roadmap shaped directly by public input. From enhancing truck route enforcement and improving pedestrian crossings to expanding multi-use trails and upgrading transit facilities, each recommendation aims to tackle current deficiencies while preparing Fairburn for a more connected, resilient future. By anchoring these strategies in the broader goals of balanced growth, accessibility, and quality of life, this plan ensures that every transportation investment serves the evolving needs of the community it is designed to support.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Reduce the negative impacts of truck trips to, from, and within the City of Fairburn. • Add more truck wayfinding signage and place clear traffic signs to prevent trucks from using prohibited roads. • Increase enforcement of truck routes. • Redesign key intersections to promote safety and reduce truck traffic on non-designated routes. • Evaluate options to levy additional fees for land uses that attract large numbers of heavy vehicles. • Set an achievable—yet responsive—goal for repairing potholes and other pavement issues once identified. • Engage in intergovernmental coordination with Fulton County, other southern Fulton County cities, and nearby communities in Fayette and Coweta Counties to ensure a strong, regional approach to transportation planning, especially as it relates to truck traffic.			
Improve the safety and performance of Fairburn's roadway network through targeted infrastructure upgrades. • Encourage connectivity between neighborhoods and roads in new development and redevelopment. • Support traffic calming measures along designated roadways. • Continue to partner with South Fulton CID to improve roadways in Fairburn. • Coordinate roadway improvement efforts along key corridors, such as US-29/ Roosevelt Highway/Broad Street, SR 74/Senoia Road, and Oakley Industrial Boulevard.			

Transportation Strategies

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Expand and improve pedestrian and bicycle infrastructure to promote safe and accessible alternatives to car travel. • Prioritize pedestrian and bicycle improvements in Downtown Fairburn, including filling sidewalk gaps, improving pedestrian crossings, and creating protected bicycle facilities instead of sharrows. • Fill gaps in the sidewalk network, particularly along SR 74/Senoia Road and between neighborhoods. • Improve pedestrian crossings in high-crash areas. • Evaluate the feasibility of bike and pedestrian bridges near the CSX facility and along E. Broad Street to improve connectivity and enhance multimodal access.			
Improve the quality of public transit in Fairburn. • Coordinate with MARTA to improve facilities at bus stops. • Create safe pedestrian crossings at bus stops. • Promote programs that incentivize the use of public transit and provide education.			

Transportation Framework Map



Transportation Framework for Future Growth

The Framework

The transportation framework outlined in this plan is designed to achieve four core objectives:

- Manage freight and local traffic where feasible;
- Fill critical gaps in pedestrian networks near schools, parks, and transit stops;
- Upgrade intersections with high crash volumes;
- Design and retrofit corridors to support a broader range of users, including non-drivers and freight vehicles.

These strategic priorities form the foundation for the actionable steps that follow, each tailored to address specific challenges identified through data analysis and community input. From truck route enforcement and improved signal timing to sidewalk expansion, pedestrian crossing enhancements, and multimodal corridor upgrades, these actions represent a practical roadmap for creating a safer, more connected, and more inclusive transportation system in Fairburn.

Proposed Bicycle & Pedestrian Facilities

1 Adding multimodality into the Virlyn B. Smith and SR 74/Senoia Road corridors

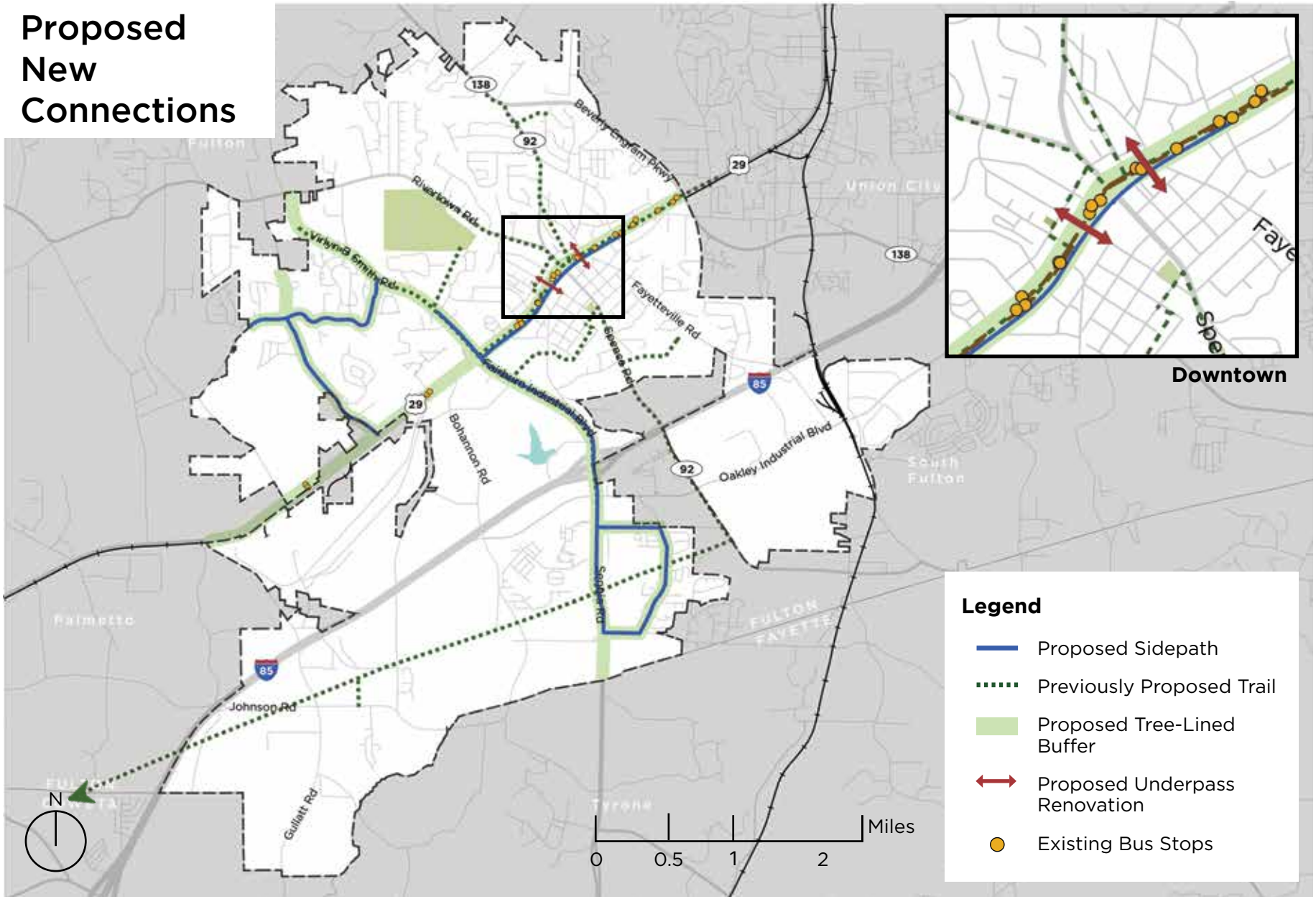
These corridors present a high-impact opportunity for multimodal investment:

- Support the area's transition to walkable, mixed-use development with safer, more connected infrastructure.
- Prioritize 8-foot sidepaths to improve walkability, bike access, and reduce short car trips.
- Enhance access to transit and increase pedestrian activity to strengthen future retail and housing.
- Link to planned greenways from previous studies, reinforcing a city-wide network of accessible, connected trails.



Multi-use sidepath (Source: Minneapolis Public Works, Transportation Planning and Programming)

Proposed New Connections



Transportation Framework for Future Growth

2 Strengthening Fairburn's connectivity through sidepaths

The construction of sidepaths on key westside corridors will improve access and safety:

- Install 8-foot sidepaths along John Rivers Road and Durham Lake Parkway to close sidewalk gaps and link neighborhoods to Fairburn's larger greenway network.
- Enhance walkability in under-served residential areas with safe, non-motorized connections to parks, schools, and commercial centers.
- Add a sidepath along Herndon Road near Bear Creek Middle School to support student and family access, and to address a critical infrastructure gap and improve safety around this key community destination.

3 Building the Green Loop: A multi-use trail connecting SR 74/Senoia Road to its eastern neighborhoods

The Green Loop would strengthen corridor connectivity and supports multimodal travel.

- Build on the Virlyn B. Smith and SR 74/Senoia Road sidepaths to create critical north-south and east-west trail connections
- Link neighborhoods east of the corridor to Fairburn's growing trail network.
- Enhance first- and last-mile access to transit along the MARTA-served corridor.
- Support walkable, mixed-use development by encouraging foot traffic to new businesses and housing.

4 Connecting Broad Street to Senoia Road through a multi-use sidepath

Prioritizing the Broad Street Trail Extension will connect downtown to nearby neighborhoods:

- Strengthen connectivity between the downtown core and neighborhoods south of the rail line by building a sidepath, south of the tracks, along NE/SE Broad Street to avoid high-speed traffic and improve walkability and multimodal access.
- Upgrade the Smith Street and Cole Street underpasses with lighting, public art, and widened walkways.
- Create safer, more inviting crossings on Roosevelt Highway, that reinforce downtown as a walkable, connected hub.

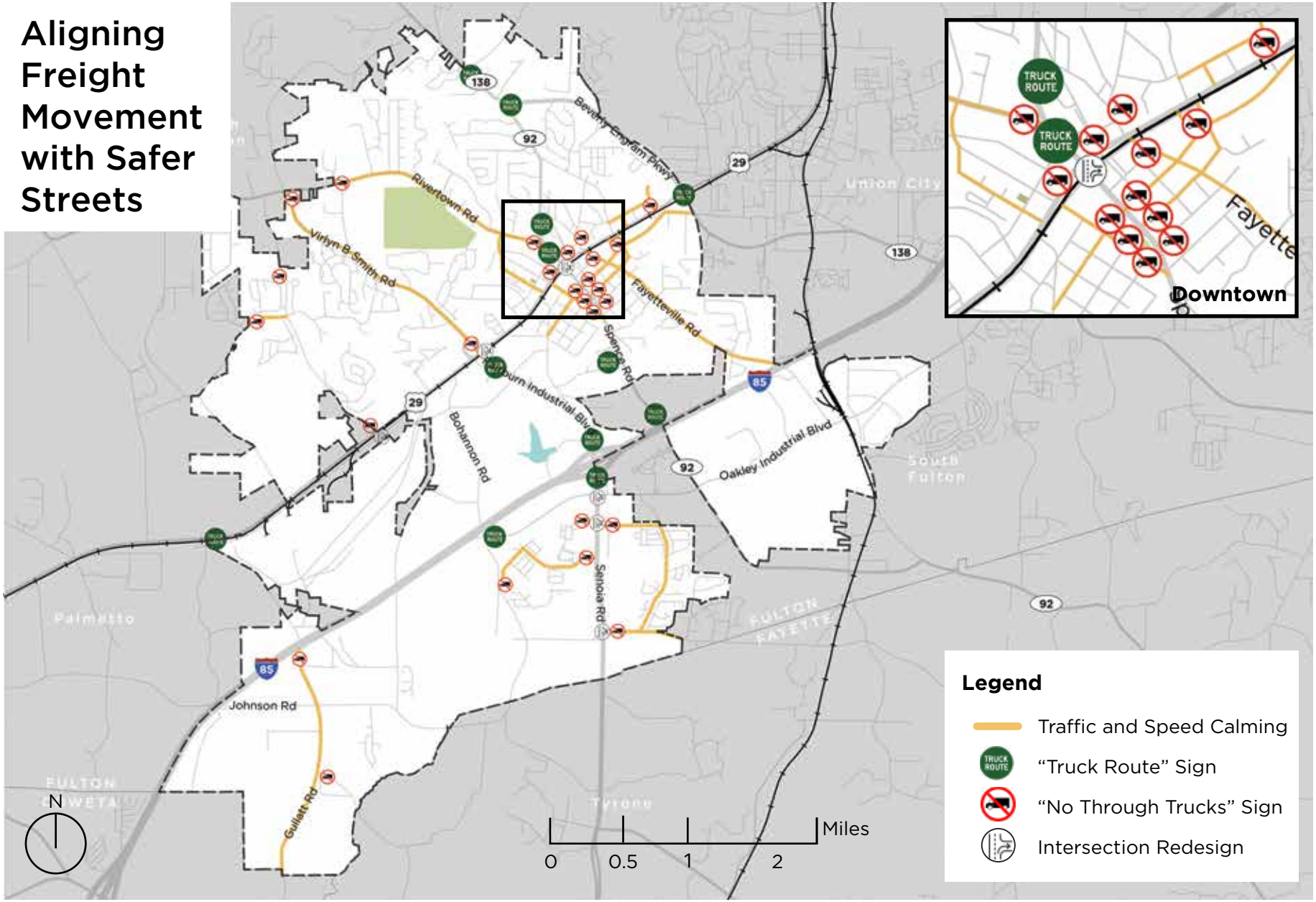


The underpass on E. Campbellton Street is currently designed for vehicles, offering limited space, safety, and comfort for pedestrians



Case Study: The Rainbow Light Tunnel in Birmingham transforms a neglected underpass into a safer, more inviting route for pedestrians and cyclists. Source: Christopher Jobson, www.thisiscolossal.com

Aligning Freight Movement with Safer Streets



Transportation Framework for Future Growth

5 Incorporating tree-lined buffers to support safety, comfort, and corridor identity

Integrating landscape buffers with trees between roads and sidewalks or sidepaths improves safety, comfort, and visual appeal, especially along multimodal corridors. These buffers separate pedestrians from traffic, calm vehicle speeds by reducing the cone of visibility, and elevate the urban environment. To do so, streetscape upgrades in these locations should be prioritized:

- **Virlyn B. Smith Road and SR 74/Senoia Road**. A planted median would help calm traffic by narrowing the perceived roadway, reducing left-turn conflicts, and signaling a transition to a more walkable, mixed-use corridor. It would also provide safe pedestrian refuge, enhance visual quality, and support safer, slower driving.
- **John Rivers Road and Durham Lake Parkway**. Located in under-served areas, these corridors would connect neighborhoods to parks, schools, and downtown. Buffers would improve safety and encourage walking and biking, especially for families and children.
- **Broad Street (North, South and Southeast Extension)**. This corridor would benefit from buffers that strengthen its identity, increase comfort, and improve safety near trail nodes and underpasses.

Proposed Traffic Calming

1 Implement a targeted truck routing and traffic calming strategy to improve neighborhood safety

To reduce conflicts between freight and local traffic in Fairburn, a formal truck routing system and neighborhood traffic calming plan should be prioritized, focusing on the following:

Truck route signage and enforcement

- Install wayfinding signage at key freight access points, namely at the I-85/SR 74 interchange, Oakley Industrial Boulevard at Bohannon Road, and US-29/Broad Street.
- Post clear “No Through Trucks” signs on residential streets such as Milam Road, Valley View Drive, Bay Street, and Virlyn B. Smith Road.
- Enforce with patrols and technology such as license plate recognition.

Deploy traffic calming along vulnerable local streets

- Use speed cushions, raised crosswalks, curb extensions, pedestrian priority signals, and neighborhood roundabouts to reduce vehicle speeds and enhance pedestrian safety.
- Begin implementation on high-priority streets near schools, parks, and residential areas.

Pursue specific traffic calming projects on recommended corridors

- **Fayetteville Road.** Raised crosswalks and "No Through Trucks" signage to emphasize residential character.
- **Virlyn B. Smith Road.** Mini-roundabouts, raised crosswalks, and "No Through Trucks" signage near pedestrian zones and trail access.
- **Rivertown Road.** Raised crosswalks and "No Through Trucks" to alleviate stress and bolster safety for pedestrians.
- **Gullatt Road.** Mini-roundabouts to calm traffic and discourage truck intrusion, "No Through Trucks," and street lighting upgrades.
- **Malone Street to Rivertown Road.** Speed cushions, pedestrian signage at key crossings, and "No Through Trucks" signage to dissuade trucks from going through this residential corridor.
- **Bay Street, Harris Road, and Milam Road.** Speed cushions, raised crosswalks, and "No Through Trucks" signage due to freight detours.
- **Shaw Drive, Fairview Drive, Barton Street, and SE Malone Street.** Speed tables and school-zone signage near schools.



Example of a mini-roundabout

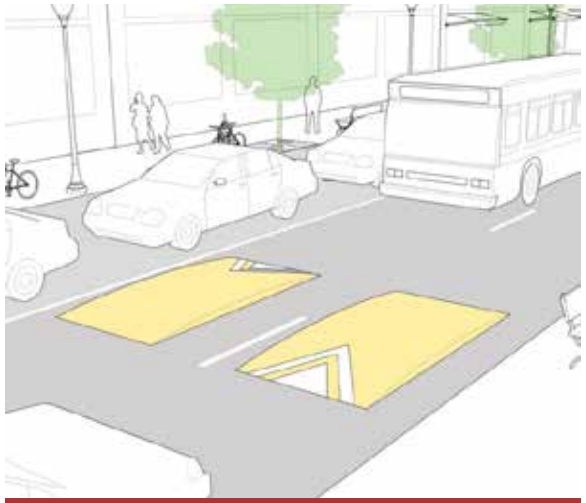


Illustration of speed cushions (Source: NACTO)

Transportation Framework for Future Growth

2 Redesign high-risk intersections to reduce conflicts and improve safety

To address conflicts between freight and local traffic and improve safety, Fairburn should prioritize redesigning key intersections where local streets meet major corridors:

Broad Street at Campbellton Street

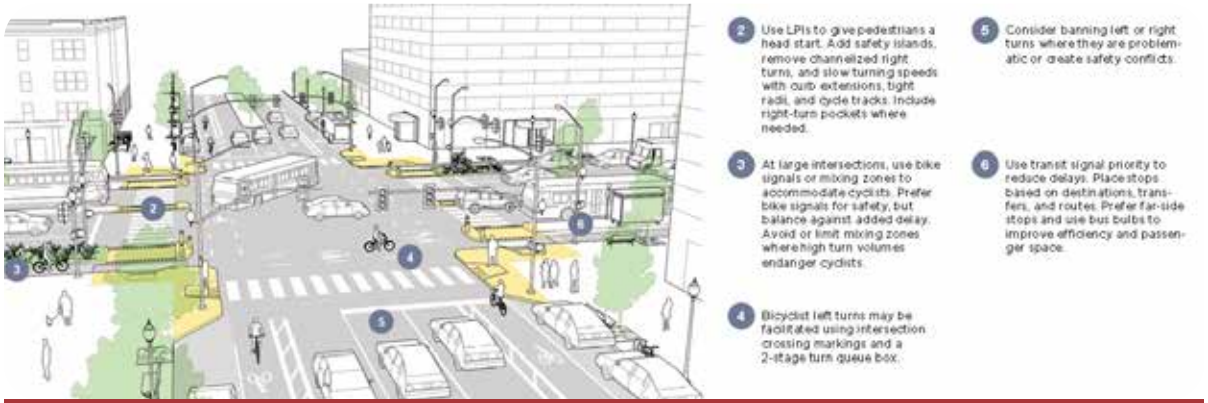
- Tighten turning radii with curb extensions.
- Add high-visibility crosswalks and advance stop bars.
- Improve safety near downtown by slowing turning vehicles.

Broad Street at John Rivers Road

- Install pedestrian refuge islands, curb extensions, and marked crosswalks.
- Upgrade nearby transit stop with shelter, lighting, and sidewalk access.
- Improve visibility and support multimodal travel.



Typical Minor Intersection Design (Source: NACTO)



Major Intersection Redesign Example (Source: NACTO)

SR 74/Senoia Road at Oakley Industrial Boulevard

- Widen turn lanes and create truck staging areas.
- Add protected signal phases and reinforce pavement edges.
- Safely manage high truck volumes at key freight junction.

SR 74/Senoia Road at Harris Road

- Narrow entry into Harris Road and raise crosswalks.
- Improve signage to separate freight and residential directions.
- Reconfigure intersection angles to reduce truck speeds.

Senoia Road at Milam Road

- Add protected crossings, refuge islands, and high-visibility striping.
- Include wayfinding signage and gateway elements.
- Modify geometry to slow trucks and connect trail network.

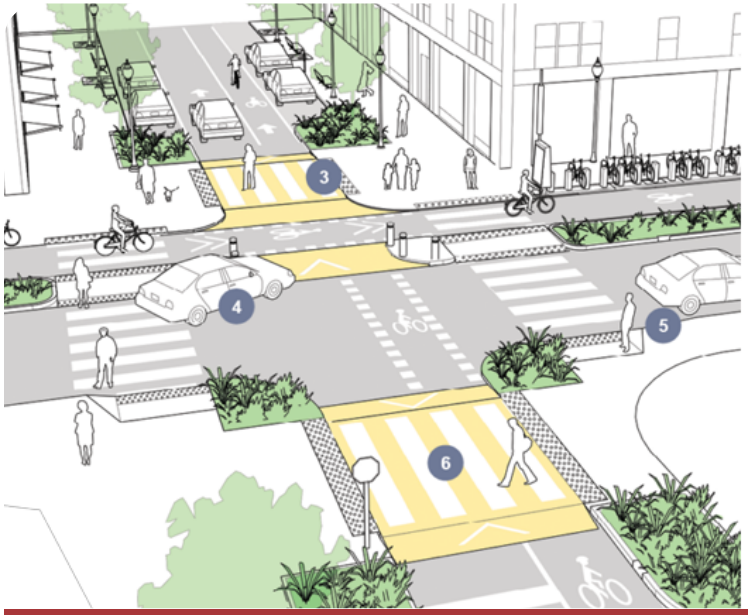


1. High traffic volumes discourage pedestrian and bicycle crossings.

   The lack of crosswalks and signage on the minor street fails to alert drivers to crossing activity.

2. Cars turn at high speeds onto the minor street, compromising the slow-speed, residential environment.

Typical Minor Intersection Design (Source: NACTO)



3. Use raised crossings and curb extensions to slow turns and highlight pedestrian and cyclist priority.
4. Slow turning speeds from major to minor streets. Prioritize yielding to pedestrians and cyclists. Allow minor street turns with minimal delay. Use bollards to protect crossings and prevent conflicts.
5. Use short signal cycles and coordinated timing to create regular gaps in traffic. On long unsignalized corridors, consider all-way stops to support safe crossings.
6. Mark crosswalks at unsignalized crossings and assess the need for enhanced treatments like safety islands, signage, beacons, or signals to improve pedestrian safety.

Minor Intersection Redesign Example (Source: NACTO)

Actions & Initiatives

Projects from the Previous Plan

Informed by the previous comprehensive plan, the City identified a range of projects (many of which were identified as underway or postponed) that are part of this plan's Community Work Program (CWP). Actively funded projects include:

- Oakley Industrial Boulevard Improvements, a high-priority freight corridor that received resurfacing and signal upgrades to accommodate truck traffic and improve safety;
- Multimodal streetscape upgrades along SR 74/Senoia Road and US-29/Roosevelt Highway/Broad Street, including pedestrian and sidewalk improvements supporting safe crossings and downtown accessibility; and
- Intersection enhancements at SR 138 and SR 92, where prior crash data and traffic volumes flagged safety and congestion issues.

It should be noted that the projects proposed in 2020 that have remained were likely the result of delays related to the COVID-19 pandemic.

Projects Informed by Other Plans

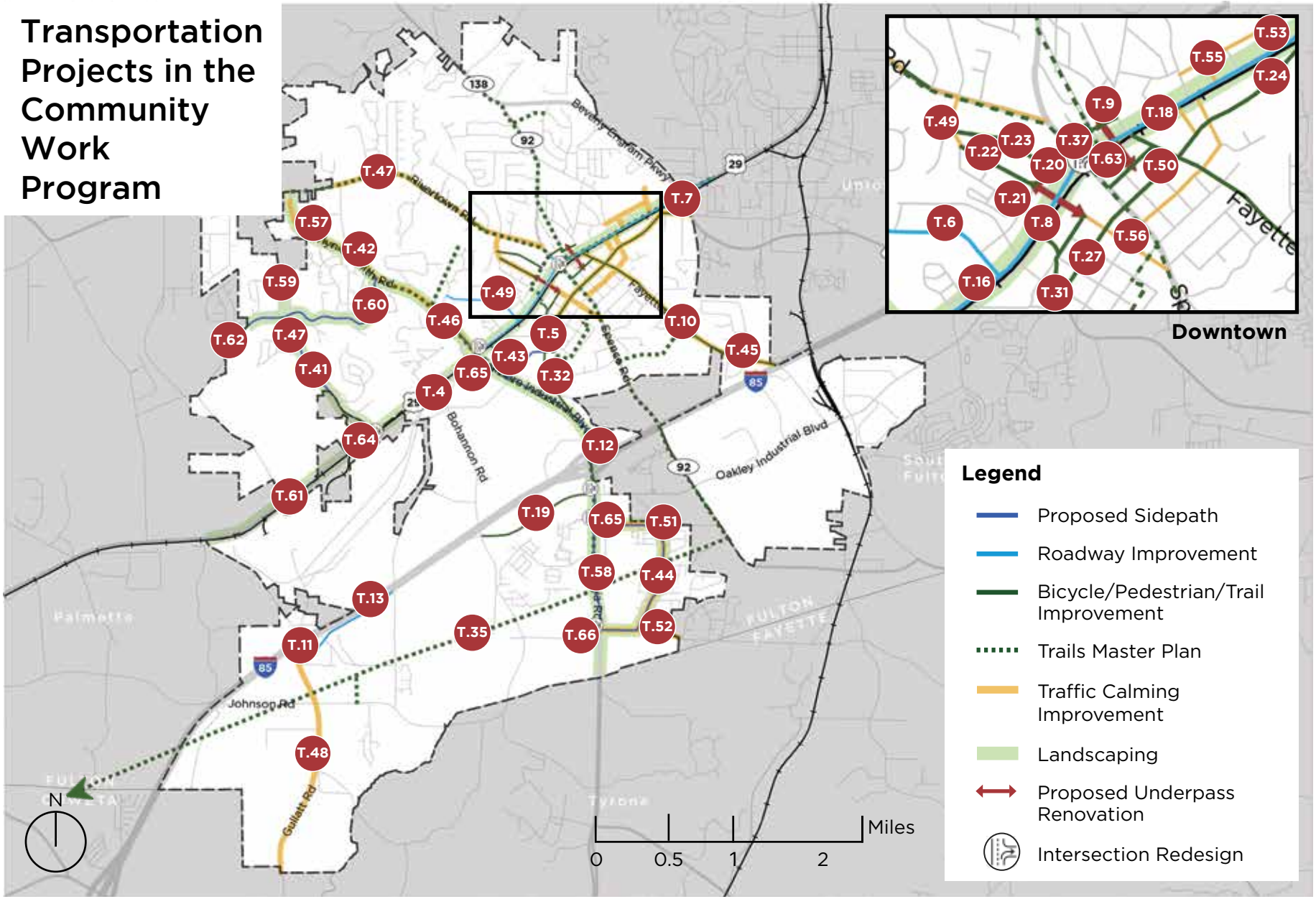
The *Downtown Master Plan LCI Study* and the *Gateway & Connectivity LCI Study* include a number of projects that seek to improve safety, operations, and multimodal mobility options in Fairburn that have been incorporated into this plan's CWP. These include:

- Intersection improvements
- New and improved sidewalks
- Bike lanes
- Road diets
- New and improved signage and wayfinding

Newly Recommended Projects

This comprehensive plan has identified a number of projects that are complementary to the efforts already undertaken in Fairburn. Pages 136-143 describe these initiatives in more detail.

Transportation Projects in the Community Work Program



7 Housing

In this chapter:

Housing Strategies
Actions & Initiatives





Housing Strategies

Overview

Fairburn is at a pivotal point in addressing its evolving housing needs. Analysis of the housing market and community feedback show a clear gap between current offerings—mostly large-lot single-family houses or large apartment complexes—and what's needed: a wider range of options for young families, professionals, and older adults.

Downtown Fairburn, in particular, holds great potential to absorb new growth in a way that supports both economic development and walkable, vibrant neighborhoods. However, barriers such as zoning misalignments, permitting delays, and public resistance to change have hindered progress. To address this, Fairburn must take proactive steps to modernize its policies, pursue partnerships, and remove procedural roadblocks to help guide new housing into the areas where it is most needed—and most desired.

The strategies on page 167 aim to expand housing options, improve affordability, and ensure that people of all ages, incomes, and lifestyles can find a house in Fairburn. Through targeted policy updates, partnerships, and infill development, the City can support thoughtful, inclusive growth.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Increase the amount of housing in downtown Fairburn to bring vibrancy to the area and support new and existing businesses. • Work with developers to build multifamily as a part of mixed-use developments. • Work with developers to provide future housing through infill development and redevelopment. • Prioritize missing middle housing options (see page 168). • Explore "permit-ready plans" or pre-approved housing plans to expedite permitting for missing middle housing types. • Partner with the East Point & Fairburn Housing Authority to leverage publicly owned land for affordable housing. • Simplify policies and procedures to encourage housing development in the Downtown Core and Central Neighborhoods, while making it relatively more difficult to build housing in other areas. This approach helps focus growth where it is most supported by the community.			
Ensure housing options for all ages, income levels, and lifestyles. • Work with developers to create housing and facilities that cater to seniors. • Provide missing middle housing through infill and redevelopment. • Legalize the commercialization (long-term rental) of ADUs. • Ensure that the Zoning Ordinance allows for a greater variety of housing options to be built.			
Preserve "naturally occurring affordable housing" in established neighborhoods to maintain existing affordable housing options. • Incentivize property owners to bring properties up to code. • Work with local banks to provide education on home financing.			

Actions & Initiatives

Housing is central to quality of life. Fairburn's housing strategies emphasize expanding options downtown to create a critical mass of daily activity, increasing housing choice through missing middle and senior housing, and preserving the city's existing stock of affordable housing.

Many of the housing strategies on page 167 are integrated into the Future Development Strategy. To implement these strategies, the City must focus on promoting infill development, educating elected officials and residents, developing strategic partnerships, and leveraging financing tools.

Most of the action items in the Community Work Program come from the City's *Downtown Master Plan LCI*, which focused on downtown Fairburn. However, many of these action items can be applicable to the whole city:

- Identifying and acquiring areas desirable for residential infill development and redevelopment.
- Hosting a Housing Workshop to educate officials and residents on the current state of the housing market, popular housing terms, and the need for additional and varied housing types.
- Developing and strengthening partnerships with housing organizations to build housing in locations that connect residents to amenities and services.
- Identifying and leveraging public-private partnerships (PPPs) to provide financial resources to make affordable housing developments more viable.

Missing Middle Housing

The term "missing middle housing" refers to housing types that have become less common over time. They are denser than single family detached houses, but less dense than large apartment complexes. Duplexes, triplexes, above retail units, and small-scale standalone multifamily buildings all fall under this umbrella term. The reason these types are missing is because they are often not allowed by local land use and zoning policy. In recent years, there has been growing consensus that they fulfill an important niche in the housing market.

Planning for more missing middle housing can help increase residential density in select areas and be a strategy for achieving infill development, while providing residents more housing choice to better their quality of life.





8 Economic Development

In this chapter:

Economic Development Strategies
Actions & Initiatives


BUD LIGHT

Economic Development Strategies

Overview

Fairburn's economic future hinges on a more balanced, targeted approach to growth: one that supports small businesses, attracts investment in key industries, and strengthens core areas like downtown. While past industrial growth has added to the tax base, residents have consistently voiced a need for more everyday amenities such as restaurants, retail, and grocery options—particularly in downtown, where much of the city's economic potential remains untapped.

The strategies that follow are rooted in the City's *Economic Development Strategic Plan,* which outlines a clear path toward a more resilient, diversified local economy. They reflect key findings from community input and analysis: the need to expand commercial offerings, improve infrastructure, support local entrepreneurs, and shift industrial recruitment toward higher-paying, lower-impact industries. These strategies also emphasize leveraging City-owned assets, financial tools, and partnerships to unlock new development opportunities.

By aligning day-to-day efforts with the long-term vision in the strategic plan, Fairburn can create a more vibrant business environment that serves residents, attracts visitors, and fosters sustainable economic growth.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Promote and support the growth of Fairburn's business community. • Advance marketing and recruitment efforts to attract new businesses and investments in target industries. • Continue to host activities and events to bring in visitors. • Leverage the Renaissance Festival to spur economic development throughout the rest of Fairburn. • Work with Code Enforcement and other City departments to ensure existing commercial spaces are suitable for businesses. • Explore options to purchase vacant lots and/or buildings in the downtown area as a means to transform them as a positive economic asset. • Utilize the recently approved Blight Tax.			
Invest in Fairburn's infrastructure. • Continue to monitor the infrastructure needs of new and existing businesses and future development. • Support city-wide studies and efforts that improve capacity and connectivity. • Foster and maintain partnerships with organizations, such as the Middle Chattahoochee Regional Water & Sewer Authority, the South Fulton CID, and Electric Cities of Georgia. • Explore state and federal funding programs to update sewer and water capacity. • Explore the creation of Tax Allocation Districts in downtown and/or the SR 74/ Senoia Road corridor to support and propel development and redevelopment.			

Economic Development Strategies

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Invest and grow Fairburn's workforce. • Collaborate with local high schools and businesses to establish better local industry knowledge and workforce opportunities. • Coordinate with local industrial and business leaders on technical education. • Market existing workforce development programs and establish connections with organizations that can bring workforce training to Fairburn.			
Support and leverage initiatives, tools, investments, and partnerships that would improve the quality of life in Fairburn. • Use Development Authorities bonds to assist in financing major projects. • Coordinate with the Fulton County Development Authority on the use of New Market Tax Credits. • Identify and prioritize properties for acquisition by the City. • Leverage City-owned property and land swap deals for new development and redevelopment. • Continue to work with property owners downtown to invest in buildings and recruit businesses to occupy vacant space. • Continue to pursue public/private partnerships.			

Actions & Initiatives

The following action items align with the plan's goals by channeling growth downtown, improving the City's ability to manage and support new development, ensuring economic growth, and coordinating infrastructure planning with the needs of existing and future businesses:

- Identifying property available for commercial and industrial development, paying special attention to catalytic and infill development.
- Developing resources to attract businesses, including financial resources and grants.
- Creating an Economic Development Incentive ordinance tied to the City's targeted industries.
- Collaborating with regional and local partners on infrastructure needs, promotional efforts, and workforce opportunities.
- Creating a "Welcome to Fairburn" pamphlet for new businesses that contains key contact information and City resources.
- Developing internal metrics to track and monitor business retention efforts.
- Hiring a Business Coordinator/Business Development Manager to manage programming efforts and City resources related to business development.
- Conducting annual surveys of businesses to assess the city's business climate.
- Hosting regular "lunch and learns" with businesses with rotating focus topics and guest speakers.
- Utilizing the new City Center for incubation space and networking events for the business community.
- Work with local businesses to determine opportunities that can be marketed to local high school students and recent graduates.
- Implementing and enforcing the vacancy tax ("blight tax") for speculative or commercial space that has remained inactive or vacant past a certain grace period.



9 Broadband

In this chapter:

Broadband Strategies
Actions & Initiatives



Broadband Strategies

Overview

Reliable, high-speed internet is no longer a luxury—it is essential infrastructure. While 98% of Fairburn is currently served by broadband, gaps remain in the southern and industrial parts of the city. These under-served areas limit opportunities for residents, workers, and businesses alike. Conversations with community members expressed concerns about slow speeds, poor cell service, and the growing importance of digital access for work, school, and daily life.

To address these challenges, the following strategies on page 179 draw from data analysis, community input, and best practices—many of which are reflected in the City's broader economic and infrastructure goals. These strategies aim not only to close coverage gaps, but to promote digital equity, enhance economic competitiveness, and support the coordination of broadband expansion with redevelopment and utility projects. Through these strategies, Fairburn can ensure efficient investment while making high-speed internet more accessible and affordable for all. Ultimately, expanded broadband access will help Fairburn attract clean industries, support remote workers and entrepreneurs, and improve quality of life across the city.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Reach full broadband coverage for Fairburn by installing and upgrading broadband infrastructure through development, redevelopment, and other infrastructure projects.			
Promote digital equity and inclusion, ensuring all residents have access to affordable high-speed internet and the tools to use it.			
Pursue partnerships to reduce costs: • Access funding and technical assistance through the passing of ordinances and partnerships. • Coordinate broadband expansion with other infrastructure investments to maximize efficiency and reduce costs. • Identify where fiber infrastructure can co-locate with other utilities.			
Leverage broadband for economic growth: • Install and promote broadband infrastructure to attract target industries, support remote work, and enable home-based entrepreneurship. • Prioritize broadband expansion in under-served industrial areas to attract clean industry and support redevelopment. • Promote remote work and digital entrepreneurship through improved residential broadband access and small business support.			
Expand public Wi-Fi access by installing free Wi-Fi in public parks, government buildings, and key commercial areas, especially near under-served communities.			

Actions & Initiatives

Though most of the city has broadband coverage, reaching the last corners can be achieved through working with providers to help expand economic development opportunities or improve quality of life. Opportunities to upgrade existing infrastructure to include fiber optic connections should be taken advantage of during redevelopment projects or updates to existing utilities such as roadways, sidewalks, or other utility lines. This will take coordination between City departments, with Fulton County, GDOT, and national broadband providers.

The City of Fairburn should implement the following action items to help further broadband access, which also support its three overarching goals:

- **Pass a "Broadband Ready" model ordinance to unlock Georgia funds and technical assistance.** Though the City of Fairburn does not currently qualify as a "Broadband Ready Community" as designated by the State of Georgia, it has taken the first step toward this designation by including broadband as part of this comprehensive plan. The next step toward joining other cities in the state that enjoy this designation is passing the model ordinance, as outlined in O.C.G.A. §50-40-40. The designation aims to show that the City has taken steps to reduce obstacles to broadband infrastructure investment.
- **Map existing conduit and utility corridors.** Mapping existing infrastructure will help the City of Fairburn identify where fiber infrastructure can be co-located with other utilities.
- **Monitor FCC broadband coverage maps annually.** This monitoring will track service changes and determine the City's eligibility to fund future broadband initiatives.



10 Natural & Cultural Resources

In this chapter:

Natural & Cultural Resources Strategies
Actions & Initiatives



Natural & Cultural Resources Strategies

Overview

Fairburn's natural and cultural resources are among its most cherished assets, shaping both its identity and its quality of life. From its tree canopy and wetlands to its historic buildings and vibrant arts scene, these features are key to what residents value most. Community input made it clear that residents want to protect greenspaces, preserve rural character, and celebrate local culture as the top priorities.

However, challenges such as steep topography, limited access to recreational amenities, and underutilized historic structures must be addressed thoughtfully. As the City works to balance development with conservation, there is a strong opportunity to lead with sustainability—whether through adaptive reuse, green infrastructure, or stronger protections for natural areas.

The strategies on page 185 reflect that vision. They emphasize the preservation and celebration of Fairburn's natural and cultural assets, while integrating environmental sustainability into future development. Together, these actions aim to protect what makes Fairburn unique, foster a deeper connection between residents and place, and ensure that future growth enhances the city's character.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Advance historic preservation efforts throughout Fairburn. • Conduct a survey of historic resources and historic preservation plan for downtown. • Determine the vision for the Old Campbell County Courthouse and its ideal adaptive reuse. • Engage with local historic preservation advocates.			
Develop and enforce measures to promote environmental sustainability in Fairburn's future projects. • Expand access to natural areas through parks and trails. • Ensure that the Zoning Ordinance reflects sustainability best practices. • Plan for effective tree canopy preservation and invest in its enhancement. • Strengthen requirements for parks, open spaces, and natural areas for large developments. • Incorporate green infrastructure in public projects. • Increase awareness and education around environmental sustainability. • Explore partnerships with local and regional groups to advance environmental sustainability. • Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction runoff in Fairburn's waterways and closely monitor land disturbing activities.			
Support placemaking efforts. • Promote and integrate public art into city-wide placemaking initiatives. • Engage and collaborate with community groups to market arts and cultural programming throughout Fairburn.			

Actions & Initiatives

Along with the strategies listed on page 184, recommendations for natural and cultural resources consider other planning efforts undertaken in recent years, including the *Parks & Recreation Master Plan,* the *Economic Development Strategic Plan,* and the recently adopted *Gateway and Connectivity LCI Study.* These actions and initiatives ultimately address the need to preserve Fairburn's unique character while enhancing public amenities and quality of life. By focusing on historic preservation, community partnerships, and park improvements, they ensure that growth does not come at the expense of the city's cultural identity or livability. These efforts help balance growth by investing in the places and experiences that make Fairburn attractive to both residents and visitors to support a more vibrant, well-rounded community as the city continues to grow.

- **Establishing a Historic Preservation Board.** While the exact details are yet to be determined, this board would oversee protection and preservation efforts throughout the city.
- **Completing a preservation plan.** This plan would inventory historic sites in Fairburn, identify funding sources and incentives for restoration/adaptive reuse, and finalize a concept for the old Campbell County Courthouse.
- **Continuing collaborative efforts with the Renaissance Festival.** This would include working with the operators of the festival to circulate marketing materials, sponsor performances from local groups, and other initiatives with a mutual benefit.
- **Making improvements to Mario B. Avery Park, the Fairburn Youth Center, and Duncan Park.** The *Parks & Recreation Master Plan* provides more detail to these initiatives, but these projects are those the City is interested in implementing first.
- **Designing and constructing a neighborhood park along Johnson Road.** This new park would replace a former Fulton County recreation center and add nature trails and other amenities. The City has identified the potential to add a fire station at the site.
- **Campaigning for a SPLOST program.** Funding all expansion and improvement efforts for parks and recreation will require levying a special tax.


CELEBRATING
FAIRBURN'S HISTORY
FAIRBURN
PAWN
SCRAP
GOLD
OLD TOWN
CHARM
The downtown area of Fairburn is a Commercial Historic District that is listed on the National Register of Historic Places. The buildings located along West Broad Street between Smith and Dodd, and those adjacent to the Atlanta and West Point railroad, are all included in this district.
The district includes approximately 20 different commercial buildings and the two train depots. They are late 19th and early 20th century buildings. The building styles range from Neoclassical to Italianate, to simple utilitarian.



Public Relations & Communications

In this chapter:

Public Relations & Communications Strategies
Actions & Initiatives


FALCONS

Public Relations & Communications Strategies

Overview

Building trust through consistent leadership and clear communication is essential to Fairburn's long-term success. While many residents report feeling informed and have praised the City's communication efforts, there is still a strong desire for greater transparency, more regular updates, and meaningful opportunities to shape decisions. Past planning efforts that were never fully implemented have led to community frustration, making it all the more important that this plan results in visible progress.

The strategies on page 191 emphasize the need to keep residents engaged throughout the life of the plan, not just during its creation. They aim to improve access to information; expand outreach to underrepresented populations; and create inclusive, multilingual, and accessible materials. They also support ongoing branding and storytelling efforts that reflect the community's identity and aspirations. By strengthening communication channels and demonstrating consistent follow-through, Fairburn can continue to build trust, improve participation, and ensure that future development reflects the vision of the community.

Strategies	Which community goals does this directly support?		
	Balanced Growth	Connectivity & Accessibility	Quality of Life
Continue to engage the public in planning processes to ensure new development aligns with the community's vision. • Develop campaigns that make planning efforts more accessible to residents. • Establish multiple channels for feedback. • Regularly share updates on how community input is shaping what is happening around Fairburn. • Publish Fairburn's progress on implementing the Comprehensive Plan's Community Work Program.			
Expand outreach efforts to under-represented populations. • Make public education and outreach materials available in Spanish. • Ensure that all public education and outreach materials use inclusive language and are accessible to those with auditory and/or visual impairment. • Continue to coordinate with Fulton County and other local governments to educate and provide quality of life services. • Continue to support the Fairburn Youth Council and encourage their involvement and participation in City outreach efforts.			
Continue to build Fairburn's brand. • Elevate existing community events into media-friendly, regional draws with clear branding and PR support. • Expand out-of-home marketing strategies in public spaces. • Develop campaigns focused on storytelling. • Continue to maintain relationships with local and regional news outlets.			

Actions & Initiatives

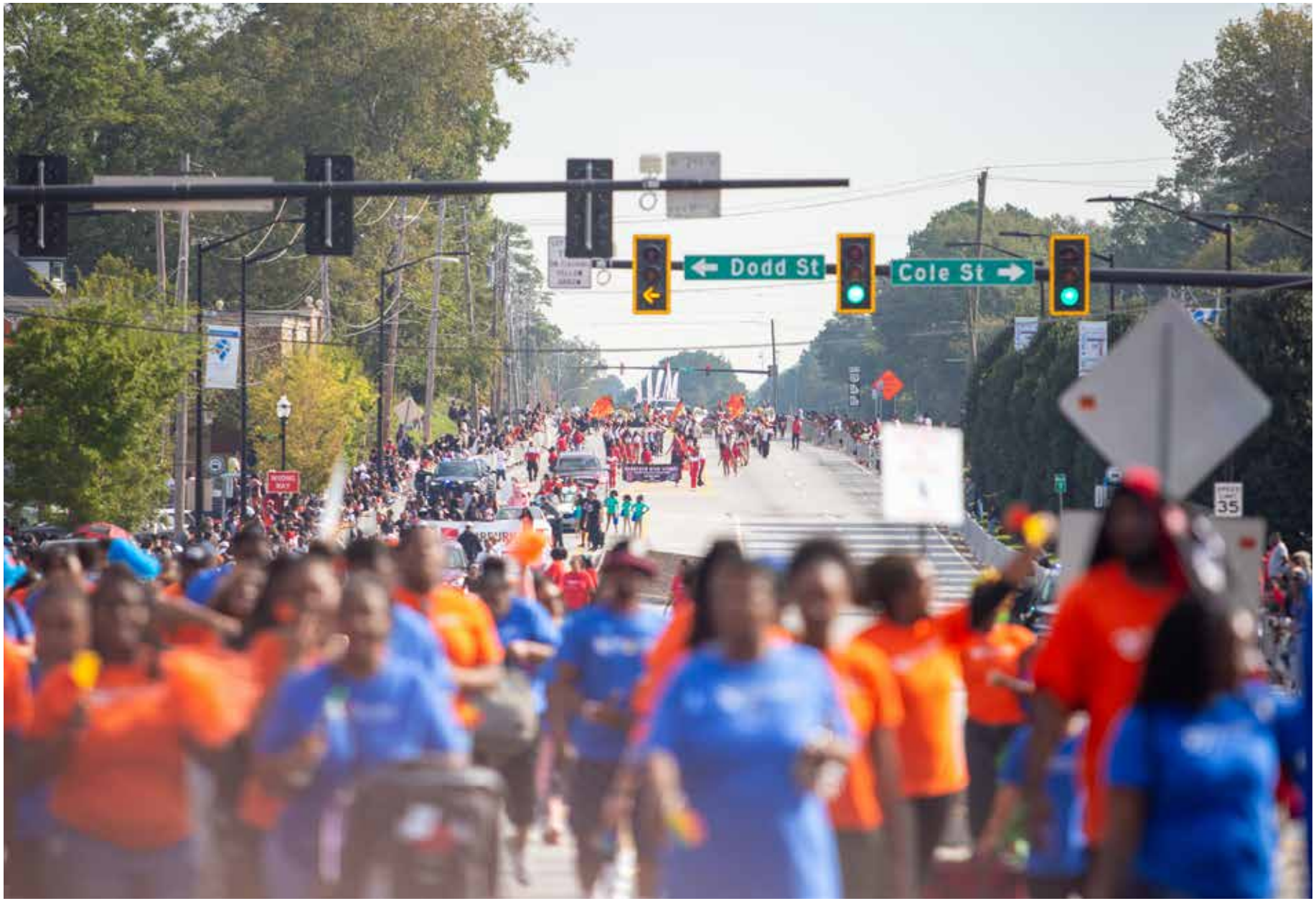
This new element of Fairburn's comprehensive plan reinforces the City's commitment to transparent communication, increased civic awareness, and meaningful community engagement—especially when it comes to new development coming to the city. These recommendations build on the strategies listed on page 188, addressing the need for stronger communication, civic education and engagement, and internal coordination. These actions support more transparent governance and a clearer public identity. They align with balancing growth and quality of life by ensuring residents remain informed and involved in decision-making while promoting Fairburn as a desirable place to live, work, and invest. Strengthening internal collaboration also ensures that future development aligns with shared goals across departments.

Recommended actions include:

- Reviewing and updating the City's charter to include more modernized language.
- Creating and executing a downtown marketing and branding campaign.
- Creating a "pitch kit" to market and promote the City of Fairburn.
- Regular spotlights on local businesses through Fairburn's marketing channels.
- Educating residents on alternative transportation sources and safe walking and cycling practices, including tips for drivers.
- Recruiting a team of diverse local ambassadors to help share updates about city planning efforts and gather feedback from neighborhoods.
- Creating a Public Engagement Toolkit to offer guidance and tips for City staff, developers, and consultants looking to undertake meaningful engagement with the community.
- Holding joint meetings between the Planning & Zoning Commission, Development Authority, and Downtown Development Authority to discuss common goals and interests.

Case Study: Lexington, Kentucky Public Engagement Toolkit

In the fall of 2019, the City of Lexington, Kentucky's Division of Planning formed an advisory panel made up of developers, community representatives, and residents to help define "meaningful engagement" and development of a Public Engagement Toolkit (PET). The goal of the Toolkit is to offer developers guidance and tips for success, while simultaneously empowering Lexington residents to understand the development review process, know where to find information about proposed developments, and recognize appropriate stages in the process to provide valuable input. Ultimately, the Toolkit aims to move the needle from more passive methods to more active methods where developers are reaching out directly to stakeholders.


Dodd St
Cole St
35

12 Implementation



In this chapter:

Next Steps
Priority Actions
Community Work Program
Long-Term Actions


WARNING
CAMERAS
IN USE
24/7
SECURITY
Tyvek

Next Steps

How to Get It Done

To successfully implement this plan, the City of Fairburn will need to bring together many people, organizations, and tools. This chapter translates the plan's recommendations into actionable projects and initiatives, summarized in the Community Work Program beginning on page 198. The table outlines expected timeframes, identifies responsible departments and potential partners, estimates costs, and specifies funding sources for each project or initiative over the next five years. It is organized by the plan elements for clarity. Additionally, the Long Term Actions List beginning on page 234 identifies projects beyond 2030 that will help the City fulfill the vision of this comprehensive plan.

Recognizing that comprehensive plans can feel overwhelming due to their long-term scope, this chapter also highlights 16 key actions to prioritize within the first 5 years. Focusing on these initiatives early on can build momentum and provide clear direction for realizing the plan's overall vision. The following pages offer detailed insights into these key actions.

Who's Involved in Implementing This Plan?

The Role of Government Agencies

The City of Fairburn has taken the lead in developing an updated comprehensive plan. However, a number of partners within and outside of the city will contribute significantly to realizing the plan's recommendations. One of the City's key roles is to consistently monitor the progress of the plan's recommendations and advocate for their implementation. Some partners will hold a critical position, serving as the key decision-maker or funding source for some of the actions listed in the Community Work Program.

The Role of Public Investment & Private Development

Public investments follow a deliberate process, often starting with budget allocations for planning and design. While some public investments may yield quick results, many capital improvements are long-term endeavors that begin with the allocation of funding for initial studies. The pace of property development will be influenced by market conditions and numerous public and private considerations. Given the cyclical nature of market conditions, changes in the built environment may occur in intermittent waves. It is important to note that while construction may appear swift, the process involves years of preliminary work, including site planning, financing, and permitting, which often occurs behind the scenes.

The Role of Community Groups

Community groups, serving as advocates and stewards, play a key role in the execution of the plan. These community groups can put the plan into action by organizing community programs and events, supporting social and economic initiatives, providing community-level services, advocating for future planning efforts, and participating in public processes. Their dedication is central to fostering community engagement and ensuring the effective realization of the plan's goals.

Priority Actions

Of the nearly 120 action items listed in the Community Work Program, 16 items were identified as potential "priority actions." These priority actions are those that have already been funded or programmed, can be implemented rather quickly, or those that, if implemented, will be catalytic to other actions on this list or in the Community Work Program.

- **Zoning ordinance rewrite (LU.5).** See pages 146-147 for more details.
- **Pursue funding for a Phase II Downtown Streetscape (T.1).** This action item includes a number of projects. The City has applied for funding through the Transportation Alternatives Program (TAP).
- **Intersection improvement at Senoia Road at Bay Street (T.5).** This involves realigning the intersection so that the roadways meet at a 90-degree angle.
- **Widening and reconstruction of Brooks Drive (T.6).** This project is currently in the design phase, with most recent plans received in June 2025.
- **Acquire key properties from Georgia Department of Transportation (GDOT) to create gateway elements (T.7).** A letter has been drafted requesting the acquisition, which is awaiting final approval from Administration.
- **Construct intersection improvements for Broad Street at Senoia Road (T.8).** A traffic engineering report for a potential traffic signal at US-29 at Senoia Road is under development for submission to GDOT. If approved, the signal would include significant pedestrian improvements.
- **Alternative Truck Route Feasibility Study (T.38).** This would examine the feasibility of putting an interchange at I-85 at Gullatt Road to provide an alternative exit for industrial truck traffic and relieve congestion at the I-85 at SR 74/Senoia Road interchange.
- **Explore options to address blighted buildings in the downtown area (H.2).** This may help the city increase its stock of buildings that can house needed businesses downtown.
- **Host a housing workshop (H.3).** This will educate elected and appointed officials and residents on the current housing market, popular housing terms, and the need for additional and varied housing types.
- **Develop a small business incubator program for startups and recently opened businesses (ED.3).**
- **Identify property available for commercial and industrial development (ED.4).**
- **Establish a Historic Preservation Board (NC.1).** This group would oversee protection and preservation efforts related to the city's historic, cultural, and natural resources.
- **Mario B. Avery Park improvements (NC.9).** An application has been submitted for State and Federal DNR funds.
- **Update the City's Charter (PR.1).** The City should continue efforts to include more modernized language.
- **Create a Fairburn "Pitch Kit" (PR.3).** This will help market and promote the city to outside stakeholders and potential new businesses.
- **Create a Public Engagement Toolkit (PR.8).** This toolkit will offer guidance and tips for city staff, developers, and consultants looking to undertake meaningful engagement with the community.

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Land Use & Development							
LU.1	Implement the Capital Improvement Program which includes installation of sidewalks, facilities improvement, park improvements, and the development of new parks.	X	X	X	X	X	All Departments
LU.2	Create a Downtown Fairburn Infill Strategy that identifies publicly owned land for catalytic redevelopment and matches it with market-based needs/demand; identifies privately owned undeveloped/underdeveloped parcels that could potentially accommodate missing middle housing; and creates straight forward, basic infill design guidelines for downtown neighborhoods.	X					Planning & Zoning
LU.3	Develop a placemaking and streetscape design plan for the SR 74/Senoia Road corridor.		X				Planning & Zoning
LU.4	Consider levying impact fees for developments in the Light Industrial and Industrial future development areas to fund roadway improvements.	X	X	X	X	X	Adminstration
LU.5	Rewrite Zoning Ordinance.	X	X				Planning & Zoning

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
-	Staff time	-	X					
ULI	$10,000	General fund, ULI						Apply to ULI Technical Assistance Program (TAP, low cost) or miniTAP (mTAP, free) for technical assistance
Community Development, Planning & Zoning, Parks & Recreation, ARC	Staff time, $5,000	ARC CDAP				X		Apply to ARC's Community Development Assistance Program (CDAP)
Planning & Zoning, Public Works	Staff time	-						
Consultant	$200,000	General fund	X					Consolidated from numerous action items

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation							
T.1	Based on the Future Development Strategy, evaluate potential growth in Fairburn by drainage basin to determine additional infrastructure needs.	X					Public Works
T.2	Pursue funding for a Phase II Downtown Streetscape to connect the Phase I LCI Streetscape Project to the Gateway Project.	X	X	X	X	X	Public Works
T.3	Implement intelligent transportation system (ITS) measures to better manage freight demand through information-sharing and improved traffic operations.	X	X	X	X		Public Works
T.4	Construct pedestrian bridge over the railroad near Harbor Lakes and Bohannon Road to accommodate workers.	X	X				Public Works
T.5	Intersection improvement at Senoia Road at Bay Street: Realign intersection so that roadways meet at a 90-degree angle, and include gateway signage on Senoia Road and bulbouts on Bay Street.	X	X				Public Works
T.6	Widening and reconstruction of Brooks Drive from Ferndale subdivision to Washington Street.	X	X				Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Planning & Zoning	Staff time	-	X					
-	$2,000,000	General fund, LCI, TAP	X	X				Includes several projects from the 2021 *Downtown Master Plan LCI Study*, including Broad Street Improvements (Phases 3 and 4), new sidewalks on the south side of Broad Street from MARTA bus stop to Strickland Street, and pedestrian improvements from Manor at Broad Street to Brooks Drive.
SFCID	$1,008,000	General fund, SFCID; RAISE Grant	X					Funded
SFCID	$1,000,000	General fund, SFCID; RAISE Grant						Funded
ARC	$42,330	General fund, LCI		X				
ARC	$1,850,000	General fund		X				Design underway; 60% plans received June 9, 2025. The project will be put out to bid as funding allows.

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.7	Acquire key properties from Georgia Department of Transportation to create gateway elements.	X					Administration
T.8	Construct intersection improvements for Broad Street at Senoia Road.	X	X	X			Public Works
T.9	Construct Mullis Street pedestrian improvements project.	X	X				Public Works
T.10	Construct sidewalks and bike lanes along Fayetteville Road on both sides of roadway from E. Broad Street to Trotters Farm subdivision.	X	X	X			Public Works
T.11	Interchange Justification Report for new interchange at Johnson Road or Gullatt Road.	X					Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Public Works, GDOT	TBD	General fund, TSPLOST					X	Letter drafted requesting the acquisition of GDOT surplus property associated with gateway development aspirations. Awaiting Mayor's approval and signature; positive feedback received from GDOT District Engineer.
GDOT	$250,000	General fund, GDOT, ARC					X	Traffic engineering report for potential traffic signal at US-29 at Senoia Road under development for submission to GDOT. If approved, signal design would include significant pedestrian improvements.
-	$200,000	General fund	X					The project was put out to bid March 12, 2025; bid opening date was April 11, 2025; notice to proceed issued June 2, 2025.
ARC	$6,804,000	General fund, SPLOST, LCI		X				Design underway for pedestrian improvements only; 60% plans received June 3, 2025. The project will be put out to bid as funding allows.
GDOT, SFCID	$150,000	GDOT	X					Report is underway, however, construction will be a long-term project.

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.12	Construct the I-85 at SR 74/Senoia Road Interchange Project.	X	X				Public Works
T.13	Design and construct roadway connection from Oakley Industrial Boulevard to Gullatt Road.	X	X				Public Works
T.14	Continue to coordinate the Railroad Quiet Zone Application/ Implementation - From SR 74/Senoia Road to SR 138.	X	X	X	X	X	Public Works
T.15	Assess current location of MARTA bus stops and identify areas that are in need of additional stops.	X	X	X	X	X	Public Works
T.16	Re-stripe of travel lanes on US-29/Roosevelt Highway/Broad Street to 11-foot wide lanes with reconstruction of curb and gutter from Brooks Drive to Shaw Drive.	X	X				Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
FHWA, GDOT	$45,000,000	General fund, GDOT	X					
SFCID	$4,251,000	General fund, SFCID	X					Design underway with right-of-way acquisition commencing soon. The project will be put out to bid as funding allows. Estimated cost is as of February 2025.
ARC	$750,000	General fund, LCI, TSPLOST		X				Currently coordinating with CSX and FRA. Anticipated 2-4 years for implementation.
MARTA	Staff time	-	X					The MARTA Roosevelt Highway Transit Project is currently underway. The City attends periodic Technical Advisory Committee (TAC) meetings.
GDOT	$439,200	GDOT, LMIG		X				GDOT Safety Group is looking into possible roadway width reduction to accommodate the installation of protected bicycle facilities.

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.17	Conduct a downtown parking study to identify strategic investments in surface and on-street parking that can attract private development and create the urban form and pedestrian environment desired by the community. Parking needs in downtown Fairburn should be assessed based on how parking locations are serving existing and future businesses.	X					Public Works
T.18	Install mid-block crossing at the Fairburn Educational Campus near Barton Street.	X	X				Public Works
T.19	Construct pedestrian improvements on Oakley Industrial Boulevard	X	X	X			Public Works
T.20	Construct sidewalks on both sides of Washington Street from Church Street to Manor at Broad Street, including crosswalks.			X	X	X	Public Works
T.21	Construct sidewalks along Malone Street from Valley View Drive to Washington Street, including crosswalks.			X	X	X	Public Works
T.22	Construct sidewalks along Malone Street from Valley View Drive to Rivertown Road, including crosswalks.			X	X	X	Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Planning & Zoning, Economic Development	$100,000	General fund		X			X	
-	$350,000	General fund	X					May change in connection with the LCI Gateway and Connectivity Study, which recommended multi-lane double roundabouts at Estes Road and Shaw Drive in association with the proposed Education Campus Mixed-Use Development.
SFCID	$350,000	TSPLOST, SFCID	X					
ARC	$138,000	General fund, TSPLOST, LCI		X				Completed the installation of pedestrian improvements on Washington Street, from W, Campbellton Street to Malone Street in 2025.
ARC	$424,000	General fund, TSPLOST, LCI		X				
ARC	$147,000	General fund, TSPLOST, LCI		X				

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.23	Construct sidewalks along Valley View Street from Malone Street to Washington Street, including crosswalks.			X	X	X	Public Works
T.24	Construct sidewalks along Bay Street/Jonesboro Road (one side of roadway) from Clay Street to SR 138, including crosswalks.			X	X	X	Public Works
T.25	Wayfinding signage at W. Campbellton Street and Washington Street, including crosswalks.			X	X	X	Public Works
T.26	Bicycle Share the Road Signage along E. Broad Street from Word Street to W. Broad Street.			X	X	X	Public Works
T.27	Construct sidewalks along Bay Street from Senoia Road to Clay Street, including crosswalks.			X	X	X	Public Works
T.28	Construct sidewalks along Greene Street from Senoia Road to Malone Street, including crosswalks (some existing sidewalk).			X	X	X	Public Works
T.29	Construct sidewalks along Greene Street from E. Campbellton Street to Fayetteville Road, including crosswalks.			X	X	X	Public Works
T.30	Gateway signage at Spence Road/Campbellton Street at Poplar Street.	X					Public Works
T.31	Construct bicycle and pedestrian facilities along Senoia Road from E. Broad Street to Bay Street.		X	X	X		Public Works
T.32	Construct bike lanes along Senoia Road from W. Broad Street to SR 74/Senoia Road.		X	X	X		Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
ARC	$457,000	General fund, TSPLOST, LCI		X				
ARC	$6,243,000	General fund, TSPLOST, LCI		X				
ARC	$3,000	General fund, TSPLOST, LCI		X				
ARC	$3,000	General fund, TSPLOST, LCI		X				
ARC, SRTS	$1,030,000	General fund, TSPLOST, LCI, SRTS		X				
ARC, SRTS	$206,000	General fund, TSPLOST, LCI, SRTS		X				
ARC, SRTS	$275,000	General fund, TSPLOST, LCI, SRTS		X				
ARC	$3,000	General fund, TSPLOST, LCI		X				
ARC	$403,000	General fund, TSPLOST, LCI		X				
ARC	$3,600,297	General fund, TSPLOST, LCI		X				

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.33	Wayfinding signage at E. Broad Street.	X					Public Works
T.34	Install elevated/lighted pedestrian tables with pedestrian-actuated flashing amber signals (HAWK) at 3 mid-block crossings on Broad Street.			X	X	X	Public Works
T.35	Develop a pedestrian, bicycle, and trails plan that includes recommendations from the 2021 *Downtown Master Plan LCI Study*, the 2024 *Parks & Recreation Master Plan*, and the 2025 *Gateway and Connectivity LCI Study*, as well as additional recommendations for new pedestrian and bicycle facilities, repairing and maintaining existing facilities, and adding community connections through trails and paths.			X	X		Public Works
T.36	Identify design and location for truck route signage for the City's truck routes. Multiple locations could include along the E. Broad Street at E. Campbellton Street intersection area, on SR 92/Fayetteville Road near Oakley Industrial Boulevard, and at Rivertown Road and Virlyn B. Smith Road.	X					Public Works
T.37	Re-stripe of travel lanes on SR 92 to 11-foot wide lanes with reconstruction of curb and gutter from US-29/Roosevelt Highway/Broad Street north to Rivertown Road.	X	X				Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
ARC	$3,000	General fund, TSPLOST, LCI		X				
ARC	$291,000	General fund, TSPLOST, LCI		X				
Parks & Recreation, Planning & Zoning	$150,000	General fund	X					
Community Development	Staff time	-		X				
GDOT	$128,100	GDOT, LMIG		X				

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.38	Conduct an Alternative Truck Route Feasibility Study.	X	X				Public Works
T.39	Conduct a signal study and build signal or pedestrian hybrid beacon at the intersection of Broad Street and Strickland Street.			X	X	X	Public Works
T.40	Consolidate bus stops on south side of Broad Street near intersections, existing sidewalks, and protected pedestrian crossings.			X	X	X	Public Works
T.41	Construct new sidepath along John Rivers Road and Durham Lake Parkway to connect to the proposed trails on Virlyn B. Smith Road.				X	X	Public Works
T.42	Construct a multi-use sidepath along Virlyn B. Smith Road to SR 74/Senoia Road.				X	X	Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
ARC	$150,000	LCI		X				An alternative truck route for the Howell Avenue extension was recently constructed. In addition, the I-85 at Gullatt Road interchange, if found feasible and is constructed, will provide an alternate exit for industrial truck traffic and relieve congestion at the I-85 at SR 74/Senoia Road interchange, which is currently under reconstruction.
GDOT	$250,000	General fund, GDOT, ARC, TSPLOST					X	
GDOT	Staff time	General fund, GDOT, ARC, TSPLOST					X	
SFCID, Fulton County Schools	$2,200,000 - $2,750,000	General fund, TSPLOST, CDBG, LCI						Includes 8-foot sidepath along John Rivers Road and 8-foot sidepath along Herndon Road towards Bear Creek Middle School
Parks & Recreation, GDOT	$7,000,000 - $8,750,000	General fund, LCI, STBG, TAP						8-foot sidepath

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.43	Extend the Virlyn B. Smith Road and SR 74/Senoia Road sidepaths to NE Broad Street via a new sidepath along Howell Avenue and Senoia Road				X	X	Public Works
T.44	Develop a sidepath loop linking neighborhoods east of SR 74/Senoia Road to the SR 74/Senoia Road sidepath.				X	X	Public Works
T.45	Install signage and traffic calming along Fayetteville Road.	X	X				Public Works
T.46	Install signage and traffic calming along Virlyn B. Smith Road.	X	X				Public Works
T.47	Install signage and traffic calming along Rivertown Road.	X	X				Public Works
T.48	Install signage and traffic calming along Gullatt Road.		X	X			Public Works
T.49	Install signage and traffic calming along SW Malone Street to Rivertown Road.		X	X			Public Works
T.50	Install signage and traffic calming along Bay Street.		X	X			Public Works
T.51	Install signage and traffic calming along Harris Road.		X	X			Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
GDOT, Community Stakeholders	$2,000,000 - $2,250,000	General fund, LCI, HSIP, Greenway Trail Grants						Connect to Downtown Core (double sidewalk to 8- to 10-foot sidepath); connect through Campbellton Street, Cole Street, and Smith Street
Parks & Recreation, MARTA	$2,000,000 - $2,250,000	General fund, LCI, CMAQ, MARTA						Convert sidewalk to sidepath (double widen to sidepath)
SRTS, CID, Fulton County Schools	$20,000 - $60,000	General fund, TSPLOST, SS4A, CDBG						"No Through Truck Traffic" signage; raised crosswalks
SRTS, CID	$900,000 - $1,300,000	General fund, GTIB, SRTA, SS4A						Mini-roundabout; "No Through Truck Traffic" signage; raised crosswalks
SRTS	$65,000 - $105,000	General fund, TSPLOST, SS4A						Raised crosswalks; "No Through Truck Traffic" signage; striping and markings
SRTS, GDOT, Community Organizations	$65,000 - $105,000	General fund, SS4A, GTIB						Mini-roundabout at Johnson Road; "No Through Truck Traffic" signage; lighting upgrades
SRTS, GDOT, Community Organizations	$30,000 - $70,000	General fund, TSPLOST, CDBG						Speed cushions; pedestrian signage; striping and markings
SRTS	$20,000 - $60,000	General fund, SS4A,						"No Through Truck Traffic" signage; striping and markings
SRTS, Property Owners	$50,000 - $90,000	General fund, TSPLOST, SS4A						Raised crosswalks; "No Through Truck Traffic" signage; striping and markings; speed cushions

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.52	Install signage and traffic calming along Milam Road.		X	X			Public Works
T.53	Install signage and traffic calming along Shaw Drive.			X	X		Public Works
T.54	Install signage and traffic calming along Fairview Drive.			X	X		Public Works
T.55	Install signage and traffic calming along Barton Street.			X	X		Public Works
T.56	Install signage and traffic calming along SE Malone Street.			X	X		Public Works
T.57	Virlyn B. Smith Road landscaping.				X	X	Public Works
T.58	SR 74/Senoia Road landscaping.				X	X	Public Works
T.59	John Rivers Road landscaping.				X	X	Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
SRTS, GDOT	$140,000 - $170,000	General fund, GTIB, SS4A						Entry narrowing/geometry; raised crosswalks; “No Through Truck Traffic” signage
SRTS, Fulton County Schools	$5,000 - $9,000	General fund, GDOT, TAP, SS4A						School zone signage; speed cushions; “No Through Truck Traffic” signage
SRTS, Fulton County Schools	$11,000 - $15,000	General fund, TSPLOST						Speed cushions; speed signage; striping and markings
SRTS	$11,000 - $15,000	General fund, TSPLOST, SS4A						Speed cushions; speed signage; striping and markings
SRTS, Fulton County Schools	$30,000 - $70,000	General fund, TAP, CDBG						Speed cushions; curb extensions; “No Through Truck Traffic” signage
GDOT	$300,000 - $375,000	General fund, ARC, LCI, TAP, TSPLOST						Tree-lined buffer along both sides; includes street trees, planting strips, and irrigation
GDOT, MARTA, SFCID	$700,000 - $875,000	General fund, GDOT, LMIG, CMAQ, LCI, Federal STBG						Enhanced median and side landscaping, gateway markers near I-85. Includes decorative elements, tree buffers, lighting, and hardscape gateway sign near major arterial junction.
SFCID	$300,000 - $375,000	General fund, LCI, TAP, TSPLOST						Residential tree buffer with ornamental planting (linear tree planting on both sides, minimal hardscape)

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Transportation (continued)							
T.60	Durham Lakes Parkway landscaping.				X	X	Public Works
T.61	Broad Street landscaping.				X	X	Public Works
T.62	Herndon Road landscaping.				X	X	Public Works
T.63	Intersection improvement at Broad Street at Campbellton Road.		X	X			Public Works
T.64	Intersection improvement at Broad Street at John Rivers Road.		X	X			Public Works
T.65	Intersection improvement at SR 74/Senoia Road at Harris Road.		X	X			Public Works
T.66	Intersection improvement at SR 74/Senoia Road at Milam Road.		X	X			Public Works

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Homeowners Associations, SFCID	$500,000 - $625,000	General fund, TAP, TSPLOST, Private funds						Tree-lined median and parkway-style buffer. Includes both sides and median, focused on aesthetics for residential frontage and traffic calming.
MARTA, GDOT	$300,000 - $375,000	General fund, LCI, TSPLOST		X		X		Tree buffer near downtown, ornamental planters near civic buildings
Fulton County Schools	$70,000 - $87,500	General fund, TAP, LMIG, TSPLOST				X	X	Landscaping with tree buffer near school zone (focused around Bear Creek Middle School, includes small planting area, and no major gateway)
GDOT, CID	$350,000 - $390,000	General fund, HSIP, LMIG, TSPLOST						Pedestrian refuge island, curb extensions, and lead pedestrian interval
MARTA, GDOT	$700,000 - $740,000	General fund, LCI, HSIP, MARTA		X				Pedestrian refuge island, raised median, bus shelter, traffic sign
GDOT	$300,000 - $340,000	LMIG, TSPLOST, ARC						Raised crosswalks, pedestrian refuges, narrowed entry
MARTA, GDOT	$400,000 - $440,000	LCI, STBG, Greenway Trail Grants						Protected crossing, pedestrian refuges, trail head, speed signage

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Housing							
H.1	Identify and acquire areas desirable for residential infill development and redevelopment.	X	X	X	X	X	Community Development
H.2	Explore acquiring vacant lots and/or buildings in the downtown area, redeveloping them, and returning to a positive economic asset.	X	X	X	X	X	Community Development
H.3	Host a Housing Workshop to educate elected and appointed officials and residents on the current housing market, popular housing terms, and the need for additional and varied housing types.	X	X	X	X	X	Community Development
H.4	Develop partnerships with housing organizations to identify sites and promote the development of housing options in locations that connect residents to amenities and services.	X	X				Community Development
H.5	Identify and leverage Public-Private Partnerships (PPPs) to provide a framework for complex development projects or provide additional public resources to make a project viable. In all three concept locations, the City should actively seek opportunities to partner with communities to bring quality housing options, both for-sale and rental, to support Fairburn residents.	X	X	X	X	X	Community Development

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Downtown Development Authority	TBD	TBD	X					
Planning & Zoning, Economic Development, Downtown Development Authority	Staff time	-	X					
-	$10,000	General fund		X				
Economic Development	Staff time	-		X				
Fairburn Main Street	TBD	General fund		X				

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Economic Development							
ED.1	Implement impact fee program to raise funds for capital improvements.	X					Administration
ED.2	Coordinate with local employers to create a supplier diversity and local hiring event.		X				Economic Development
ED.3	Develop a Small Business Incubator Program for startups and recently opened businesses.		X				Economic Development
ED.4	Identify property available for commercial and industrial development, with a focus on catalytic and infill development, and host an interactive map of the sites on the City's website.	X	X	X	X	X	Economic Development
ED.5	Develop business incentive package, financial resources, and grant opportunities to attract new businesses, and to promote businesses offering services to residents (e.g. salon, grocery store, coffee shop, dining).	X	X	X	X	X	Economic Development
ED.6	Develop property owner database and business inventory.	X	X	X	X	X	Economic Development
ED.7	Create an Economic Development Incentive Ordinance tied to the city's target industries.	X	X				Economic Development
ED.8	Collaborate with regional and local partners for local and regional promotional efforts such as bus tours and site visits.	X	X				Economic Development

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Economic Development, Planning & Zoning, Public Works, Parks & Recreation	Staff time	-						
-	Staff time	-	X					
-	Staff time	-	X					
Communications, Electric Cities of Georgia, Fairburn Development Authorities	Staff time	-	X			X		
Main Street, Development Authorities	$50,000	General fund, Development Authorities	X					
-	Staff time	-	X					
-	Staff time	-	X			X		
ATL Airport CIDs, Select Fulton, South Fulton Chamber of Commerce, SFCID	Staff time	-				X		

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Economic Development (continued)							
ED.9	Create a 'Welcome to Fairburn' pamphlet for new businesses that contains key contact information and City resources.	X	X				Economic Development
ED.10	Hire a Business Coordinator/Business Development Manager whose responsibility is to conduct monthly site visits with local businesses to discuss needs and city resources and manage programming.	X	X				Economic Development
ED.11	Develop internal metrics to track and monitor business contacts and retention efforts using software such as Salesforce and Monday.	X	X				Economic Development
ED.12	Establish a point of contact and relationship with Fairburn's largest employers.			X	X	X	Economic Development
ED.13	Conduct an annual survey of businesses to assess the city's business climate.	X	X	X	X	X	Economic Development
ED.14	Host quarterly or semi-annual business Lunch & Learns with rotating topics and industry/partner speakers.	X	X				Economic Development
ED.15	Utilize the new City Center for both incubation space and networking events for the business community.			X	X	X	Economic Development

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
-	Staff time	-				X		
-	TBD	General fund				X		
-	Staff time	-				X		
-	Staff time	-				X		
Fairburn Merchants Association, Fairburn Main Street	Staff time	-				X		
ATL Airport CIDs, ARC, Select Fulton, South Fulton Chamber of Commerce, SFCID, Worksource Fulton	TBD	General fund				X		
-	Staff time	-				X		

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Economic Development (continued)							
ED.16	Coordinate with local businesses in Fairburn across multiple industries to take part in industry tours for local students, teachers, and parents.	X	X	X	X	X	Economic Development
ED.17	Work with local businesses to determine work-based learning and apprenticeship opportunities that can be marketed to local high school students and recent graduates.			X	X	X	Economic Development
ED.18	Market Georgia QuickStart and Worksource Georgia to both local residents and businesses.	X	X				Economic Development
ED.19	Continue to implement a vacancy tax or fee for speculative commercial space that has remained inactive or vacant past a certain grace period.	X	X	X	X	X	Administration
ED.20	Identify areas for possible brownfield and greyfield areas and develop incentives to encourage redevelopment.	X	X	X	X	X	Economic Development
Broadband							
B.1	Pursue Broadband Ready Community Designation (i.e. establish a Broadband Ordinance).		X				Economic Development
B.2	Monitor FCC broadband coverage maps annually to track service changes and determine eligibility for grants.		X	X	X	X	Community Development
B.3	Map existing conduit and utility corridors to identify where fiber infrastructure can be co-located with other utilities.			X	X	X	Community Development

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Aerotropolis Atlanta Alliance, Creekside High School, Global Impact Academy, Landmark Christian Academy, Sandy Creek High School, Worksource Fulton	Staff time	-				X		
Worksource Fulton	Staff time	-				X		
-	Staff time	-				X		
Economic Development	Staff time	-				X	X	
Community Development	Staff time	-	X					
-	Staff time	-	X					
-	Staff time	-						
Public Works	$0.65/ft of utility	BEAD, State grants, Federal grants						Estimate from USDOT FHA

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Natural & Cultural Resources							
NC.1	Establish a Historic Preservation Board to oversee protection and preservation efforts.			X	X	X	Administration
NC.2	Complete an inventory of historic structures in the city and identify funding sources and incentives available for historic restoration and adaptive reuse, with focus on assisting with the renovation of the Old Campbell County Courthouse.				X		Administration
NC.3	Review available grants and incentives to encourage property owners to make facade improvements and restore historic buildings.	X	X	X	X	X	Community Development
NC.4	Collaborate with operators of the Renaissance Festival to circulate marketing materials leading up to the events and on-site for other areas and businesses of Fairburn.	X	X	X	X	X	Economic Development
NC.5	Collaborate with the operators of the Renaissance Festival to sponsor performances and events at the Southside Theatre Guild.			X	X	X	Economic Development
NC.6	Work with local businesses and vendors to host a themed market or service pop-ups in downtown concurrent with Festival weekends or on off-weekends so visitors can extend their experience off-site.			X	X	X	Economic Development
NC.7	Mario B. Avery Park improvements.	X	X				Parks & Recreation
NC.8	Fairburn Youth Center improvements.	X	X				Parks & Recreation

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Planning & Zoning, Community Development	Staff time	-						
Planning & Zoning, Community Development, Consultant	$50,000	General fund						
Fairburn Main Street	Staff time	General fund		X				
Renaissance Festival, Communications	Staff time	-				X		
Fairburn Art Advisory Council, Renaissance Festival, Southside Theatre Guild	Staff time	-				X	X	
Fulton County Arts & Culture Division, Fairburn Merchants Association, Renaissance Festival	$7,500	General fund, Grants, HOST, MOST				X	X	
-	$900,000	General fund, DNR			X			Application has been submitted for State and Federal DNR funds.
-	$700,000	General fund			X			

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Natural & Cultural Resources (continued)							
NC.9	Design and construct neighborhood park at 6760 Johnson Road.			X	X	X	Parks & Recreation
NC.10	Duncan Park improvements.				X	X	Parks & Recreation
NC.11	Create campaign for SPLOST program to fund expansion/ improvement of parks and recreation system.		X	X	X	X	Administration
NC.12	Coordinate with Fulton County and other local governments to provide intergovernmental public safety services to citizens.	X	X	X	X	X	Police, Fire
Public Relations & Communications							
PR.1	Update the City's Charter.	X	X				Administration
PR.2	Create and execute a Downtown Marketing and Branding Campaign based off the Creative Placemaking Strategy from 2019.	X	X	X	X	X	Communications
PR.3	Create a Fairburn 'Pitch Kit' to help market and promote the city to external stakeholders and potential new businesses.	X	X				Communications
PR.4	Create a rotating monthly spotlight on the City's marketing channels on different Fairburn businesses.	X	X	X	X	X	Communications

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
-	$3,750,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations			X			"Neighborhood Park 1" in the *Parks & Recreation Master Plan.* Potential to include new fire station at this site.
-	$68,500,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations			X			
Parks & Recreation, Planning & Zoning	Staff time	-						Need a major funding source to implement *Parks & Recreation Master Plan*
-	Staff time	-	X					
All Departments, Carl Vinson Institute	$25,000	General fund						
Administration, Economic Development, Community Development	Staff time	-		X				
Economic Development	Staff time	-				X		
Economic Development	Staff time	-				X		

Community Work Program (2026-2030)

#	Action	Timeline					Lead
		2026	2027	2028	2029	2030	
Public Relations & Communications (continued)							
PR.5	Host educational events or distribute materials on safe walking and cycling practices, including tips for drivers.		X	X	X	X	Communications
PR.6	Educate residents and promote alternative transportation sources in the city.			X	X	X	Communications
PR.7	Recruit a team of diverse local ambassadors ("Community Champions") to help share updates and gather neighborhood feedback.	X	X	X	X	X	Communications
PR.8	Create a Public Engagement Toolkit to offer guidance and tips for City staff, developers, and consultants looking to undertake meaningful engagement with the community.		X	X			Communications
PR.9	Hold joint meetings between the Planning and Zoning Commission and the Development Authority/Downtown Development Authority to discuss common goals and interests for the City.	X	X	X	X	X	Planning & Zoning

ARC	Atlanta Regional Commission	CMAQ	Congestion Mitigation and Air Quality Program	GDOT	Georgia Department of Transportation
BEAD	Broadband Equity Access & Deployment	DDA	Downtown Development Authority	GTIB	Georgia Transportation Infrastructure Bank
CDAP	Community Development Assistance Program	DNR	Department of Natural Resources	HSIP	Highway Safety Improvement Program
CDBG	Community Development Block Grant	FHWA	Federal Highway Administration	HOST	Homestead Option Sales Tax

Potential Partner(s)	Estimated Cost	Funding Source(s)	Source(s)					Note(s)
			2021 CP	DMP LCI	PRMP	EDSP	GC LCI	
Public Works, Advocacy Groups	Staff time	-					X	
Public Works, Advocacy Groups	Staff time	-	X					
-	Staff time	-						
Administration, Planning & Zoning	$25,000	General fund						
Development Authorities	Staff time	-	X					

MARTA	Metropolitan Atlanta Regional Transportation Authority
LCI	Livable Centers Initiative
LMIG	Local Maintenance & Improvement Grant
MOST	Municipal Option Sales Tax
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
SFCID	South Fulton Community Improvement District
SRTS	Safe Routes to Schools
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives Program
TIF	Tax Increment Financing
(T)SPLOST	(Transportation) Special Purpose Local Option Sales Tax
ULI	Urban Land Institute

Long-Term Actions

Action	Timeline	Lead
Transportation		
Add sidewalks and bike lanes along E. Campbellton Street/Spence Road/SR 92 from E Broad Street to city limits, includes bulbouts at Bay Street, crosswalks at all intersections.	Long-Term	Public Works
Construct sidewalks and bike lanes along W. Campbellton Road from Rivertown Road to SR 138.	Long-Term	Public Works
Extend Malone Street to Milo Fisher Street.	Long-Term	Public Works
Study the feasibility of a pedestrian/bicycle underpass that connects Broad Street, Strickland Street, and Fayetteville Road, and build a rectangular rapid flashing beacon to new railroad underpass at E. Broad Street.	Long-Term	Public Works
W. Campbellton Street at Rivertown Road Intersection improvement. Realign intersection so that roadways meet at a 90-degree angle, includes median and gateway signage on W. Campbellton Street and bulbouts on all approaches that roadways meet at a 90-degree angle, includes gateway signage on Senoia Road and bulbouts on Bay Street.	Long-Term	Public Works
Economic Development		
Develop a Small Business Recruitment and Retention Program.	Long-Term	Economic Development
Work with private developers to facilitate the development of the City Lake Road area.	Long-Term	Economic Development
Partner with educational institutions for workforce development in the film industry.	Long-Term	Economic Development

Potential Partners	Estimated Cost	Funding Sources	Note(s)
ARC	$3,981,000	General fund, SPLOST, LCI	From 2021 *Downtown Master Plan LCI Study* (cost reflective of 2021 dollars)
ARC	$2,931,000	General fund, SPLOST, LCI	From 2021 *Downtown Master Plan LCI Study* (cost reflective of 2021 dollars)
Community Development	TBD	General fund, SPLOST, ARC	From 2025 *Gateway and Connectivity LCI Study*
GDOT	$500,000	General fund, GDOT, ARC	From 2025 *Gateway and Connectivity LCI Study*
ARC	$65,330	General fund, LCI	From 2021 *Downtown Master Plan LCI Study* (cost reflective of 2021 dollars)
-	Staff time		Carried over from previous comprehensive plan
Planning & Zoning	Staff time		Carried over from previous comprehensive plan
Main Street, Fairburn Education Campus institutions	Staff time		Carried over from previous comprehensive plan

Long-Term Actions

Action	Timeline	Lead
Economic Development (continued)		
Conduct marketing analysis to identify downtown marketability (i.e. existing business gaps and new opportunities); identifying businesses that support the "Fairburn experience."	Long-Term	Economic Development
Provide/identify grants to downtown businesses to support interior renovations.	Long-Term	Economic Development
Establish a mentorship program that connects start-up entrepreneurs in Fairburn with existing businesses in the community.	Long-Term	Economic Development
Work towards recruiting another technical school to City Center or the surrounding area.	Long-Term	Economic Development
Work with local and regional businesses and partners to establish a Junior Achievement Center in Fairburn focusing on entrepreneurship and work readiness.	Long-Term	Economic Development
Natural & Cultural Resources		
Update the Creative Placemaking Strategy to identify new projects/opportunities that would help establish a physical sense of place within Fairburn.	Long-Term	Planning & Zoning
Examine the feasibility of a 1% for the arts program, where 1% of new development construction cost is given towards the arts on site or to the City's arts programming.	Long-Term	Economic Development
Host temporary or pop-up markets or art spaces (cargo containers or temporary market structures) in the parking lot of the Educational Campus site to promote awareness of future development of the site and generate interest and traffic.	Long-Term	Economic Development

Potential Partners	Estimated Cost	Funding Sources	Note(s)
Main Street, Downtown Development Authority	$30,000	General fund, DDA, ARC CDAP	Carried over from previous comprehensive plan
Main Street, Downtown Development Authority	Staff time		Carried over from previous comprehensive plan
Fairburn Youth Council, Fairburn Merchants Association	Staff time		From 2024 *Economic Development Strategic Plan*
Aerotropolis Atlanta Alliance, Georgia Military College, Worksource Fulton	Staff time		From 2024 *Economic Development Strategic Plan*
Aerotropolis Atlanta Alliance, Junior Achievement Center, Worksource Fulton	Staff time		From 2024 *Economic Development Strategic Plan*
Economic Development, Parks and Recreation, Fairburn Merchants Association, ARC	$100,000	General fund, CDAP	From 2024 *Economic Development Strategic Plan* and 2025 *Gateway and Connectivity LCI Study*
Community Foundation of Greater Atlanta, Fulton Arts, Fairburn Art Advisory Council, Fairburn Main Street	Staff time	-	From 2024 *Economic Development Strategic Plan* and 2025 *Gateway and Connectivity LCI Study*
Developers	$50,000	General fund, Grants, Private funds	From 2025 *Gateway and Connectivity LCI Study*

Long-Term Actions

Action	Timeline	Lead
Natural & Cultural Resources (continued)		
Pursue Public Private Partnership for the establishment of a downtown performing arts festival and/or film festival.	Long-Term	Economic Development
Design and construct mini park along Spence Road.	Long-Term	Parks & Recreation
Design and construct mini park at E. Campbellton Street, Milo Fisher Street, and Malone Street ("Milo Fisher Park").	Long-Term	Parks & Recreation
Design and construct neighborhood park at 8140 Senoia Road.	Long-Term	Parks & Recreation
Design and construct neighborhood park along Fayetteville Road.	Long-Term	Parks & Recreation
Design and construct community park at 8563 Bohannon Road.	Long-Term	Parks & Recreation
Design and construct special use park at Georgia Military College.	Long-Term	Parks & Recreation
Design and construct greenways identified in the *Parks & Recreation Master Plan.*	Long-Term	Parks & Recreation

Potential Partners	Estimated Cost	Funding Sources	Note(s)
Community Development, Fairburn Art Advisory Council, Fulton Arts, Southside Theatre Guild	TBD	TBD	From 2021 *Downtown Master Plan LCI Study*
-	$900,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan ("Mini Park 1"); requires an assemblage of parcels 09F170100741954, 09F170100741962, 09F170100741970, and 09F170100741988
-	$900,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan ("Mini Park 2"); requires an assemblage of parcels 09F100400531326, 09F100400531334, 09F100100460198, 09F100100460206, and 09F100200471335
-	$2,700,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan ("Neighborhood Park 2"); requires an assemblage of 09F020100121113 and 09F020100121170
-	$2,500,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan ("Neighborhood Park 4")
-	$105,000,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan; requires an assemblage of 07 390001781392 and 09F010000090591
-	$1,050,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan
-	$12,000,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan

Long-Term Actions

Action	Timeline	Lead
Natural & Cultural Resources (continued)		
Cora M Robinson Park improvements.	Long-Term	Parks & Recreation
Frankie Arnold Stage Improvements.	Long-Term	Parks & Recreation
Create and implement a facility design standards manual for Fairburn's parks and recreation centers.	Long-Term	Parks & Recreation
Develop recreation programs identified in the *Parks & Recreation Master Plan.*	Long-Term	Parks & Recreation
Explore the potential funding mechanisms for new park and amphitheater near the Fairburn Education Center.	Long-Term	Parks & Recreation
Acquire key properties for expanded Frankie Arnold Stage/ Courtyard.	Long-Term	Parks & Recreation
Acquire key properties for multi-use path to Duncan Park.	Long-Term	Parks & Recreation

Potential Partners	Estimated Cost	Funding Sources	Note(s)
-	$60,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan
-	$500,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan
-	$50,000	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan
-	TBD	General fund, bonds, SPLOST, impact fees, TIF, grants, donations	From 2024 Parks and Recreation Master Plan
Administration	Staff time	-	From 2025 *Gateway and Connectivity LCI Study*
Administration	TBD	TBD	From 2025 *Gateway and Connectivity LCI Study*
Administration	TBD	TBD	From 2025 *Gateway and Connectivity LCI Study*

Appendix

Capital Improvement Element (forthcoming)

Report of Accomplishments

Consideration of the Regional Water Plan & Environmental Planning Criteria

Community Input Survey Questions

Zoning Audit: Best Practices Scan

Zoning Audit: Vision Alignment


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Capital Improvement Element

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Parks, Recreation, and Greenspace					
Create access to Duncan Park from Virlyn B. Smith		X			Part of "Duncan Park improvements" in 2026-2030 Community Work Program.
Conduct Active Recreation Study to create a Parks Development Plan	X				
Build an active recreation park south of I-85			X		Renamed "Construct neighborhood park at 6760 Johnson Road" in 2026-2030 Community Work Program.
Community connections through trails/paths, etc. This plan should be developed in coordination with the Greenspace Plan			X		Part of "Construct greenways identified in the Parks and Recreation Master Plan" in 2026-2030 Community Work Program.
Develop plan for Harris Road Park			X		Renamed "Construct neighborhood park at 8140 Senoia Road" in 2026-2030 Community Work Program.
Develop regional park on Bohannon Road			X		Renamed "Construct community park at 8563 Bohannon Road" in 2026-2030 Community Work Program.
Identify locations to establish a community recreational/multi-use center	X				
Identify funding to design and build the community center		X			Part of "Duncan Park improvements" in 2026-2030 Community Work Program.
Develop a Community Center at Duncan Park			X		Part of "Duncan Park improvements" in 2026-2030 Community Work Program.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Parks, Recreation, and Greenspace (continued)					
Plan annual events to create and foster community interaction	X				
Work with local groups to expand local festivals and activities to include a wider range of cultures and languages	X				
Economic Development					
Work with local businesses to establish a local business association	X				
Establish a funding mechanism for local small business grants	X				
Establish a catalytic site to help stimulate downtown development	X				
Incentivize and recruit more local small businesses for the downtown area	X				
Update inventory of available properties for development and redevelopment	X				
Coordinate with local employers to create a Supplier Diversity/Local Hiring Event		X			
Develop a Small Business Incubator Program for Startups and recently opened businesses		X			
Finance a major project (via DDA/DA Bonds)				X	This is now a strategy identified in Chapter 8, Economic Development.

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Become a certified "Georgia Film Ready" city to attract more TV/Film Activity	X				
Coordinate with Fulton County Development Authority on the use of New Market Tax Credits				X	This is now a strategy identified in Chapter 8, Economic Development.
Establish a local business branding campaign (Fairburn 1st)			X		Renamed "Create a Fairburn 'Pitch Kit' to help market and promote the city to external stakeholders and potential new businesses" in 2026-2030 Community Work Program to align with 2024 Economic Development Strategic Plan recommendation.
Pursue Broadband Ready Community Designation [i.e. establish a Broadband Ordinance]			X		To be explored in the comprehensive plan update in 2025.
Update the multimedia newcomer package of information for new residents		X			Renamed "Create a 'Welcome to Fairburn' pamphlet for new businesses that contains key contact information and city resources" in 2026-2030 Community Work Program to align with 2024 Economic Development Strategic Plan recommendation.
Make public education materials available in Spanish				X	This is now a strategy identified in Chapter 11, Public Relations & Communications.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Continue to identify higher educational institutions/ technical colleges that could establish a satellite campus/facility in Fairburn		X			Part of "Create a Campus Plan for the Fairburn Education Campus to determine current and future needs. The plan should review the potential to partner with technical schools, county and regional workforce boards, and key industries to provide activated space." in 2026-2030 Community Work Program
Coordinate with local industrial and business leaders so that technical education and local industry can benefit each other by cultivating workforce development				X	This is now a strategy identified in Chapter 8, Economic Development.
Identify areas for possible Enterprise Zones				X	No longer a priority
Identify areas for possible Urban Redevelopment Projects				X	No longer a priority
Identify areas for possible Opportunity Zones				X	No longer a priority
Evaluate Zoning Ordinance and identify possible text amendments to attract businesses to locate in Fairburn			X		Part of "Zoning Code Rewrite" in 2026-2030 Community Work Program
Identify property available for commercial and industrial development. Focus on infill and redevelopment opportunities		X			

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Assess utility infrastructure needs and availability to properties listed in inventory		X			Renamed "Conduct routine inventory capacity checks for water, sewer, and electric utility capacity in potential development areas" in 2026-2030 Community Work Program to align with 2024 Economic Development Strategic Plan recommendation
Implement a marketing campaign to promote Fairburn to new residents and tourists. Include branding, image, marketing, incentives, etc.	X				
Develop a Small Business Recruitment and Retention Program				X	Moved to list of "Long Term Actions"
Identify desirable industries and develop a recruitment program to attract identified industries to locate in Fairburn				X	Part of "Create an Economic Development Incentive Ordinance tied to the city's target industries" in 2026-2030 Community Work Program.
Identify incentives to encourage identified businesses and industries to locate in Fairburn	X				
Work with private developments to facilitate the development of the City Lake Road area				X	Moved to list of "Long Term Actions"
Identify funding sources and potential incentives available for historic restoration and adaptive reuse projects in the city and Downtown Historic District		X			

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Partner with educational institution for workforce development in the film industry				X	Moved to list of "Long Term Actions"
Use of Pop-up shops to occupy existing vacancies in the downtown area				X	Part of "Host temporary or pop-up markets or art spaces (cargo containers or temporary market structures) in the parking lot of the Educational Campus site to promote awareness of future development of the site and generate interest and traffic" in the 2026-2030 Community Work Program
Develop and implement a signage grant program / facade program for the downtown business owners	X				
Increase downtown attractiveness. Develop design guidelines and identify residential uses of commercial spaces. Incorporate Keep Fairburn Beautiful and Community Beautification Ambassadors	X				
Develop business incentive package and financial resources to attract new businesses, and to promote businesses offering services to residents (e.g. salon, grocery store, coffee shop, dining)		X			Part of "Develop business incentive package, financial resources, and grant opportunities to attract new businesses, and to promote businesses offering residential services (e.g. salon, grocery store, coffee shop, dining)" in the 2026-2030 Community Work Program
Marketing analysis to identify downtown marketability (i.e. existing business gaps and new opportunities); identifying businesses that support the “Fairburn experience”				X	Moved to list of "Long Term Actions"

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Create incentives and grant opportunities for niche businesses and industries: coffee shops dance studios, art supply, galleries				X	Part of "Develop business incentive package, financial resources, and grant opportunities to attract new businesses, and to promote businesses offering residential services (e.g. salon, grocery store, coffee shop, dining)" in the 2026-2030 Community Work Program
Downtown Living: Explore options to address blighted buildings, purchase vacant lots and/or buildings in the downtown area to return to a positive economic asset				X	This is now a strategy identified in Chapter 8, Economic Development.
Provide/identify grants to downtown businesses to support interior renovations				X	Moved to list of "Long Term Actions"
Develop property owner database and business inventory			X		Not a priority during the last planning horizon
Identify official funding sources to assist with the renovation of the Old Campbell County Courthouse			X		Will be examined as part of a study for the courthouse's renovation
Work with private developers to create housing and facilities that cater to an older population				X	This is now a strategy identified in Chapter 7, Housing.
Identify areas for possible brownfield and greyfield areas and develop incentives to encourage redevelopment			X		Part of future planning efforts.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Inventory property available for commercial and industrial development. Focus on infill and redevelopment opportunities				X	Combined with "Complete inventory of property available for infill and redevelopment opportunities" in the 2026-2030 Community Work Program, "Identify property available for commercial and industrial development, with a focus on catalytic and infill development, and host an interactive map of the sites on the City's website."
Complete inventory of property available for infill and redevelopment opportunities				X	Combined with "Inventory property available for commercial and industrial development. Focus on infill and redevelopment opportunities" in the 2026-2023 Community Work Program, "Identify property available for commercial and industrial development, with a focus on catalytic and infill development, and host an interactive map of the sites on the city's website."
Identify areas desirable for residential infill development and redevelopment			X		Part of future planning efforts.
Work with development community to provide future housing through infill development and redevelopment				X	This is now a strategy identified in Chapter 7, Housing.
Identify higher educational institutions that could establish a satellite campus/facility in Fairburn				X	Part of "Create a Campus Plan for the Fairburn Educational Center to determine current and future needs. The plan should review the potential to partner with technical schools, county and regional workforce boards, and key industries to provide activated space." in 2026-2030 Community Work Program.

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Economic Development (continued)					
Work with Historic Preservation Commission and other agencies to develop a cultural museum in the old Campbell County Courthouse				X	No longer a priority.
Coordinate efforts with Chamber of Commerce and South Fulton Aerotropolis to increase business development and retention, and to align common goals.				X	This is now a strategy identified in Chapter 8, Economic Development.
Evaluate needs for senior housing or multifamily housing	X				
Streamline site plan review and approval process for smart growth and mixed-use developments			X		This will be considered as part of the Zoning Audit done as part of the comprehensive plan.
Work with local banks to provide education and assistance to increase the percentage of home ownership				X	This is now a strategy identified in Chapter 7, Housing.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation					
Pursue funding for pedestrian connections between north and south sides of the City with pedestrian bridges and sidewalks	X				The RAISE Grant Award ($1,008,000.00) received June 2024 that covers the design and permitting for pedestrian bridge.
Coordinate pedestrian and roadway improvement efforts along SR 74/Senoia Road corridor	X				Pedestrian and roadway improvements have been captured in the I-85 at SR 74/Senoia Road Interchange Project scope.
Pursue funding for a Phase II Downtown Streetscape to connect the Phase I LCI Streetscape Project to the Gateway Project		X			The 90% Plans were received and distributed for review February 5, 2025.
Assist in the renewal of TSPLOST which is currently scheduled to end on March 31, 2022	X				The TSPLOST 2 Resolution was passed and adopted August 2, 2021. The tax extends from April 1, 2021 to March 31, 2027.
Coordinate pedestrian and roadway improvement efforts along US-29/SR 14				X	This is now a strategy identified in Chapter 6, Transportation
Coordinate pedestrian and roadway improvement efforts along Oakley Industrial Boulevard				X	This is now a strategy identified in Chapter 6, Transportation
Construct the I-85 at SR 74 Interchange Project		X			Notice to Proceed (NTP) with Construction issued October 31, 2024. Completion Date: October 31, 2027.
Interchange Justification Report for new interchange at Johnson Road or Gullatt Road		X			MOU between GDOT and the City of Fairburn entered on August 12, 2023. Anticipated completion October 31, 2025.

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation (continued)					
Design roadway connection from Oakley Industrial Boulevard to Gullatt Road		X		X	Part of "Design and construct roadway connection from Oakley Industrial Boulevard to Gullatt Road" in the 2026-2030 Community Work Program.
Construct roadway connection from Oakley Industrial Boulevard Extension to Gullatt Road				X	Part of "Design and construct roadway connection from Oakley Industrial Boulevard to Gullatt Road" in the 2026-2030 Community Work Program.
Implement intelligent transportation system (ITS) measures to better manage freight demand through information-sharing and improved traffic operations		X			The RAISE Grant Award ($1,008,000.00) received in 2024 will cover the design and permitting of the ITS System.
Install mid-block crossing Fairburn Educational Campus near Barton Street		X			
Construct pedestrian bridge over the railroad near Harbor Lakes and Bohannon Road to accommodate workers		X			The RAISE Grant Award ($1,008,000.00) received in 2024 will cover the design and permitting of the pedestrian bridge.
Conduct full-depth reclamation of Oakley Industrial Boulevard	X				Also completed the Gullatt Road Full-Depth Reclamation Project, the McLarin Road Full-Depth Reclamation Project, and the Cleckler Road Full-Depth Reclamation Project in the Fall/Winter of 2024.
Design pedestrian improvements at intersection of US-29/SR 14 and Senoia Road				X	Part of "Construct intersection improvements for Broad Street at Senoia Road" in 2026-2030 Community Work Program.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation (continued)					
Install pedestrian improvements on US-29/SR 14 at the intersection of Senoia Road				X	Part of "Construct intersection improvements for Broad Street at Senoia Road" in 2026-2030 Community Work Program.
Dodd Street Roundabout Project Design				X	No longer a priority.
Dodd Street Roundabout Project right-of-way acquisition				X	No longer a priority.
Construct Dodd Street Roundabout Project				X	No longer a priority.
Quiet zone railroad crossings				X	Part of "Railroad Quiet Zone Application/ Implementation - From SR 74/Senoia Road to SR 138" in 2026-2030 Community Work Program.
"Oakley Industrial Boulevard Pedestrian Improvements Project, Bohannon Road to SR 74"		X			
McLarin Road/SE Broad Street Pedestrian Improvements Project, Bohannon Road to Senoia Road	X				This project connects to the Bohannon Road Sidewalk Project which was completed in the Fall of 2020 and extends from Bohannon Road to Oakley Industrial Boulevard.
Rivertown Road Pedestrian Improvements Project, Magnolia Lane to Virlyn B. Smith Road	X				Also completed the Virlyn B. Smith Pedestrian Improvements Project, from Rivertown Road to the SR 74 loop.
W. Broad Street Pedestrian Improvements Project, Manor at Broad Street to Brooks Drive		X			

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation (continued)					
Mullis Street Pedestrian Improvements Project		X			The 90% Plans are anticipated by February 28, 2025. It is anticipated that the project will be put out to bid by March 31, 2025.
Shaw Drive Pedestrian Improvements Project, Safe Routes to School	X				Also completed Fairview Drive Pedestrian Improvements Project. Another Safe Routes to School project, the extends from Shaw Dive to Elder Street. This project accommodate both Campbell Elementary School and Global Impact Academy STEM School. Also completed the Grant Street Pedestrian Improvements Project, another Safe Routes to School Project, that provided connectivity to another previously completed Safe Routes to School Project designed to accommodate Landmark Christian School.
Increase transportation alternatives and promote programs that incentivize use of pedestrian friendly options (i.e. bike share program, electric car installation, public safety campaigns)		X			
Coordinate traffic improvement efforts along the GA Hwy 74 corridor				X	This is now a strategy identified in Chapter 6, Transportation.
Assess current location of MARTA bus stops and identify areas that are in need of additional stops		X			
Identify bus stops in need of improvement				X	This is now a strategy identified in Chapter 6, Transportation.

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation (continued)					
Coordinate with MARTA and seek additional funding to make necessary improvements		X			
Work with MARTA to locate an express bus stop (park and ride) near the interstate in the City of Fairburn	X				Bus route "Special" began on April 20th, 2020 it travels from the College Park Rail Station to Jonesboro Road and then along Oakley industrial Boulevard to the Fairburn Park & Ride facility located on SR74. It also travels down Bohannon Road to accommodate Duracell, Smuckers, DHL, Materials in Motion (Google), and Syncreon. This route was supposed to be a temporary response to the global coronavirus pandemic to aid essential workers that work along Oakley Industrial Boulevard and Bohannon Road in getting to and from work. However, MARTA changed the route from temporary to permanent and kept it operating post pandemic.
Educate residents and promote alternative transportation sources in the City		X			Phase 1 of the Fairburn Bicycle Trails Plan completed with the 2024 Roadway Improvements on Various City Roads Project. Shared Lane Markings (Sharrows) and associated signage were installed as a part of this project.
Support traffic calming measures along congested roadways				X	This is now a strategy identified in Chapter 6, Transportation
Encourage connectivity between neighborhoods and roads in new development and redevelopment				X	This is now a strategy identified in Chapter 6, Transportation

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Transportation (continued)					
Develop a pedestrian transportation plan that includes addition of new sidewalks, fixing existing sidewalks, community connections through trails/paths, etc. This plan should be developed in coordination with the Greenspace Plan.		X			Part of "Develop a pedestrian,bicycle, trails plan that includes recommendations from the 2021 *Downtown Master Plan LCI Study*, the 2024 *Parks & Recreation Master Plan*, and the 2025 *Gateway & Connections LCI Study*, as well as additional recommendations for new pedestrian and bicycle facilities, repairing and maintaining existing facilities, and community connections through trails and paths" in 2026-2030 Community Work Program
Identify areas where parking can be added and improved in the DHD		X			Part of "Conduct a downtown parking study" in the 2026-2030 Community Work Program.
Land Use					
Implement the recommendations from the Creative Placemaking Strategy (i.e. public art projects such as murals, painted utility boxes, painted crosswalks, Municipal Court Alley)	X				
Audit and amend the sign ordinance to ensure the code is consistent with the goals of the historic downtown district		X			Part of "Zoning Ordinance Rewrite" in 2026-2030 Community Work Program.
Update Future Land Use Map	X				

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Land Use (continued)					
Develop design and architectural standards for redevelopment, infill development, and/or new development in each of the character areas to assure consistency with surrounding land uses and architectural styles			X		Part of "Zoning Ordinance Rewrite" in 2026-2030 Community Work Program.
Continue to enforce sediment and erosion control ordinance/requirements to mitigate negative impacts of construction runoff in Fairburn's waterways				X	This is now a strategy identified in Chapter 10, Natural & Cultural Resources.
Identify funding sources to implement recommendations as part of the Hwy 29 Corridor Overlay District				X	Part of "Pursue funding for a Phase II Downtown Streetscape to connect the Phase I LCI Streetscape Project to the Gateway Project" in 2026-2030 Community Work Program.
Coordinate compatible goals with the Fulton County Comprehensive Transportation Plan; implement recommendations form the plan as aligned with goals.				X	This is now part of a strategy identified in Chapter 6, Transportation ("Engage in intergovernmental coordination...")
Establish a Historic Preservation Board to oversee protection and preservation efforts			X		This will be considered in the updated comprehensive plan.
Complete an inventory of historic structures in the City		X			Part of "Complete an inventory of historic structures in the city and identify funding sources and incentives available for historic restoration and adaptive reuse, with focus on assisting with the renovation of the Old Campbell County Courthouse" in the 2026-2030 Community Work Program.

Report of Accomplishments

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Land Use (continued)					
Complete an inventory of existing sidewalks/multi-use trails and recreation areas.				X	Part of "Develop a pedestrian, bicycle, trails plan" in the 2026-2030 Community Work Program.
Identify funding sources to implement the Open Space Plan.	X				
Begin to master plan the City by drainage basin, on a prioritized basis, to guide new development and plan the City's Capital Improvement/Replacement Program.			X		Not a priority during the last planning horizon.
Implement Stormwater Management Plan.	X				
Closely monitor land disturbing activities to minimize effects on water quality and encourage more environmental designs to reduce runoff.				X	This is now a strategy identified in Chapter 10, Natural & Cultural Resources.
Construct a new fire station in Highway 74 corridor.	X				
Continue to implement the Capital Improvement Program which includes installation of sidewalks, facilities improvement, park improvements, and the development of new parks.		X			
Coordinate with Fulton County and other local governments to provide intergovernmental public safety services to citizens.		X			

Action/Implementation Strategy	Completed	Underway	Postponed	Canceled	Notes
Land Use (continued)					
Hold joint meetings between the Planning and Zoning Commission and the Development Authority/ Downtown Development Authority to discuss common goals and interests for the City			X		Not a priority during the last planning horizon.
Coordinate DHD revitalization efforts with regional Hwy 29 revitalization effort				X	This is now a strategy identified in Chapter 5, Land Use & Development.
Continue to coordinate with Fulton County and other local governments to provide services (i.e. health services, access to healthy foods, senior services)				X	This is now a strategy identified in Chapter 11, Public Relations & Communications.
Apply to the Atlanta Regional Commission Community Development Assistance Program for technical assistance with creating a Community Garden Plan	X				

Consideration of the Regional Water Plan & Environmental Planning Criteria

Water Protection Regulations & Policies

The City of Fairburn's zoning ordinance and its comprehensive plan include policies that are consistent with the regional water plan and environmental planning criteria. These criteria include the Metropolitan North Georgia Water Planning district plans, Part 5 Environmental Planning Criteria of the Georgia Planning Act, and local City of Fairburn ordinances.

Water Supply Watersheds

Fairburn is located within the Upper Flint River basin. According to the Georgia Department of Natural Resources, the city is located within both the Line Creek and Lake McIntosh-Line Creek water supply watershed. The Environmental Protection Agency (EPA) has not reported any water quality issues in Fairburn.

Groundwater Recharge Areas

Approximately 34% of Fairburn is within a groundwater recharge zone. These zones account for 3,661 acres dispersed throughout the city.

Wetlands

According to data compiled through the National Wetlands inventory, Fairburn contains 450 acres of wetlands, about 4% of its total area. Within the city, there exists National Wetlands, and FEMA 100-year flood zones. The City of Fairburn has adopted policies related to wetlands within its zoning ordinance. Article II, Division 3 (Section 80-111) establishes water resource districts that define minimum development standards and criteria to protect environmentally sensitive natural resources found throughout the city. It references the National Wetlands inventory maps prepared by the United States Fish and Wildlife Services as the source for locating wetlands. Section 80-111 in the ordinance also states that permits are not granted for development or land disturbance within a wetland, unless a Section 404 permit or letter of permission is issued by the United States Army Corps of Engineers.

Protected Mountains

Fairburn does not contain any protected mountains.

Protected River Corridors

There are no protected river corridors in Fairburn.

Greenspaces & Floodplains

Powder Springs includes a variety of green spaces including City, and neighborhood public parks. Floodplains are ubiquitous throughout the city and are illustrated on page 103.

Community Input Survey



Thank you for your interest in Fairburn's future!

The City of Fairburn is updating both its Comprehensive Plan and Strategic Plan. These plans will represent the community's vision for Fairburn and outline the steps necessary to make that vision come to life and guide future decision making.

To be successful, the Comprehensive Plan and Strategic Plan will need input from Fairburn's residents and stakeholders to ensure these efforts consider all perspectives. This survey will take approximately 15 minutes and will help the City and consultant teams focus on the needs and opportunities most important to your community.

1. What is your relationship to Fairburn? (Select all that apply.)
   - ☐ I live in Fairburn
   - ☐ I work in Fairburn
   - ☐ I own property in Fairburn
   - ☐ I own a business in Fairburn
   - ☐ I don't live, work, own property, or operate a business in Fairburn, but I am interested in what Fairburn is doing
   - ☐ I live somewhere else in Fulton County
   - ☐ I live outside of Fulton County
   - ☐ Other (please specify) _____
2. What do you believe are the greatest strengths the City of Fairburn needs to protect?
3. What do you believe are the greatest weaknesses the City of Fairburn needs to address?

4. Using this matrix, share your level of firsthand satisfaction with your experience with the City?

	1 Very low satisfaction	2 Somewhat low satisfaction	3 Neutral	4 Somewhat high satisfaction	5 Very high satisfaction	N/A
Administration						
Elected Officials						
Police						
Fire						
Transportation and Engineering						
Street Maintenance						
Water, Sewer, Electric Utilities						
Economic Development						
Planning and Zoning						
Code Enforcement						
Parks and Recreation						

5. If you selected "very low satisfaction" or "somewhat low satisfaction" for the previous question, please provide more details.

6. How affordable do you believe housing is in Fairburn?
   - Very affordable – it's easy to find housing for every budget.
   - Somewhat affordable – housing costs are relatively low, but they could be better.
   - Neither affordable nor unaffordable – housing costs seem to be just right.
   - Somewhat unaffordable – housing costs are relatively high, but not too bad.
   - Very unaffordable – it seems like everyone is struggling to find housing in their budget.

Community Input Survey

Fairburn Comprehensive Plan & Strategic Plan – Community Input Survey

7. As Fairburn continues to grow, what do you think are the most important **priorities?** (Select up to three)
   - ☐ Enhancing downtown
   - ☐ More City events to bring people together
   - ☐ Variety of residential options (e.g. single-family houses, townhomes, apartments)
   - ☐ Affordability of housing
   - ☐ Walkability
   - ☐ Improving parks, recreation, and trails
   - ☐ Redevelopment
   - ☐ Infrastructure availability
   - ☐ Improving public safety
   - ☐ Improving the City's finances and tax base
   - ☐ Improving City-owned public facilities
   - ☐ Improving customer service from City departments
   - ☐ Improving communications with residents
   - ☐ Other (please specify) _____

8. Using this matrix, tell us about your perception of the pace of **growth** in Fairburn in recent years.

	Too fast	Just right	Too slow	No opinion
Overall growth				
Residential growth (housing)				
Commercial growth (shopping and dining)				
Employment growth (office)				
Industrial growth (warehouses and manufacturing)				

Fairburn Comprehensive Plan & Strategic Plan – Community Input Survey

9. What are the greatest transportation concerns in Fairburn? (Select all that apply.)
   - ☐ Roadway traffic/congestion
   - ☐ Roadway safety
   - ☐ Accessibility
   - ☐ Lack of connectivity of local roads
   - ☐ Lack of sidewalks
   - ☐ Lack of bicycle facilities
   - ☐ Pedestrian and bicyclist safety
   - ☐ Lack of public transit options
   - ☐ Cut-through traffic
   - ☐ Speeding/reckless driving
   - ☐ Road conditions
   - ☐ Other (please specify) _____

10. If you selected any options for question 9, please provide additional details such as location, severity of the problem, etc.

11. What is the best improvement that could be made to Fairburn's transportation system?

12. Using this matrix, tell us how important you think the following are for Fairburn's future.

	1 Not at all important	2 Somewhat unimportant	3 Neither important nor unimportant	4 Somewhat important	5 Very important
Redevelopment/ adaptive reuse					
Downtown development/ redevelopment					
Roadway improvements					
Pedestrian and bicycle infrastructure					
Infrastructure improvements: water, sewer, electric, stormwater, etc.)					
Economic development					
Housing choice					
Housing affordability					
Historic preservation					
Parks and recreation					
Public safety					
Increasing public outreach and improving communications					

13. How often do you feel informed about City updates, policies, and initiatives?
    - o Always
    - o Often
    - o Sometimes
    - o Rarely
    - o Never

14. How clear and understandable do you find the City's communications?
    - o Very clear
    - o Somewhat clear
    - o Neutral
    - o Somewhat unclear
    - o Very unclear

15. What types of information would you like the City to communicate more frequently? (Select all that apply)
    - ☐ Emergency alerts (weather, road closures, etc.)
    - ☐ Upcoming events and programs
    - ☐ City council decisions and government updates
    - ☐ Public safety updates (crime reports, community policing)
    - ☐ Economic development and business news
    - ☐ Community engagement opportunities
    - ☐ Public works projects (road improvements, parks, infrastructure)
    - ☐ Other (please specify) _____

16. How would you want to stay informed about the progress the City makes towards achieving its strategic priorities? (Select all that apply)
    - ☐ Weekly or monthly email
    - ☐ Website updates as needed
    - ☐ Town Hall meetings 2-3 times a year
    - ☐ Progress updates at City Council meetings 3-4 times per year
    - ☐ None of the above, current communication is great

Community Input Survey

17. Considering your *complete* experience with the City of Fairburn, how likely would you be to recommend a friend or family member who is relocating to consider moving here?

1	2	3	4	5	6	7	8	9	10
Very Unlikely									Very Likely

18. Is there any additional information you would like to provide?

DEMOGRAPHIC QUESTIONS

These questions are optional but will help us better understand who is providing feedback.

19. What is your age?

20. How long have you lived in Fairburn? (Choose one)
    - o Less than a year
    - o 1-3 years
    - o 4-7 years
    - o 8-10 years
    - o 11 years or more
    - o Lifelong resident
    - o I don't live in Fairburn

Fairburn Comprehensive Plan & Strategic Plan – Community Input Survey

21. Do you (or the head of your household) rent or own your home in Fairburn? (Choose one)
    - o I own my home in Fairburn
    - o I rent my home in Fairburn
    - o I am experiencing homelessness
    - o I don't live in Fairburn

22. Do you live in a household with children under the age of 18?
    - o Yes
    - o No

23. What is your race and/or ethnicity? (Select all that apply)
    - ☐ American Indian/Native American
    - ☐ Asian
    - ☐ Black/African American
    - ☐ Native Hawaiian or Other Pacific Islander
    - ☐ White
    - ☐ Hispanic or Latino of any race
    - ☐ Other (please specify) _____

24. How do you currently receive information about City news, events, and updates? (Select all that apply)
    - ☐ City website
    - ☐ Social media (Facebook, Instagram, etc.)
    - ☐ Email newsletters
    - ☐ Text alerts
    - ☐ Local news media (TV, radio, newspapers)
    - ☐ Community meetings/town halls
    - ☐ Word of mouth
    - ☐ Other (please specify) _____

25. What is your preferred method for receiving City updates? (Select up to two)
    - ☐ Social media
    - ☐ Email newsletters
    - ☐ Text messages
    - ☐ City website
    - ☐ Printed mail (flyers, newsletters)
    - ☐ Local news media
    - ☐ Other (please specify) _____

Fairburn Comprehensive Plan & Strategic Plan – Community Input Survey

26. Do you follow the City of Fairburn on social media?
    - o Yes
    - o No

27. If yes, which platforms do you follow? (Select all that apply)
    - ☐ Facebook
    - ☐ Instagram
    - ☐ Twitter/X
    - ☐ YouTube
    - ☐ Nextdoor
    - ☐ Other (please specify) _____

28. Would you like to be added to our distribution list for updates regarding the Fairburn Comprehensive Plan?
    - o Yes
    - o No

If yes, please provide your email address (we won't spam you or share your contact information with anyone else).

_____

29. Can we reach out to you with additional questions or to recruit you for a future focus group?
    - o Yes
    - o No

Zoning Audit: Best Practices Scan

Introduction

Zoning codes are particularly impactful to a community's quality of place and quality of life because they govern the use, intensity, and physical layout of private development. These powers allow zoning codes to directly guide the implementation of a comprehensive plan's future land use recommendations, as required by state law. The types of development a zoning ordinance permits or restricts can have significant and far-reaching impacts on where people can live, access food, own property, start businesses, raise families, age in place, work, and pursue education, among other outcomes.

However, despite their good intentions, local codes are only as effective as the outcomes they produce. In many communities, zoning codes fail to achieve their full potential for several reasons:

- **Fragmented authorship.** Over the years, different authors have contributed to the codes, often in response to pressing issues at the time. This has resulted in inconsistent language and standards.
- **Inaccessible language.** Many codes are written or influenced by attorneys using "legalese," which makes them difficult for the public to understand and challenging for local staff to administer.
- **Outdated standards.** Not all codes are frequently updated to reflect changing local priorities and policies. This can lead to developments that conflict with these priorities while making it difficult to implement projects that align with them.
- **Poor organization and presentation.** Many codes do not adhere to current best practices for code writing. They may lack intuitive organization, contain few or no graphics or tables, and overwhelm readers with dense, text-heavy pages.

This audit includes 10 recommendations to improve Fairburn's zoning code, along with examples and the anticipated benefits of their implementation:

General Best Practices

1. Remove or reduce excessive parking requirements
2. Allow review by professional staff
3. Increase housing attainability
4. Align outcomes with the Comprehensive Plan
5. Change narratives to tables

Code Organization

6. Organize definitions
7. Simplify graphics
8. Consolidate repeated information
9. Reorganize misplaced provisions
10. Reorganize and clarify use permissions

1. Remove or Reduce Excessive Parking Requirements

Issue

Fairburn's zoning code sets minimum parking requirements that range from 1 space per 1,000 square feet of floor area to 1 space per 35 square feet of floor area; influenced by the type of room (an assembly space) or the number of employees on a given shift for certain uses. These requirements are similar to parking standards in other communities, yet these standards may unknowingly require much of Fairburn's land—arguably the most precious resource—to be paved for the maneuvering and temporary storage of vehicles. The costs involved in developing parking areas can substantially limit a small business's ability to invest in their employees, buildings, products, services, and marketing; or translate into higher rents for businesses that don't own their locations. Where excessive, they leave the ability to develop commercial properties as affordable only to the wealthiest and to national chain businesses with deep pockets and anywhere-USA development models. Further, paving requirements can significantly reduce potential open space, adding to the heat island effect and increasing the infrastructure (i.e., underground utilities) required to handle stormwater.

Fairburn Zoning Code Example

Sec. 80-337 (Off-Street Parking Requirements), subpart (b)(5) requires restaurants, cafeterias, nightclubs, taverns, and similar establishments to provide "the larger of one space per 100 square feet of gross floor area or one space for every three seats for customers, plus one space for every two employees on the shift of greatest employment." Requiring permanent infrastructure such as paved parking area based on something as flexible (and difficult to track) as the number of "employees on the shift of greatest employment" is difficult and potentially produces a "cure" (more temporary storage space for personal vehicles) that is worse than the "illness" (not enough places for people to store their personal vehicles temporarily). Further, where the average parking space is 200 square feet, and requires an additional 200 square feet of maneuvering space alongside it, a requirement of one pace (400 square feet of paving) per 100 square feet of gross floor area means that a given lot developed with a one-story building and a surface parking lot can build, at most, 20% of its land area for job-producing, tax-generating, active use before the remaining 80% of the lot would have to be paved for the purpose of temporarily storing personal vehicles.

Recommendation

Consider removing minimum parking requirements. (Note: removing parking requirements does not prohibit parking from being constructed.) Maintain parking design requirements—applicable to voluntarily provided parking.

Benefit

For businesses and properties that view car parking as critical to their operations, they will continue to develop parking. However, for other properties, the costs associated with the construction of parking could instead be saved by a household to assist with bills, used by a small business to invest in their employees, and used by a developer to provide housing products that are attainable to more of Fairburn's constituents. Further, properties would be allowed to develop parking as their needs change, rather than needing to include the cost of parking lots into their initial investments in Fairburn.

Zoning Audit: Best Practices Scan

2. Allow Review by Professional Staff

Issue

Fairburn's zoning code includes many uses that are subject to public hearings as part of the zoning approval process. Where use-specific standards in Article IV provide clear, pass/fail, measurable standards, the purpose of having a public hearing may be lost; the time and uncertainty involved might also be excessive. Many communities with older zoning codes require significant amounts of public hearings when the outcomes of their zoning decisions have been inconsistent or undesirable – and particularly where an ordinance lacks clear, objective, measurable standards. The end result may send desired investments to other communities.

Fairburn Zoning Code Example

Sec. 80-201 (Bed and Breakfast), subpart (b) sets clear standards that do not require interpretation: The use will either provide parking in a side/rear yard, or it won't; The use will either meet minimum landscape and buffer requirements in Chapter 74, or it won't. Yet, approval of this use is subject to a use permit heard by the Planning Commission for recommendation, then the City Council for final decision.

Recommendation

Consider setting clear, pass/fail, measurable standards that can be administered by professional staff. Tailor the outcomes of these decisions to support the collective vision set in Fairburn's Comprehensive Plan. Reserve public hearings for appeals, interpretations, and consideration of proposed developments that do not clearly meet applicable requirements.

Benefit

Where a zoning ordinance sets crystal clear expectations and fosters consistent outcomes tailored to a community's comprehensive plan, the public can trust that their laws are working for them. The amount of public hearings (and time) asked of the public for zoning-related decisions may decrease, but engagement may increase if the public trusts that the hearings involve only impactful development decisions. The work of the Planning Commission and the City Council will also be freed to focus only on the most impactful development decisions—amongst their other work.

3. Increase Housing Attainability

Issue

Fairburn's zoning code sets minimum dwelling sizes and minimum lot areas that, when combined with other standards, may have the effect of pricing out populations from owning housing, in addition to requiring housing products that don't meet the preferences of community members. The provisions of zoning regulations that relate to dwellings and associated land can collectively create a minimum wealth threshold that determines who, among a community's constituents, has access to attainable housing. Many communities desire to encourage and incentivize owner-occupied housing, but their zoning policies unknowingly create a minimum wealth requirement that exceeds the household incomes of their populations.

Fairburn Zoning Code Example

Sec. 80-74 (R-3 Single-Family Residential Zoning District), subpart (f) requires dwellings to have a minimum floor area of 1,600 square feet and requires the lot under the dwelling to be a minimum 14,520 square feet. Sec. 80-337 (Off-Street Parking Requirements), subpart (b)(1) requires the dwelling to include at least two off-street parking spaces. These requirements—among others—effectively sets the smallest, least-expensive legal housing product in the R-3 district as a 3-bedroom, 2-bathroom house on one-third of an acre with two off-street parking spaces. According to data available through Zillow, this housing product costs approximately $300,000 in Fairburn.

Example community profiles

Senior citizens who may wish to downsize to fewer bedrooms and bathrooms will likely not find suitable housing in the R-3 district. Recent college graduates looking for affordable options on their new full-time starting salaries may not find suitable housing in the R-3 district. One-person households looking for housing sized to meet their needs may not find suitable housing in the R-3 district.

Example mortgage financing

A household that puts 5% down ($15,000) and makes less than $105,000 annually would be cost burdened by a $300,000 house. A household that puts 20% down ($60,000) and makes less than $85,000 annually would also be cost burdened by this product. According to the U.S. Census Bureau, the median household income in Fairburn, GA (inclusive of all of Fairburn's census tracts) in 2023 was just under $90,000 annually. That means approximately half of Fairburn's income-earning households made less.

If all residential areas in Fairburn were zoned R-3, approximately half of Fairburn's population would not be able to afford home ownership within the city.

Recommendation

- Consider removing dwelling size minimums from all zoning districts to open ownership opportunities for Fairburn's populations. (Note: removing minimum dwelling size requirements does not prevent a property owner from constructing a larger house. It may, however, allow for the construction of a starter house that a household can add to in the future as their fortunes increase.)
- Consider removing minimum lot sizes to open more ownership opportunities. (Note: removing minimum lot sizes does not restrict the enforcement of utility access requirements. Where a property does not have access to public water and sewer, such property may still be required to provide a large minimum lot size for adequate septic field sizing and placement.)
- Consider removing off-street parking requirements from dwellings. (Note: removing minimum parking requirements does not prevent a property owner from constructing parking. It does allow, however, for a zero-car household to invest money in other ways if they choose.)

Zoning Audit: Best Practices Scan

Benefit

Reducing the minimum wealth requirement towards homeownership makes it possible for more owner-occupied housing to be developed that is attainable by Fairburn's populations. Removing or reducing the related requirements can also allow for the development of housing products that meet the needs of a wider array of Fairburn's populations (namely senior citizens looking to age in place, and one-person households).

4. Align Outcomes with the Comprehensive Plan

Issue

Zoning regulations are only as helpful as their outcomes. If Fairburn's zoning code is not tailored to the forthcoming Comprehensive Plan, the outcomes of the regulations will not reflect current community values and may cause more issues than they solve.

General Example

A hypothetical community wants a vibrant, walkable downtown with a mixture of places to live, work, and play. Their zoning ordinance and zoning map of the downtown area only allows suburban-style auto-oriented development with a severely limited set of uses. In such an example, the outcomes of their zoning ordinance would not support their vision, and their zoning regulations are misaligned with the community's comprehensive plan.

Recommendation

Consider distilling the zoning-related goals of the comprehensive plan into benchmarks and assess if the provisions of the zoning code support or conflict with these benchmarks. A benchmark like "supports development of walkable areas" could be used to check if standards are requiring excessive setbacks, excessive parking, and limited (or no) mixture of uses. This same benchmark could also be used to check if parking is allowed between a building and the street, if auto-oriented uses are allowed where there is pedestrian infrastructure, and if there are storefront standards that require or incentivize active ground-level spaces.

Benefit

A tailored zoning code can help produce trusted results, turning the zoning regulations into a source of help instead of a hurdle. A tailored zoning code makes desired investments easier and faster in a given community. Further, the zoning code may end up being shortened where excessive provisions are discovered that do not relate to the goals of the comprehensive plan—leading to a smaller code that should be easier to navigate, administer, and enforce.

5. Change Narratives to Tables

Issue

There are several parts of Fairburn's zoning code that are written in a narrative format. This requires a significant amount of reading to find potentially critical information. For anyone who is skimming, they may miss important information that the zoning code needs to convey. A narrative format unnecessarily increases the difficulty of the administrator's work. Codes written in a narrative format tend to be less effective at setting clear expectations than codes that are organized through tables.

Fairburn Zoning Code Example

Sec. 80-84 (C-2 General Commercial Zoning District), subpart (c) establishes the permitted uses within the C-2 district in a long, narrative lists that are not organized alphabetically. The three groups of uses listed herein—being (1) "office and institutional services and similar uses," (2) "retail services and similar uses," (3) "recreational and similar uses," and (4) "other uses"—includes long lists and does not provide an intuitive organization for helping readers to find pertinent information. (A reader may not know that "cleaning services" falls within the "other uses" category instead of the "retail services and similar uses" category.) These qualities of the use permissions section require readers to implement some guesswork, in turn preventing the code from setting clear expectations and making the navigation and administration of the code unnecessarily challenging.

Recommendation

Consider reorganizing objective standards (allowed/not allowed) and dimensional standards (minimum required dimension/ maximum allowed dimension) into user-friendly tables with clear headings and a logical layout. This is particularly helpful when handling lists or hierarchies of information. This recommendation can be applied to minimum parking requirements, use permissions, setback standards, and sign type allowances, among similar types of standards throughout the zoning code.

Benefit

Tables are typically shorter than narrative passages; thereby shortening the length of the code. Well-organized tables make the work of administrators more efficient and aid property owners and researchers to more quickly find pertinent information.

6. Organize Definitions

Issue

Definitions are found in scattered sections across Fairburn's zoning code. Some definitions are repeated in the definitions article (Article XV) and in a separate article. This allows for inconsistent application and conflict amongst separate sections of the code. This style of organization can also make it more difficult for a reader to find the information relevant to their search.

Fairburn Zoning Code Example

There is one definition of "fence" located in Article XIV (Regulations for Fences), Sec. 80-477(b), and there is a separate but matching definition of "fence" located in Article XV (Definitions), Sec. 80-492.

Recommendation

Consider bringing all definitions into the definitions article, organized alphabetically. Avoid repeating any definitions while aiding readers who may use different, common terms for the same definitions (e.g., define "bar" in one location, but include an entry for "tavern" that reads: "see definition of bar").

Zoning Audit: Best Practices Scan

Benefit

Consolidating definitions into one location will allow readers to consistently trust that any defined terms would be found within that location, and not in potentially surprising sections of the ordinance. The process of consolidating definitions will also afford the opportunity to clear up any conflicting definitions. This may result in a shorter code which, when paired with other consolidations and efficient organization, can create a meaningful reduction in the total length of the code.

7. Simplify Graphics

Issue

Several graphics in Fairburn's zoning code are difficult to read and/or convey an excessive amount of information. This dilutes the usefulness of the graphics, preventing them from serving as key aids for consistent interpretation of the code.

Fairburn Zoning Code Example

The graphic associated with the R-4 Single-Family Residential Zoning District, found in Sec. 80-75, includes a wide range of data and labels, not all of which is clearly represented within the graphic. The land under the structure is irregularly shaped and, where this is intended to be the entire lot, it does not relate to the 50-foot lot width label. It is also unclear if the graphic shows the outer lot lines, or if the lot extends for some additional distance to a right-of-way and to neighboring separate lots. Additionally, the dimensional standards table within the graphic provides a separate minimum lot area from the requirement listed in the R-4—Development Standards table found in Sec. 80-75(f). Though intended to help illustrate the provisions for ease of use, this graphic may not be an effective aid for administrators and readers.

Recommendation

Consider selecting a consistent style of graphics and a consistent amount of information to convey within graphics. Illustrate large amounts of information across multiple sets of graphics with clear, user-friendly labels and titles.

Benefit

Selecting a consistent style and consistent amount of information will improve the usefulness of the graphics. Carefully selecting the amount of illustrated information will allow each graphic to better serve as a tool for setting clear expectations, supporting consistent decision making, and aiding administrators and other code users in interpreting the code.

8. Consolidate Repeated Information

Issue

Some information across Fairburn's zoning code appears to be repeated. Where there are slight word choice differences between (generally similar) repeated information, these differences can cause inconsistent interpretation, as well as provide room for conflicting provisions.

Fairburn Zoning Code Example

Sec. 80-72 (R-1 Single-Family Residential Zoning District), subpart (d)(2)d. requires that "All residential development shall provide two spaces per dwelling unit, except accessory dwelling units as described in section 80-337, Off-street parking requirements." Sec. 80-337 (Off-street parking requirements), subpart (b)(1) requires that "All residential development shall provide two spaces per dwelling unit." Should an amendment process only update one section and not the other, conflicts between these provisions could arise. Ideally, standards are stated only once within a zoning code. If necessary, cross references can be used to direct readers to the standard from other sections of the code.

Recommendation

Consider consolidating repeated information and build logical cross-references into strategic locations of the code. Regarding the example above, the section of the zoning code for off-street parking requirements could house the sole location where parking standards are stated; the sections for separate zoning districts could include a cross-reference to the off-street parking standards section – allowing for one central location to state such standards. A reader reviewing a zoning district's standards who was not interested in the parking requirements would also find a shorter section of code to review.

Benefit

This will shorten the code. The process of combining similar sections also affords reviewing these sections for alignment and consistency, reducing room for inconsistent interpretation.

9. Reorganize Misplaced Provisions

Issue

Some provisions in Fairburn's zoning code seem unrelated to the headings that are included within. Even though headers are not legally binding, they serve a critical role in helping administrators and readers find pertinent information.

Fairburn Zoning Code Example

Sec. 80-42 Donation Boxes appears to be a use-specific standard that is placed within the zoning code's "In General" article, which is removed from other use-specific standards found in Article IV.

Recommendation

Consider consolidating similar types of information into intuitively named headings.

Benefit

This recommendation will help to make the ordinance more user-friendly; aiding researchers and administrators.

Zoning Audit: Best Practices Scan

10. Reorganize and Clarify Use Permissions

Issue

Article IV (Administrative Permits and Use Permits), Sec. 80-175 through Sec. 80-195 of Fairburn's zoning code lists the uses that are subject to administrative permits. Sec. 80-197 through Sec. 80-241 lists the uses that are subject to use permits. The specific uses mentioned within each of these groups are not listed in alphabetical order, making the work of finding pertinent information difficult. Further, a reader theoretically needs to know if a given use is subject to an administrative permit or to a use permit before they would know to look in such section for pertinent information.

Fairburn Zoning Code Example

Some sections, such as Sec. 80-241 (Data Centers), include a definition that lives outside of Article XV – Definitions. Most of these sections include language on allowable districts, which repeats (without cross-reference) information found in the separate zoning district sections. These qualities of Article IV can make navigating the code very difficult, and leave room open for conflicting provisions and inconsistent interpretation and outcomes.

Recommendation

- Consider developing a table at the beginning of Article IV that helps a reader know at a quick glance if a given use is subject to an administrative permit, a use permit, or other.
- Consider organizing this table alphabetically and with matching nomenclature to the definitions section—thereby allowing a reader to efficiently look up a given use's definition. Remove repeated information from this article, refocusing the provisions on use-specific standards (and not the permitted districts as regulated elsewhere in the code).
- Consider defining and organizing uses and uses permissions in categories based on their impacts rather than, for example, the type of items on the shelf.

Benefit

These recommendations will help readers and administrators find pertinent information efficiently. The process of implementing these recommendations may also uncover and address conflicting provisions, in turn help the code set clearer expectations.

Zoning Audit: Vision Alignment

Introduction

This audit is a look at the "Appropriate Zoning Districts" lists for each of the Future Development Strategy designations (except Greenspace) and confirm if and how these zoning districts support or conflict with the associated implementation strategies and policy considerations.

Executive Summary

Below is a summary of amendments, grouped by topic, that can be made to the zoning ordinance to help Fairburn achieve the vision in its comprehensive plan.

- **Pedestrian and bicycle infrastructure gaps.** The zoning code generally does not adequately require or support pedestrian and bicycle facilities across most zoning districts. Improved standards for sidewalks, cross-access, and bike infrastructure are needed to align with walkability and multi-modal goals.
- **Barriers to housing diversity and infill.** Many districts limit smaller-scale or diverse housing types through excessive minimum dwelling sizes, narrow use permissions, unclear regulations, and gaps in infill standards. These barriers make it harder to achieve the City's goals for mixed-income and age-friendly neighborhoods.
- **Lack of tools for compact and clustered development.** Many zoning districts do not explicitly allow for preservation of open space via compact development on a site. This hinders the development of efficient infrastructure. Tools like cluster subdivisions or reduced setbacks are needed in appropriate areas.
- **Underdeveloped public realm and urban design standards.** There is little zoning guidance on active frontage, street trees, street furniture, public art, or other features that create vibrant public spaces. The guidance currently in place is not consistent across zoning districts in potential walkable areas. Stronger design expectations are especially needed in the Downtown and community-focused nodes.
- **Limited flexibility for commercial and employment uses.** Use-specific zoning lists are overly narrow, making it difficult to accommodate evolving businesses, shared-use spaces, or neighborhood-scale commercial activity. A shift toward broader use categories would help support economic adaptability.
- **Poor alignment with infrastructure capacity goals.** Development standards do not consistently account for current and/or planned infrastructure capacity. Private development may outpace public service and infrastructure capacity—particularly in suburban areas. The City needs zoning tools that help manage growth in line with the long-term vision of various areas and the present and planned availability of roads, utilities, and services.
- **Inadequate buffers and transitions in industrial and warehouse areas.** Buffering, screening, and design requirements are minimal in zones where industrial uses are allowed near neighborhoods or key corridors. Strengthening standards for landscaping, access management, and aesthetics can reduce conflicts, simplify access and maneuvering for trucking, and improve compatibility with neighboring land uses.

Zoning Audit: Vision Alignment

Rural Residential

Implementation Strategies & Policy Considerations

A. Promote conservation design and clustered development to retain open space.

B. Limit infrastructure expansion.

C. Encourage large lot sizes to maintain rural character.

D. Allow low-impact neighborhood-serving retail at key crossroads.

E. Emphasize architectural consistency and place-based design.

F. Enhance zoning tools to support rural development.

Strategy	AG	R-1	C-1	PD	P&O
A	**Conflict.** Does not directly address clustered development.	**Conflict.** Does not directly address clustered development.	**Conflict.** Does not directly address clustered development.	**Support.** Intent statements and development standards emphasize clustering and open space.	**Support.** Open space reservation required (Ch. 80, Art. X).
B	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Does not allow many commercial or industrial uses that are associated with heavy infrastructure improvements.	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Practically does not allow any non-residential uses (typically associated with infrastructure improvements).	**Conflict.** Max lot coverage is 80%. Per definition, "lot coverage" does not include parking/ paving.	**Conflict.** Does not directly limit infrastructure expansion. Most types of uses can be allowed.	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Does not allow many commercial or industrial uses that are associated with heavy infrastructure improvements.

Strategy	AG	R-1	C-1	PD	P&O
C	**Support.** Requires deep setbacks (smallest min. 100 feet), large lot sizes (min. 3 acres), and low lot coverage (max. 15%).	**Support.** Requires deep setbacks (smallest min. 40 feet—rear yard), large lot sizes (min. 1 acre), and low lot coverage (max. 35%).	**Conflict.** Requires minimum lot area of .25 acres. Requires suburban-scale (not rural) setbacks.	**Conflict.** Requires min. lot area of 6,000 SF (or 0.14 acres).	**Support.** Requires min. lot area of 1 acre. Requires larger suburban-scale setbacks. Sets a maximum lot coverage of 50%.
D	N/A	N/A	**Support.** Allows personal service and retail service uses and sets a maximum building footprint of 3,200 SF	**Support.** Allows personal service and retail services uses (alongside others), but does not set a neighborhood scale requirement.	N/A
E	**Conflict.** Aside from the requirement that ADUs match materials of principal structure: no architectural standards apply; no requirement to match the context for non-residential structures applies. **Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** No architectural standards apply; no requirement to match the context applies.	**Conflict.** No architectural standards apply; no requirement to match the context applies.	**Conflict.** No architectural standards apply; no requirement to match the context applies.
F	N/A	N/A	N/A	N/A	N/A

Zoning Audit: Vision Alignment

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Explicitly allow and incentivize cluster development by allowing increased housing units and/or relaxed minimum dimensional standards in exchange for preserved tree stands, cultural resources, landscapes, and other clearly identifiable features. This can be applied to any district that allows residential uses (either specific to the district or in a separate article with broad applicability).
- **Strategy B.** Where this strategy relates to utility capacity, implement an urban service boundary that restricts the expansion of utilities. Adopt a utility replacement/ expansion plan that guides long-term public investments and sets clear expectations for Fairburn's property owners and developers. Where this strategy relates to development within a parcel, clarify if and how "lot coverage" includes all impervious surfaces (inclusive of paved areas, pools, and hardscaping over a certain contiguous square footage).
- **Strategy C.** Adjust C-1 and PD standards to require larger minimum lot sizes in rural context areas.
- **Strategy D.** PD district: incorporate maximum dimensional standards that will prevent big box stores and regional-serving commercial uses; limiting commercial development to very small-scale businesses.
- **Strategy E.** For all listed districts: Incorporate architectural material standards that apply consistently to principal and accessory structures. Incorporate dimensional standards that adapt to measurements of as-built developed properties abutting new development (or redevelopment) sites. Incorporate architectural and landscaping treatment requirements that emphasize the pedestrian experience, including:
  - Locate spaces for cars behind places for people.
  - Screen car areas from interrupting active, walkable, interesting streetscapes.
  - Prevent and incentivize removal of interruptions to pedestrian walkways (e.g., curb cuts).
  - Collect and organize car maneuvering to not cross over pedestrian paths.
  - Require porches and ensure they have meaningful dimensions.
  - Require active areas along streets with unobstructed views between the activity and the sidewalk.
- **Strategy F.** For all listed districts: Incorporate broad spacing requirements between principal structures for non-clustered development. Allow agricultural/ farming uses throughout. Incentivize preservation of rural lands by allowing sale of development rights in exchange for recorded restrictions.

Low-Density Neighborhood

Implementation Strategies & Policy Considerations

A. Promote conservation and tree preservation in new developments

B. Limit infrastructure expansion

C. Allow low-impact neighborhood-serving retail at key crossroads.

Strategy	R-1	R-2	C-1	PD	P&O
A	**Conflict.** Does not directly address conservation. **Support.** Tree preservation required (Ch. 74).	**Conflict.** Does not directly address conservation. **Support.** Tree preservation required (Ch. 74).	**Conflict.** Does not directly address conservation. **Support.** Tree preservation required (Ch. 74).	**Conflict.** Does not directly address conservation. **Support.** Intent statements and development standards emphasize clustering and open space. Tree preservation required (Ch. 74).	**Support.** Tree preservation required (Ch. 74). Open space reservation required (Ch. 80, Art. X).
B	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Practically does not allow any non-residential uses (typically associated with infrastructure improvements).	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Practically does not allow any non-residential uses (typically associated with infrastructure improvements).	**Conflict.** Max lot coverage is 80%. Per definition, "lot coverage" does not include parking/ paving.	**Conflict.** Does not directly limit infrastructure expansion. Most types of uses can be allowed.	**Conflict.** Does not directly limit infrastructure expansion. **Support.** Does not allow many commercial or industrial uses that are associated with heavy infrastructure improvements.

Zoning Audit: Vision Alignment

Strategy	R-1	R-2	C-1	PD	P&O
C	N/A	N/A	**Support.** Allows personal service and retail service uses and sets a maximum building footprint of 3,200 SF	**Support.** Allows personal service and retail services uses (alongside others), but does not set a neighborhood scale requirement.	N/A

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** For the R-1, R-2, C-1, and PD districts: explicitly require open space reservation in low-density contexts; or explicitly incentivize this through potentially relaxed dimensional standards and maximum dwelling units.
- **Strategy B.** Where this strategy relates to utility capacity, implement an urban service boundary that restricts the expansion of utilities. Adopt a utility replacement/ expansion plan that guides long-term public investments and sets clear expectations for Fairburn's property owners and developers. Where this strategy relates to development within a parcel, clarify if and how "lot coverage" includes all impervious surfaces (inclusive of paved areas, pools, and hardscaping over a certain contiguous square footage).
- **Strategy C.** PD district: incorporate maximum dimensional standards that will prevent big box stores and regional-serving commercial uses; limiting commercial development to very small-scale businesses.

Suburban Neighborhood

Implementation Strategies & Policy Considerations

A. Promote conservation and tree preservation in new developments

B. Emphasize neighborhood cohesion, reduced parking visibility, and inter-neighborhood connectivity

C. Provide pedestrian and bike infrastructure to reduce car dependency

Strategy	R-3	R-4	R-CT	PD	P&O
A	**Conflict.** Does not directly address conservation. **Support.** Tree preservation required (Ch. 74).	**Conflict.** Does not directly address conservation. **Support.** Tree preservation required (Ch. 74).	**Conflict.** Does not directly address (let alone allow or incentivize) conservation. **Support.** Tree preservation required (Ch. 74). (Note: "cluster type residential development" is mentioned. Tree planting is required.)	**Conflict.** Does not directly address (let alone allow or incentivize) tree preservation. **Support.** Intent statements and development standards emphasize clustering and open space. Tree preservation required (Ch. 74).	**Support.** Tree preservation required (Ch. 74). Open space reservation required (Ch. 80, Art. X).

Zoning Audit: Vision Alignment

Strategy	R-3	R-4	R-CT	PD	P&O
B	**Conflict.** Applicable parking standards (located in Article IX) allow for highly visible parking in front yards (on hard surfaces). Standards do not address connectivity. **Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** Applicable parking standards (located in Article IX) allow for highly visible parking in front yards (on hard surfaces). Standards do not address connectivity. **Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** Applicable parking standards (located in Article IX) allow for highly visible parking in front yards (on hard surfaces). **Support.** Design standards require pedestrian connectivity; lighting; certain architectural treatments. Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** Intent statement references cohesive development, but the standards do not include objective, measurable standards that will consistently enforce connectivity and reduce parking visibility.	N/A
C	**Conflict.** Bicycle infrastructure is not mentioned. Pedestrian infrastructure / connectivity is not explicitly required. Applicable parking standards (located in Article IX) run counter to reducing car dependency and may be excessive.	**Conflict.** Bicycle infrastructure is not mentioned. Pedestrian infrastructure / connectivity is not explicitly required. Applicable parking standards (located in Article IX) run counter to reducing car dependency and may be excessive.	**Conflict.** Bicycle infrastructure is not mentioned. Applicable parking standards (located in Article IX) run counter to reducing car dependency and may be excessive. **Support.** Pedestrian infrastructure and connectivity is required.	**Conflict.** Bicycle infrastructure is not mentioned. Parking requirements (located in Article IX) run counter to reducing car dependency and may be excessive. **Support.** Pedestrian connectivity is required.	**Conflict.** Applicable parking standards (located in Article IX) run counter to reducing car dependency and may be excessive.

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Explicitly require open space reservation in suburban contexts; or explicitly incentivize this through potentially relaxed dimensional standards and maximum dwelling units.
- **Strategy B.** Many changes related to Strategy C will help reduce parking visibility and increase inter-neighborhood connectivity. Additional changes include:
  - Implement cross-access requirements between subdivided lots.
  - Require stub streets, stub driveways, and stub paths/ walkways that extend circulation networks to the edges of development sites (for future connection to/from abutting development sites).
  - Incorporate dimensional standards and architectural design standards that adapt to measurements and features of as-built developed properties which surround new development (or redevelopment) sites.
- **Strategy C.** For the conflicting zoning districts:
  - Require pedestrian pathways of a minimum width (in compliance with ADA standards).
  - Require bicycling infrastructure (can be combined with pedestrian pathways as multimodal paths).
  - Require bicycle parking facilities (covered and uncovered) in locations convenient to primary pedestrian entrances.
  - Require direct connections between primary pedestrian entrances and sidewalks.
  - Limit or prohibit curb cuts (other than alleyways) that interrupt pedestrian paths.
  - Encourage close placement/ proximity between pedestrian-oriented uses to create interesting environments where walking/biking is comfortable and useful (for most districts, this requires allowing smaller lot sizes, in addition to other changes).
  - Reduce curb radii to slow car speeds.
  - Implement maximum parking space standards to reduce the size of parking lots.

Zoning Audit: Vision Alignment

Central Neighborhood

Implementation Strategies & Policy Considerations

A. Promote missing middle housing.

B. Preserve existing historic character and tree canopy.

C. Ensure new and infill development complements existing neighborhood scale and character while adding needed density.

D. Prioritize walkability and connectivity to Downtown.

Strategy	R-4	R-CT	RM-12	C-1	PD	P&O
A	**Conflict.** Only allows "single-family detached dwelling" and "accessory dwelling unit" as housing types. Development standards require a minimum dwelling size of 1,400 square feet.	**Conflict.** Only allows detached single-family and condominiums or townhouses. Development standards require a minimum dwelling size of 1,200 square feet and a one-car garage.	**Conflict.** Does not directly address (let alone allow or incentivize) conservation. **Support.** Tree preservation required (Ch. 74). (Note: "cluster type residential development" is mentioned. Tree planting is required.)	N/A	**Conflict.** Multi-family units cannot exceed 25% of total dwelling units. **Support.** Potentially allows for any type of housing to be included in the development plan.	N/A

Strategy	R-4	R-CT	RM-12	C-1	PD	P&O
B	**Conflict.** Preservation is not addressed. (Historic preservation is regulated separately from zoning districts.) **Support.** Tree preservation required (Ch. 74).	**Conflict.** Preservation is not addressed. (Historic preservation is regulated separately from zoning districts.) **Support.** Tree preservation required (Ch. 74).	**Conflict.** Preservation is not addressed. (Historic preservation is regulated separately from zoning districts.) **Support.** Tree preservation required (Ch. 74).	**Conflict.** Preservation is not addressed. (Historic preservation is regulated separately from zoning districts.) **Support.** Tree preservation required (Ch. 74).	**Conflict.** Preservation is not addressed. (Historic preservation is regulated separately from zoning districts.) **Support.** Tree preservation required (Ch. 74).	**Support.** Tree preservation required (Ch. 74).
C	**Conflict.** Allowed housing types and minimum lot area requirements do not allow for density. **Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Support.** Minimum development standards allow for some density. Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** Minimum 1-acre lot area likely prevents density. **Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development.	**Conflict.** Contextual development standards for non-residential development is not addressed. (Density goal does not apply.)	**Conflict.** Contextual development standards for non-residential development is not addressed. Density is limited by minimum lot areas and maximum unit yields.	N/A
D	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.	**Conflict.** Walkability is not holistically addressed. **Support.** Pedestrian walkways, lighting, and trees are required.	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.	**Conflict.** Standards for pedestrian connectivity are not quantitative ("must provide facilities"). Walkability is not addressed.	**Conflict.** Walkability is not holistically addressed. **Support.** Pedestrian walkways are required.	N/A

Zoning Audit: Vision Alignment

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Expand the use permissions in the residential districts and C-1 district to explicitly allow the full range of housing options (at maximum footprint and height scales tailored to different dimensions for each district). Remove minimum dwelling size requirements. Incorporate dimensional standards for different organization of housing products (e.g., cottage courts; tiny house villages). Remove minimum lot size standards. Explicitly allow attached and detached accessory dwelling units. Incentivize duplexes, triplexes, live/work units, efficiency units, and tiny houses through reduced dimensional standards.
- **Strategy B.** Clarify within the zoning district standards how historic designation impacts renovation, new construction, relocation, and demolition projects.
- **Strategy C.** Develop provisions similar to those in Chapter 80, Article XIII (Residential Infill) that apply to other kinds of residential development (not just single-family) and that apply to commercial development.
- **Strategy D.** Develop clear, measurable standards that require consistent pedestrian paving (in compliance with ADA standards), lighting, and street trees. Explicitly require direct connections between primary pedestrian entrances and sidewalks. Require stub pedestrian connections in logical locations that extend circulation paths to abutting properties. Incentivize placement of public art and passive resting areas along pedestrian paths through relaxed dimensional requirements and/or increased permissions.

Downtown Core

Implementation Strategies & Policy Considerations

A. Implement the *Downtown Master Plan LCI Study* and *Gateway & Connectivity LCI Study*

B. Revitalize vacant storefronts

C. Maintain street grid and enhance pedestrian infrastructure

D. Encourage and incentivize infill development of undeveloped/underdeveloped lots downtown into high-quality, mixed-use building

E. Promote placemaking, public art, and vibrant architectural design.

(NOTE: There are two tables within this section to accommodate all recommended districts legibly.)

Strategy	R-4	R-CT	RM-12	RM-36
A	N/A	N/A	N/A	N/A
B	N/A	N/A	N/A	N/A
C	**Conflict.** Street grid/block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/block layout is not addressed. Pedestrian infrastructure is not holistically addressed. **Support.** Pedestrian walkways, lighting, and trees are required.	**Conflict.** Street grid/block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/block layout is not addressed. Pedestrian infrastructure is not addressed.

Zoning Audit: Vision Alignment

Strategy	R-4	R-CT	RM-12	RM-36
D	**Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development. (Mixed-use buildings do not apply.)	**Support.** Ch. 80, Art. XIII requires contextual matching for specified infill residential development. (Mixed-use buildings do not apply.)	**Conflict.** Infill development for non-single-family residential development is not directly addressed or incentivized. (Mixed-use buildings do not apply.)	**Conflict.** Infill development for non-single-family residential development is not directly addressed or incentivized. (Mixed-use buildings do not apply.)
E	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and a vibrant public realm are not addressed. **Support.** Some architectural finishes are regulated.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.

Strategy	O-I	C-1	C-2	DTMU	P&O
A	N/A	N/A	N/A	N/A	N/A
B	**Conflict.** Increased flexibility for vacant storefronts is not addressed. **Support.** A relatively wide range of uses are allowed (opening opportunities for vacant storefronts).	**Conflict.** Increased flexibility for vacant storefronts is not addressed. **Support.** A relatively wide range of uses are allowed (opening opportunities for vacant storefronts).	**Conflict.** Increased flexibility for vacant storefronts is not addressed. **Support.** A relatively wide range of uses are allowed (opening opportunities for vacant storefronts).	**Conflict.** Increased flexibility for vacant storefronts is not addressed. **Support.** A relatively wide range of uses are allowed (opening opportunities for vacant storefronts).	N/A

Strategy	O-I	C-1	C-2	DTMU	P&O
C	**Conflict.** Street grid/ block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/ block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/ block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/ block layout is not addressed. Pedestrian infrastructure is not addressed.	**Conflict.** Street grid/ block layout is not addressed. Pedestrian infrastructure is not addressed.
D	**Conflict.** Infill development for non-residential development is not directly addressed or incentivized. **Support.** Mixed-use buildings are potentially allowed.	**Conflict.** Infill development for non-residential development is not directly addressed or incentivized. Limitations on building footprint size may prevent viability for downtown properties. Residential and commercial mixed-use buildings are not allowed.	**Conflict.** Infill development for non-residential development is not directly addressed or incentivized. **Support.** Mixed-use buildings are potentially allowed.	**Conflict.** Infill development for non-residential development is not directly addressed or incentivized. Use permissions do not clearly allow residential uses.	N/A
E	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.

Zoning Audit: Vision Alignment

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** The zoning-related recommendations of these studies are incorporated into the remaining strategies listed below.
- **Strategy B.** Incorporate automatically increasing flexibility in use permissions for storefronts that remain vacant after 5 years.
- **Strategy C.** Incorporate maximum block sizes (by individual block face and/or total block perimeter). Adopt a regulating plan that coordinates new (public or private) streets and alleyways for orderly development. Develop clear, measurable standards that require consistent pedestrian paving (in compliance with ADA standards), lighting, and street trees. Explicitly require direct connections between primary pedestrian entrances and sidewalks. Require stub pedestrian connections in logical locations that extend circulation paths to abutting properties. Incentivize placement of public art and passive resting areas along pedestrian paths through relaxed dimensional requirements and/or increased permissions.
- **Strategy D.** Develop provisions similar to those in Chapter 80, Article XIII (Residential Infill) that apply to other kinds of residential development (not just single-family) and that apply to commercial development.
- **Strategy E.** In addition to the improvements mentioned for Strategy C (above), incorporate architectural material standards that apply consistently to principal and accessory structures. Incorporate architectural and landscaping treatment requirements that emphasize the pedestrian experience, including:
  - Locate spaces for cars behind places for people.
  - Screen car areas from interrupting active, walkable, interesting streetscapes.
  - Prevent and incentivize removal of interruptions to pedestrian walkways (e.g., curb cuts).
  - Collect and organize car maneuvering to not cross over pedestrian paths.
  - Require porches and ensure they have meaningful dimensions.
  - Require active areas along streets with unobstructed views between the activity and the sidewalk.

Warehouse District

Implementation Strategies & Policy Considerations

A. Support creative business innovation and unique commercial centers .

B. Provide transitions and buffers between utility and commercial/residential uses.

C. As City utility buildings need upgrading, explore their relocation.

D. Explore the feasibility of a zoning overlay district.

E. Look for public right-of-way improvements to mitigate truck traffic.

F. Improve multi-modal connections to downtown.

(NOTE: There are two tables within this section to accommodate all recommended districts legibly.)

Strategy	RM-12	O&I	C-1	C-2
A	N/A	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).
B	**Support.** Buffers required (Ch. 80, Art. X).	**Support.** Buffers required (Ch. 80, Art. X).	**Support.** Buffers required (Ch. 80, Art. X).	**Support.** Buffers required (Ch. 80, Art. X).
C	N/A	N/A	N/A	N/A
D	N/A (This would be regulated outside of an individual zoning district.)	N/A (This would be regulated outside of an individual zoning district.)	N/A (This would be regulated outside of an individual zoning district.)	N/A (This would be regulated outside of an individual zoning district.)
E	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed.
F	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.	**Conflict.** Pedestrian connectivity is not addressed. Prioritization of the pedestrian experience is not addressed.

Zoning Audit: Vision Alignment

Strategy	DTMU	M-1	M-2
A	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	N/A
B	**Conflict.** Buffer not required. (Note: increased yard sizes apply. DTMU section references buffers "as specified in Article X," but Article X does not explicitly require buffers in DTMU.)	**Support.** Buffers required (Ch. 80, Art. X).	**Support.** Buffers required per development standards (not per Ch. 80, Art. X).
C	N/A	N/A	N/A
D	N/A (This would be regulated outside of an individual zoning district.)	N/A (This would be regulated outside of an individual zoning district.)	N/A (This would be regulated outside of an individual zoning district.)
E	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed. **Support.** Provisions for on-site maneuvering and stacking of trucks required (as opposed to within a ROW).	**Conflict.** ROW improvements are not directly addressed.
F	**Conflict.** Pedestrian infrastructure is not addressed.	**Conflict.** Pedestrian infrastructure is not addressed.	**Conflict.** Pedestrian infrastructure is not addressed.

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Define uses in categories (e.g., "retail use;" "personal service use") based on the impacts of uses—instead of defining hyper-specific individual uses (e.g., "shoe shop;" "barber shop;" "nail salon"). Regulate use permissions based on the use categories to support creative businesses.
- **Strategy B.** Clarify if and how properties in DTMU district require buffers.
- **Strategy C.** Not applicable to a zoning ordinance.
- **Strategy D.** For those aspects of underlying zoning districts that would need to be consistently modified across the warehouse neighborhood, create an overlay modifying such standards. (Note: the standards of the overlay should explicitly supersede any conflicting provisions of the remainder of the zoning ordinance, as needed.) Incorporate cross-references in appropriate locations. If the majority of all parcels in the warehouse neighborhood would be well served with consistent zoning standards, consider creating a new zoning district with appropriate standards in place of an overlay (to reduce the amount of information required for applicants and administrators to sift through).
- **Strategy E.** Require standard, consistently applicable street tree requirements with spacing and species standards. Prohibit and incentivize removal of curb cuts. Require sidewalks to be buffered from curbs (e.g., with an interceding tree lawn). Require pedestrian-scale lighting and street furniture. Prohibit blank walls to help slow traffic. Require truck loading zones at the rear or side of buildings.
- **Strategy F.** Explicitly require direct connections between primary pedestrian entrances and sidewalks. Require stub pedestrian connections in logical locations that extend circulation paths to abutting properties.

Zoning Audit: Vision Alignment

Highway Mixed-Use

Implementation Strategies & Policy Considerations

A. Emphasize placemaking and design standards to create a walkable, attractive corridor.

B. Prioritize sit-down restaurants, grocery, and entertainment retail options.

C. Provide safe multimodal access.

D. Use multifamily as transition from commercial to suburban residential areas.

Strategy	RM-12	RM-36	O&I	C-1	C-2	P&O
A	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.	**Conflict.** Public art and architectural design are not addressed.
B	N/A	N/A	**Conflict.** Does not allow restaurants or grocery uses. **Support.** Allows limited entertainment uses via special permits.	**Conflict.** Does not allow restaurants or (general) grocery uses. **Support.** Allows limited entertainment uses via special permits.	**Support.** Allows restaurants, grocery, and entertainment retail options.	N/A
C	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.	**Conflict.** Holistic pedestrian / bicyclist connectivity is not addressed.
D	**Support.** Allows multifamily uses.	**Support.** Allows multifamily uses.	N/A	N/A	N/A	N/A

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Incorporate maximum block sizes (by individual block face and/or total block perimeter). Adopt a regulating plan that coordinates new (public or private) streets and alleyways for orderly development. Develop clear, measurable standards that require consistent pedestrian paving (in compliance with ADA standards), lighting, and street trees. Explicitly require direct connections between primary pedestrian entrances and sidewalks. Require stub pedestrian connections in logical locations that extend circulation paths to abutting properties. Incentivize placement of public art and passive resting areas along pedestrian paths through relaxed dimensional requirements and/or increased permissions. Incorporate architectural material standards that apply consistently to principal and accessory structures. Incorporate architectural and landscaping treatment requirements that emphasize the pedestrian experience, including:
  - Locate spaces for cars behind places for people.
  - Screen car areas from interrupting active, walkable, interesting streetscapes.
  - Prevent and incentivize removal of interruptions to pedestrian walkways (e.g., curb cuts).
  - Collect and organize car maneuvering to not cross over pedestrian paths.
  - Require porches and ensure they have meaningful dimensions.
  - Require active areas along streets with unobstructed views between the activity and the sidewalk.
- **Strategy B.** Change the use permissions of the O&I and C-1 districts to allow restaurants, grocery uses, and expanded entertainment uses (see the recommendations for Strategy A in the Warehouse District related to defining uses by categories).
- **Strategy C.** Develop clear, measurable standards that require consistent pedestrian paving (in compliance with ADA standards), lighting, and street trees. Require bicycle pathways (which can be combined with pedestrian pathways as multimodal paths). Require bicycle parking facilities (covered and uncovered) in locations convenient to primary pedestrian entrances. Explicitly require direct connections between primary pedestrian entrances and sidewalks. Require stub pedestrian connections in logical locations that extend circulation paths to abutting properties. Incentivize placement of public art and passive resting areas along pedestrian paths through relaxed dimensional requirements and/or increased permissions.
- **Strategy D.** Change the use permissions for the O&I, C-1, and C-2 districts to allow multifamily uses in the Highway Mixed-Use area. Implement building massing standards that limit multifamily buildings to moderate scale and/or that step building massing down to abutting suburban contexts or that step building massing up to abutting commercial contexts.

Zoning Audit: Vision Alignment

Light Industrial

Implementation Strategies & Policy Considerations

A. Support business innovation and employment centers.

B. Design industrial parks with high-quality site planning and landscaping.

C. Provide transitions and buffers to nearby residential areas.

Strategy	O&I	C-1	C-2	M-1	P&O
A	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	**Mixed.** Hyper-specific uses are listed in the permissions section, but some broad use categories are defined (allowing flexibility for novel business ideas).	N/A
B	N/A	N/A	**Conflict.** Landscaping and site layout are not holistically regulated. **Support.** Screening is required. Buffers required per Ch. 80 Art. X.	**Conflict.** Landscaping and site layout are not holistically regulated. **Support.** Screening is required. Buffers required per Ch. 80 Art. X.	N/A
C	**Support.** Increased yards required when abutting residential. Buffers required per Ch. 80 Art. X.	**Support.** Increased yards required when abutting residential. Buffers required per Ch. 80 Art. X.	**Support.** Increased yards required when abutting residential. Buffers required per Ch. 80 Art. X.	**Support.** Buffers required per Ch. 80 Art. X.	N/A

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Define uses in categories (e.g., "retail use;" "personal service use") based on the impacts of uses—instead of defining hyper-specific individual uses (e.g., "shoe shop;" "barber shop;" "nail salon"). Regulate use permissions based on the use categories to support businesses innovation and employment centers.
- **Strategy B.** Adopt a regulating plan for light industrial areas that coordinates trucking corridor improvements, reserving critical setbacks and open spaces for future improvements. Require street trees, landscaped medians, and elevated hardscaping and landscaping standards for highly visible areas. Require consistent lighting along public rights-of-way and private truck lanes. Require consistent locations for truck loading areas. Implement cross-access requirements for subdivided lots. Review setback requirements, vehicle pathway construction standards, and site layout requirements to ensure safe, efficient maneuvering of large/heavy equipment.
- **Strategy C.** All recommended districts (other than the P&O district) address Goal C. Their support of Goal C can be strengthened by scrutinizing the outcomes of buffer requirements on previously developed industrial properties to confirm their effectiveness—adjusting the standards as necessary to ensure the desired outcomes.

Zoning Audit: Vision Alignment

Industrial

Implementation Strategies & Policy Considerations

A. Aesthetic considerations along public rights-of-way to create visually pleasing corridors with high-quality design elements, building materials, and landscaping.

B. Look for public right-of-way improvements to mitigate truck traffic.

C. Ensure connectivity to I-85 and freight corridors.

Strategy	O&I	C-2	M-1	M-1	P&O
A	**Conflict.** Public art and architectural design are not addressed. ROW improvements are not directly addressed. **Support.** Buffering is required along some ROWs (Ch. 80, Art. X)	**Conflict.** Public art and architectural design are not addressed. ROW improvements are not directly addressed. **Support.** Buffering is required along some ROWs (Ch. 80, Art. X)	**Conflict.** Public art and architectural design are not addressed. ROW improvements are not directly addressed. **Support.** Buffering is required along some ROWs (Ch. 80, Art. X)	**Conflict.** Public art and architectural design are not addressed. ROW improvements are not directly addressed. **Support.** Buffering is required along some ROWs (Ch. 80, Art. X)	**Conflict.** Public art and architectural design are not addressed. ROW improvements are not directly addressed.
B	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed.	**Conflict.** ROW improvements are not directly addressed. **Support.** Provisions for on-site maneuvering and stacking of trucks required (as opposed to within a ROW).	**Conflict.** ROW improvements are not directly addressed. **Support.** Provisions for on-site maneuvering and stacking of trucks required (as opposed to within a ROW).	**Conflict.** ROW improvements are not directly addressed.
C	N/A	**Conflict.** Connectivity not directly addressed / incentivized. Freight corridor is not defined.	**Conflict.** Connectivity not directly addressed / incentivized. Freight corridor is not defined.	**Conflict.** Connectivity not directly addressed / incentivized. Freight corridor is not defined.	N/A

Improving Alignment

These zoning districts (or the zoning ordinance in general) would become more supportive of the future land use strategies by implementing the following changes:

- **Strategy A.** Adopt a regulating plan for light industrial areas that coordinates trucking corridor improvements, reserving critical setbacks and open spaces for future improvements. Require street trees, landscaped medians, and elevated hardscaping and landscaping standards for highly visible areas. Require consistent lighting along public rights-of-way and private truck lanes. Implement exterior material and lighting standards that apply to buildings and signs—requiring a minimum ratio of desirable materials and prohibiting others. Incentivize placement of public art and passive resting areas along pedestrian paths through relaxed dimensional requirements and/or increased permissions.
- **Strategy B.** Many changes related to Strategy A (above) will help mitigate truck traffic. Additional changes include:
  - Require consistent locations for truck loading areas.
  - Implement cross-access requirements for subdivided lots.
  - Review setback requirements, vehicle pathway construction standards, and site layout requirements to ensure safe, efficient maneuvering of large/heavy equipment.
- **Strategy C.** Adopt a regulating plan for light industrial areas that coordinates the locations of any new or realigned roadways, with such plan organizing roadways towards I-85 and connecting state routes.