



# REGIONAL REVIEW NOTICE

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

DATE: October 10, 2016

ARC REVIEW CODE: R1610101

TO: Mayor J. Clark Boddie, City of Palmetto  
ATTN TO: William Shell, City Administrator  
FROM: Douglas R. Hooker, Executive Director, ARC  
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Palmetto Distribution Center

**Review Type:** DRI

**Submitting Local Government:** City of Palmetto

**Date Opened:** Oct. 10, 2016

**Deadline for Comments:** Oct. 25, 2016

**Date to Close:** Oct. 31, 2016

**Description:** This DRI is located in the City of Palmetto, north of SR 14/US 29 (Roosevelt Highway) and Wilkerson Mill Road, and west of Hobgood Road. The proposed development consists of 3,891,300 square feet of high cube warehouse/distribution space in five buildings on approximately 340 acres. Access is proposed via two full movement driveways on Roosevelt Highway and one full movement driveway (for passenger vehicles only) on Wilkerson Mill Road. The DRI trigger for this development is a land disturbance permit. The projected buildout for this DRI is 2020.

## **PRELIMINARY COMMENTS:**

According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located within the Rural Area of the region. The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM.

The Rural Area consists of mostly undeveloped land that is planned to see limited or no growth. This area may have limited infrastructure and services. Recommended policies for Rural Areas include:

- Maintain rural road characteristics and protect scenic corridors
- Implement conservation design and development as appropriate in new residential neighborhoods
- Develop opportunities for heritage, recreation, and agriculturally-based tourism initiatives
- Identify areas to preserve as future large parks or conservation areas and create partnerships and dedicated funding sources for land conservation activities
- Identify opportunities for the development of rural broadband technology

Some aspects of this DRI's intensity are not typical of a Rural Area and its associated recommendations in the RDG. Maximum density recommended in the RDG for Rural Areas is expressed in residential terms as one unit per five acres. The residential equivalent of this DRI's 3,891,300 square feet on 340 acres (26 percent building coverage and 46 percent impervious surface coverage) can reasonably be seen as significantly denser than what is recommended in the RDG. Additionally, the full height of a high-cube warehouse and distribution facility is typically greater than the RDG-recommended building height of one to two stories.

–CONTINUED ON NEXT PAGE–

Importantly, balanced with the RDG's recommendations is regional and local context. This DRI is immediately adjacent to both the Developing Suburbs Area and a Regional Industrial and Logistics Area to the south and east, across Roosevelt Highway. The intensity of the DRI generally aligns with the RDG's recommendations for those regional areas, as well as the pattern of existing warehouse and industrial development along Roosevelt Highway heading north, some of which is also in the City of Palmetto.

Recommended policies for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

Recommended policies in the RDG for Regional Industrial and Logistics Areas include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

City leadership and the applicant team should collaborate to balance the goals of rural preservation and development to the greatest extent possible in the context of this DRI.

Additional preliminary comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
CITY OF UNION CITY  
THREE RIVERS REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF CHATTAHOOCHEE HILLS  
COWETA COUNTY  
SOUTH FULTON CID

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF FAIRBURN  
FULTON COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or [asmith@atlantaregional.com](mailto:asmith@atlantaregional.com). This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RC: Palmetto Distribution Center *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please return this form to:***

Andrew Smith, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-5581 Fax (404) 463-3254  
[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

Return Date: *October 25, 2016*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1610101

**FROM:** Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Aging and Health Resources:** Ray, Renee

**Name of Proposal:** Palmetto Distribution Center

**Review Type:** Development of Regional Impact

**Description:** This DRI is located in the City of Palmetto, north of SR 14/US 29 (Roosevelt Highway) and Wilkerson Mill Road, and west of Hobgood Road. The proposed development consists of 3,891,300 square feet of high cube warehouse/distribution space in five buildings on approximately 340 acres. Access is proposed via two full movement driveways on Roosevelt Highway and one full movement driveway on Wilkerson Mill Road for passenger vehicles only. The DRI trigger for this development is a land disturbance permit. The projected buildout for this DRI is 2020.

**Submitting Local Government:** City of Palmetto

**Date Opened:** October 10, 2016

**Deadline for Comments:** October 25, 2016

**Date to Close:** October 31, 2016

**Response:**

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

**COMMENTS:**

[illegible]

**PALMETTO DISTRIBUTION CENTER DRI**  
**City of Palmetto**  
**Natural Resources Division Review Comments**  
**September 7, 2016**

**Water Supply Watershed and Stream Buffer Protection**

The project property is in the Bear Creek watershed, which drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The Bear Creek watershed has been the proposed site of the Bear Creek Reservoir, which would provide water to the Cities of Palmetto, Fairburn and Union City. Although the Corps permit for the reservoir has not been granted, the Georgia Part 5 Minimum Environmental Planning Criteria require that minimum criteria for water supply watersheds apply to proposed water supply watersheds, even before any permitting. If the Bear Creek watershed is still subject to the Part 5 Minimum Criteria, it would be subject to the small water supply watershed criteria, which apply to watersheds of 100 square miles or less, as the watershed upstream of the reservoir is about 28.5 square miles, and unless alternate criteria were adopted and approved by Georgia EPD. The small water supply watershed criteria include buffers. For land within seven miles of an intake or reservoir a 150-foot impervious surface setback and 100-foot vegetative buffer on both banks of all perennial streams (defined by the criteria as streams shown as perennial on the appropriate USGS 1:24,000 quadrangle map or digital coverage). Beyond seven miles, the buffers are reduced to a 75-foot impervious surface setback and 50-foot vegetative buffer. In addition, a maximum of 25 percent of the watershed can be in impervious surface. It is our understanding that the City has adopted the Part 5 Water Supply Watershed Criteria as part of the City Code.

The USGS coverage for the project area shows a blue-line stream running through the property with intermittent wetland areas with no channel. This stream would be subject to the Part 5 Criteria buffers if the small water supply watershed criteria apply. This stream, as well as any unmapped streams, are also subject to the City's Stream Buffer Ordinance, which also requires a 75-foot impervious surface setback and a 50-foot vegetative buffer. In addition, all state waters on the property are subject to the 25-foot state Erosion and Sedimentation Act buffers. The submitted site plan shows a 75-foot, a 50-foot and a 25-foot buffer along portions of the mapped stream channel, including one that is under a building and parking area. These are consistent with the City and State buffers. One portion of the property shows the stream but no buffer, despite a proposed detention area that would extend into the buffers. Development within these buffers will require variances for the both the City and State buffers.

**Storm Water/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should use the stormwater better site design concepts included in the Manual.

# Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

## DRI INFORMATION

DRI Number           DRI #2594  
DRI Title             Palmetto Distribution Center  
County                Fulton County  
City (if applicable)   Palmetto  
Address / Location   [Click here to enter text.](#)  
Review Process       ☐ EXPEDITED  
                             ☒ NON-EXPEDITED

## REVIEW INFORMATION

Prepared by           ARC Transportation Access and Mobility Division  
Staff Lead             Marquitrice L Mangham  
Copied                David Haynes, Daniel Studdard  
Date                   September 6, 2016

## TRAFFIC STUDY

Prepared by           Southeastern Engineering, Inc.  
Date                   August 26, 2016

## REGIONAL TRANSPORTATION PLAN PROJECTS

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

☒ YES (provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)

The proposed project is located on a parcel abutting Hobgood Road to the east, Roosevelt Highway (SR 14) to the west just east of SR 154 and Wilkerson Road to the north of the site. A review of the current Regional Transportation Plan (RTP) shows that no transportation are currently identified for the study area.

☐ NO (provide comments below)

[Click here to provide comments.](#)

## REGIONAL NETWORKS

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

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

☐ NO

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

Highway 29, and Highway 154 are currently designated as regional thoroughfares. Two truck and vehicular access to the site is proposed from Highway 29. The study mentions on page 1 and on page 33 a proposed traffic signal at one of the access points however on page 7 it identifies all access points as

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

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

☐ NO

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

Access to the proposed site will be served by SR 29 (Roosevelt Highway just east of Hwy 154 (Cascade Palmetto Hwy))





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

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

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

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

Operator / Rail Line [Click here to enter name of operator and rail line](#)

Nearest Station [Click here to enter name of station.](#)

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

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

The project site is not within transit rail service area.

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

Transit Connectivity ☐ Fixed route transit agency bus service available to rail station  
☐ Private shuttle or circulator available to rail station  
☐ No services available to rail station  
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s)

MARTA

Bus Route(s)

180

Distance\*

☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

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

**Bus rapid transit does operate within a .5 mile of the site. Ideally the site would allow for bicycle and pedestrian access from the bus stop to the site. Currently no sidewalks exist along Highway**

Bicycling Access\*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

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

Marta stops at two intersection connected to the site; Roosevelt Hwy and Wilkerson and Roosevelt Hwy and Hobgood Road

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

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

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

☐ NO

☒ YES

MARTA Bus Service provides fixed route service in the City of Palmetto, Fulton County. Currently two bus stops have been identified along Roosevelt Hwy adjacent to the project site allowing for a 5% trip reduction rate

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

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

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

☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

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

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

[Click here to provide comments.](#)

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

[Click here to provide comments.](#)

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

## OTHER TRANSPORTATION DESIGN CONSIDERATIONS

**09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?**

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

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

The parcels to the northwest of the site are developed with residential land uses. The property abuts right of way on the south. The property east of the site is undeveloped property; the zoning map designates the property to the east for industrial uses. The site plan does not depict stub outs or access being provided for future interconnectivity. While the site plan does not depict proposed sidewalks or crosswalks, the traffic study does discuss considerations being made for sidewalk and pedestrian access from nearby bus stops to the site.

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

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

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☒ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

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

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

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

There are no existing bicycle and pedestrian facilities along SR 29 adjacent to the site. The site plan does not depict proposed sidewalks or crosswalks for internal or external access to the site. The traffic study does discuss making considerations for sidewalk and pedestrian access from nearby bus stops to the site.

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

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

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

The traffic study shows existing conditions along the route adjacent to the site includes a higher percentage of passenger vehicles than truck traffic. The proposed development is estimated to introduce an increase in the percentage of traffic in the project area, with 40 % being passenger vehicles and 60% being truck traffic. The site plan does depict a designated entrance for vehicular



access to the site from Wilkerson Road as well as designated vehicular parking throughout the site. The information does not denote any separation between vehicular and truck traffic via lanes internal to the site.

## **RECOMMENDATIONS**

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

- ☒ UNKNOWN *(additional study is necessary)*
- ☐ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

The traffic study discusses proposed improvements that include additional turn lanes and a traffic signal at one of the proposed entrances. The site plan does not depict the proposed improvements. It should also be noted that in the summary and conclusion (pages, 1 and 33 ) there is discussion about a proposed traffic signal at one of the access points, however, on page 7, all access points to the site are characterized as unsignalized. To determine feasibility of the transportation improvements proposed, a conceptual design plan of the roadway and site visit are necessary.

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

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

[Click here to enter text.](#)

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

With the proposed level of increase in truck traffic over vehicular traffic on SR 29 which will impact current LOS levels, ARC recommends careful consideration be given to both transportation system . The site plan does not depict interconnectivity between future compatible developments. ARC encourages practices that promote interconnectivity between compatible developments through provisions for both pedestrian and vehicular access means.



## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #2594

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Palmetto

Individual completing form: William H. Shell

Telephone: 770-463-3377

E-mail: [whshell@citypalmetto.com](mailto:whshell@citypalmetto.com)

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

#### Proposed Project Information

Name of Proposed Project: Palmetto Distribution Center

Location (Street Address, Roosevelt Highway, Parcel IDs: 07 300001020477, 07 300001230191, 07 300001230308, GPS Coordinates, or Legal Land Lot Description): 07 250001030077, 0

Brief Description of Project: Light Industrial Warehousing - Construction of five industrial/distribution buildings totaling 3,891,300 square feet

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 3,891,300 S.F., 340 AC

Developer: River Oaks Capital Partners, LLC

Mailing Address: 2870 Peachtree Rd

Address 2: Suite 721

City: Atlanta State: GA Zip: 30305

Telephone: 404-795-0202

Email: [eben@hardierreg.com](mailto:eben@hardierreg.com)

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

If yes, property owner: William L. Gause

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:  
Project ID:

The initial action being requested of the local government for this project:

☐ Rezoning  
☐ Variance  
☐ Sewer  
☐ Water  
☒ Permit  
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 10/2020  
Overall project: 10/2020

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## Developments of Regional Impact

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### DRI #2594

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Palmetto  
Individual completing form: William H. Shell  
Telephone: 770-463-3377  
Email: whshell@citypalmetto.com

#### Project Information

Name of Proposed Project: Palmetto Distribution Center  
DRI ID Number: 2594  
Developer/Applicant: River Oaks Capital Partners, LLC  
Telephone: 404-795-0202  
Email(s): eben@hardierg.com

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)  
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out: \$77,900,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$900,000

Is the regional work force sufficient to fill the demand created by the proposed project?  
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?  
☐ (not selected) ☐ Yes ☒ No

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

#### Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.157

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.083

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? 0.20

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 457 vehicles per hour, PM Peak, including 5% transit reduction for passenger cars

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

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

If yes, please describe below: Traffic signal at Roosevelt Highway and Driveway #2

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,800

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 46.0%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed development will include stormwater management facilities designed in accordance with the Georgia Stormwater Management Manual.

### Environmental Quality

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

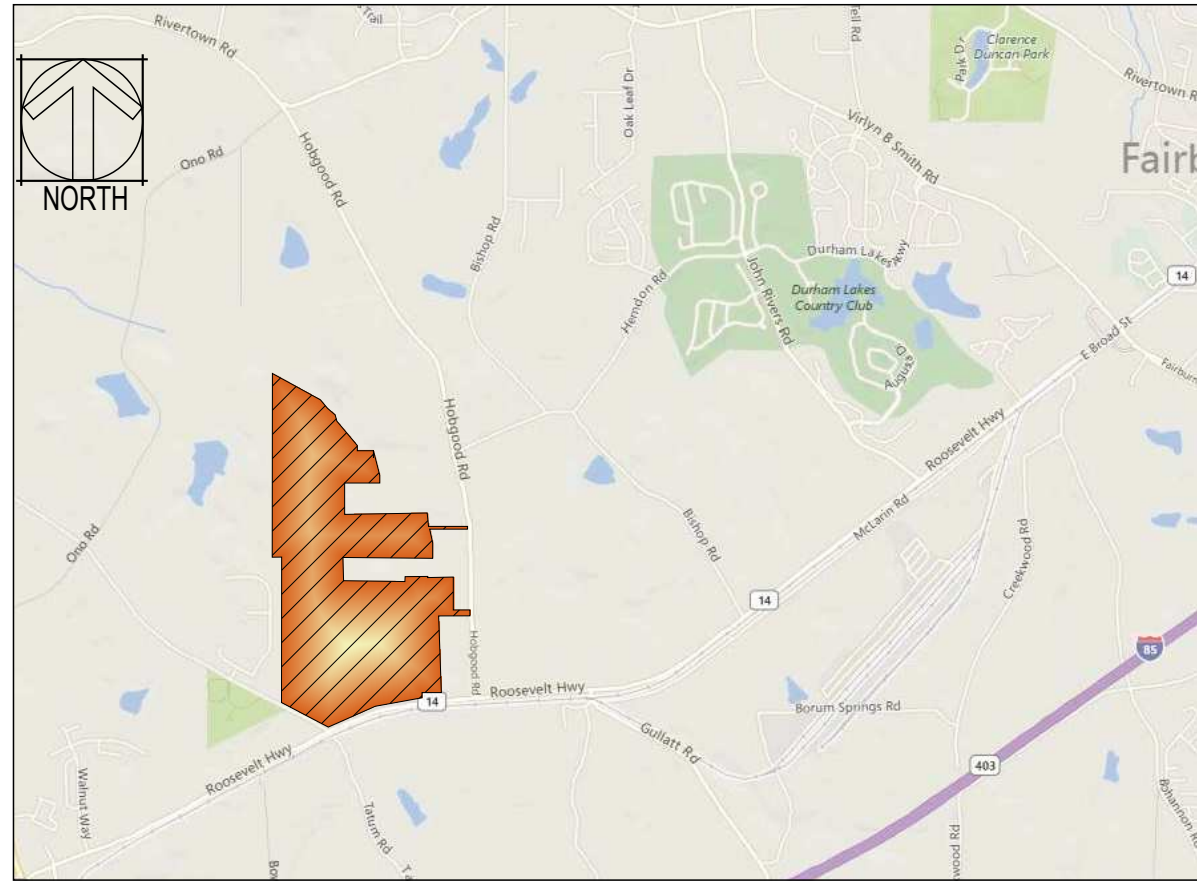
1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:  
The property is within the Bear Creek Public Water Supply Watershed. Impact will be mitigated by implementing a comprehensive erosion, sedimentation and pollution control plan during construction and providing stormwater management per the Georgia Stormwater Manual post-construction. Facility 3 is located within a 0.2% flood zone X. As required, a flood study will be performed at the time of development of that facility.

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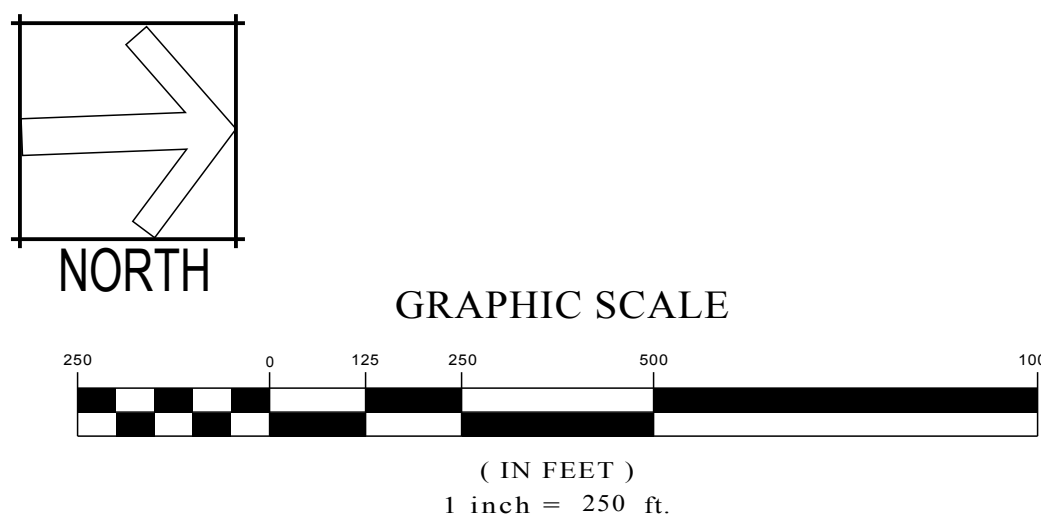




VICINITY MAP  
NOT TO SCALE

PROJECT INFORMATION

ACREAGE:	TOTAL	±340 AC
	FLOOD PLAIN (A/AE)	±0 AC
LOCATION:	STREET	ROOSEVELT HWY
	JURISDICTION	PALMETTO
	DISTRICT	7
	LAND LOT	102, 103, 104, 122, 123
YIELD:	BUILDING COVER	26.3%
	IMPERVIOUS COVER	46.0%
	DENSITY:	11,445 SF/ACRE
BUILDINGS :	BUILDING A	1,311,000 S.F.
	BUILDING B	1,007,500 S.F.
	BUILDING C	1,320,000 S.F.
	BUILDING D	132,000 S.F.
	BUILDING E	120,800 S.F.
	TOTAL	3,891,300 S.F.
PAVEMENT:	PARKING SPACES	±1,710
	TRUCK DOCKS	±985
	TRAILER STORAGE (DEDICATED)	±1488
SERVICES:	SEWER DEMAND	83,324 GPD
	WATER DEMAND	157,602 GPD

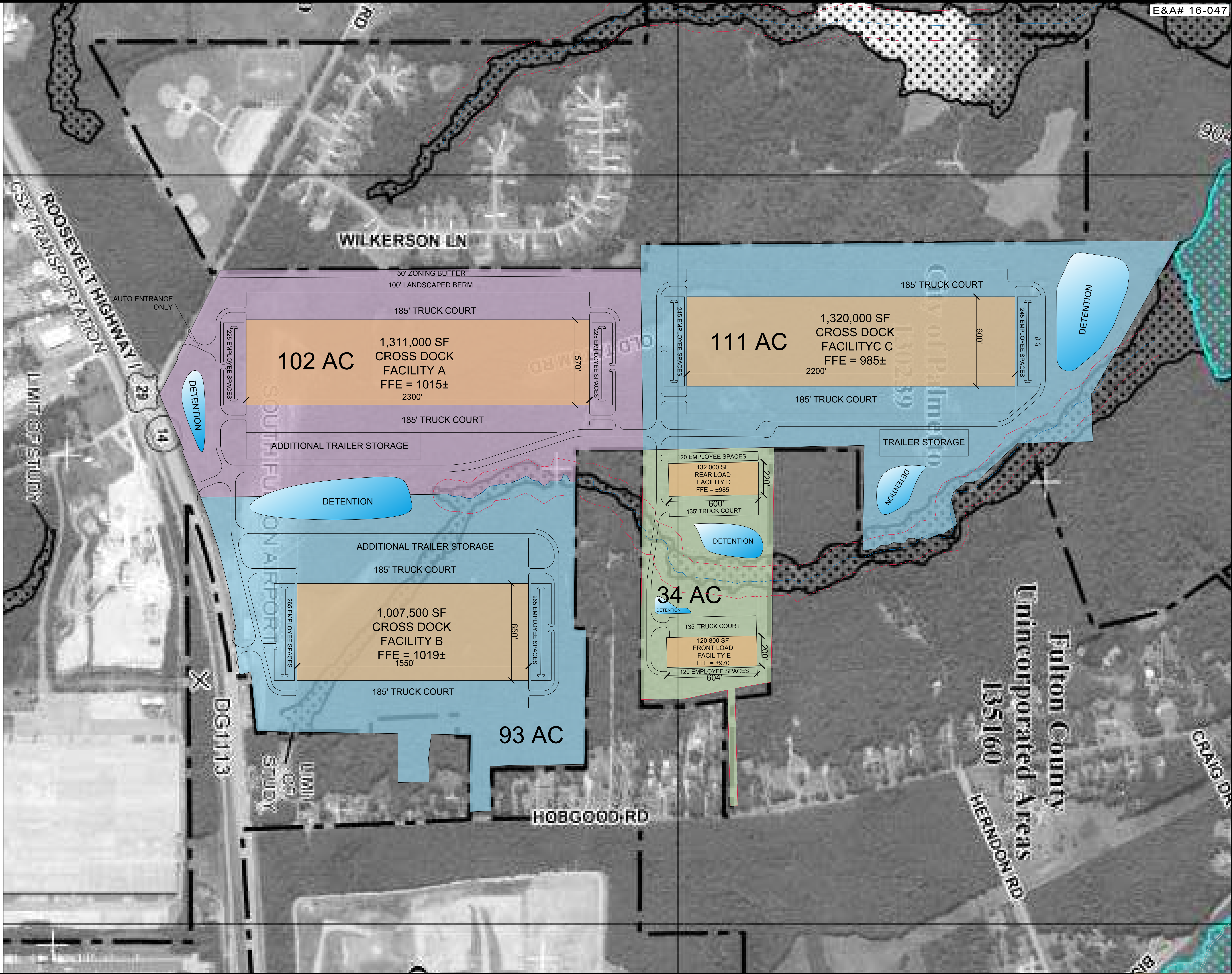
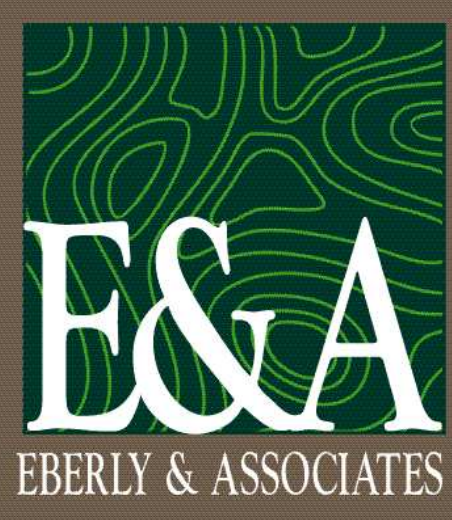


RIVER OAKS

CAPITAL  
PARTNERS  
LLC

DRI PLAN  
PALMETTO DISTRIBUTION CENTER  
PALMETTO, GA  
MAY 26, 2016

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