



# 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: November 29, 2016

ARC REVIEW CODE: R1611291

TO: Mayor J. Clark Boddie, City of Palmetto  
ATTN TO: Cindy Hanson, City Clerk  
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:** Saben Tatum Road (DRI #2646)

**Review Type:** DRI

**Submitting Local Government:** City of Palmetto

**Date Opened:** Nov. 29, 2016

**Deadline for Comments:** Dec. 14, 2016

**Date to Close:** Dec. 19, 2016

**Description:** This DRI is located in the City of Palmetto, bounded by Tatum Road on the west, Johnson Road on the south, and Williams Road on the east. The project consists of 3,086,300 square feet of high-cube warehouse and distribution space in three buildings on 214.4 acres. Site access is proposed via one full-movement driveway onto Tatum Road. Trucks are prohibited on Johnson Road. The DRI trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for this DRI is 2019.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located in the Developing Suburbs Area of the region. Developing Suburbs are areas of development that occurred from roughly 1995 to today. These areas are projected to remain suburbs through 2040.

The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM. 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

Per the UGPM, this DRI is also partially within a Regional Industrial and Logistics Area. These areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. These areas will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

Recommended policies in the RDG for 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

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. In terms of land use, the project generally aligns with the RDG's recommendations for Industrial and Logistics Areas. The DRI's land use also appears similar to the pattern of existing warehouse and industrial development to the north along US 29/Roosevelt Highway, much of which is also in the City of Palmetto.

This site is adjacent to significant amounts of undeveloped land and very low density residential uses to the west, south and east. In line with regional policy around Industrial and Logistics Areas noted above, City leadership and the applicant team should collaborate to balance the goals of attracting new development, avoiding land use conflicts, and preserving rural character and natural resources, to the greatest extent possible in the context of this DRI. Buffering will be an important consideration as a result. This is also important given the project's location at the eastern edge of the City of Palmetto and the resulting need for sensitivity to neighboring communities such as unincorporated Fulton County and the City of Fairburn.

ARC also encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on site. This framework can offer the potential for internal site circulation for employees on foot or by another alternative mode, rather than strictly by car.

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 TRANSPORTATION  
FAYETTE COUNTY  
CITY OF FAIRBURN  
THREE RIVERS REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
TOWN OF TYRONE  
SOUTH FULTON COMMUNITY IMPROVEMENT DISTRICT

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
CITY OF CHATTAHOOCHEE HILLS  
COWETA 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>.



# REGIONAL REVIEW NOTIFICATION

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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 RDC: **Saben Tatum Road** *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: *December 14, 2016*

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: November 29, 2016

ARC REVIEW CODE: R1611291

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

### Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Name of Proposal: Saben Tatum Road

Review Type: Development of Regional Impact

Description: This DRI is located in the City of Palmetto, bounded by Tatum Road on the west, Johnson Road on the south, and Williams Road on the east. The project consists of 3,086,300 square feet of high-cube warehouse and distribution space in three buildings on 214.4 acres. Site access is proposed via one full-movement driveway onto Tatum Road. Trucks are prohibited on Johnson Road. The DRI trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for this DRI is 2019.

Submitting Local Government: City of Palmetto

Date Opened: November 29, 2016

Deadline for Comments: December 14, 2016

Date to Close: December 19, 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:


**SABEN “SF” TATUM ROAD DRI**  
**City of Palmetto**  
**Natural Resources Division Review Comments**

**November 28, 2016**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located within the Line Creek Water Supply watershed, a small (less than 100 square mile) watershed which is a water supply source for both Coweta and Fayette counties, both of which are in the Metropolitan North Georgia Water Planning District. The proposed project property is more than 7 miles upstream of both the County and City intakes. The USGS coverage for the project area show no blue-line streams on or adjacent to the project property. However, the submitted site plan does show streams on the property.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. It is our understanding that the City has adopted the Water Supply Watershed Minimum Criteria. The City will still need to determine if the proposal meets the requirements of its water supply watershed ordinance.

As stated above, the USGS coverage for the project area shows no blue line streams on or near the property. The submitted site plan shows a stream running north-south through the center of the property, with three short tributaries and wetland areas on the east side of the main stream. The 25-foot State Sediment and Erosion Control Buffer as well as a 50-foot undisturbed buffer and 75-foot impervious surface buffer are shown around all streams and wetland areas. The 50-foot and 75-foot buffers are consistent with both the Part 5 Water Supply Watershed Minimum Criteria and the City of Palmetto's stream buffer ordinance. Any other waters of the state that may be on the property will also be subject to the State Sediment and Erosion Control Buffer.

**Storm Water/Water Quality**

The site plan shows proposed detention and water quality ponds adjacent to the proposed developed areas of the property. The final design for stormwater controls on the property should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. Also, 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 2646  
DRI Title Saben Tatum Road  
County Fulton County  
City (if applicable) Palmetto  
Address / Location East of Tatum Road, west of Williams Road and north of Johnson Road  
Review Process ☐ EXPEDITED  
☒ NON-EXPEDITED

## REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division  
Staff Lead Marquitrice Mangham  
Copied David Haynes, Daniel Studdard  
Date November 28, 2016

## TRAFFIC STUDY

Prepared by Calyx Engineers & Consultants  
Date November 21, 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 to develop an approximately 214-acre site as 3,086,300 square feet of high cube warehouse and distribution center. The project site is located off Tatum Road, along the northern boundary of Johnson Road. The project proposes one full movement driveway access off Tatum Road to accommodate traffic to the site. Page 3 of the traffic analysis identifies two programmed and/or planned roadway improvements, however they are outside of the proposed study area. These projects are:

FS 209 South Fulton Scenic Byway Multi Use Trail from Cochran Mill Park to Phillips Road-  
Programmed- Chattahoochee Hills

FS-AR-182 I-85 South Interchange improvements at SR 74 (Senoia Road) Programmed- Interchange  
Capacity- City of Fairburn- Network Year 2024.

☐ 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*)

The project site directly abuts Tatum Road (local road) to the west and Johnson Road (local road) to the north. Site access is gained from one point on Tatum Road. The site is not directly accessed by a regional thoroughfare.

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

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

☒ NO

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

The project site directly abuts Tatum Road (local road) to the west and Johnson Road (local road) to the north. Site access is gained from one point on Tatum Road. The site is not directly accessed by a regional truck routes.



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)

[Click here to provide comments.](#)

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

[Click here to provide comments.](#)

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

**04. 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.](#)

05. 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)

No sidewalks adjacent to the site.

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)

According to the traffic analysis, the posted speed limit on Tatum Road is 35 and along Johnson Road is 40. No pedestrian facilities are existing to provide access to the site.

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

06. 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 provides fixed route bus and rails service in Fulton County. It also provides fixed bus transit service in the City of Palmetto with stops in close proximity to the site.

07. 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

**08. 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 project site is adjacent to similar developed uses and or property currently designated for similar industrial uses. The site plan provided does not show provisions for future interconnectivity with adjacent parcels.

**09. 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)

The site plan does not depict separate or designated facilities for safe travel via pedestrian and/or bicycle modes internal to the site. These modes may be used although limited to employees of the proposed use. One access to the site means the all modes will be share access and drive lanes.

10. 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)

11. 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 site plan does not depict separate or designated facilities for safe travel via pedestrian and/or bicycle modes internal to the site. These modes may be used although limited to employees of the proposed use. One access to the site means the all modes will be share access and drive lanes.

## RECOMMENDATIONS

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

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

[Click here to enter text.](#)

13. 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.](#)

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

In an effort to increase efficiency and reduce congestion in the transportation, Atlanta Regional Commission encourages the incorporation of provisions for future interconnectivity among parcels of complimentary uses whenever possible. Also in an effort to increase safety, it is recommended that an additional access point designated for vehicles, bicycle and pedestrian traffic and emergencies be considered for this development.





## Developments of Regional Impact

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

### DRI #2646

#### 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: Saben Tatum Road  
Location (Street Address, Intersection of Tatum Road and Johnson Road  
GPS Coordinates, or Legal Land Lot Description):  
Brief Description of Project: 3 individual warehouses totaling 3,026,300 sq. ft.

#### 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 checked="" 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 type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): 3,026,300 sq. ft.

Developer: Red Rock Developments

Mailing Address: 1111 Metropolitan Ave.

Address 2: Suite 1035

City: Charlotte State: NC Zip: 28204

Telephone: 780-233-3837

Email: [jbarker@redrockdevelopments.com](mailto:jbarker@redrockdevelopments.com)

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

If yes, property owner: Saben, LLC

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: 11/1/2019  
Overall project: 11/1/2019

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## Developments of Regional Impact

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

### DRI #2646

#### 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: Saben Tatum Road  
DRI ID Number: 2646  
Developer/Applicant: Red Rock Developments  
Telephone: 780-233-3837  
Email(s): jbarker@redrockdevelopments.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: 90,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 1,800,000

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)? 0.036 MGD

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

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

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

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

### 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)? 0.022 MGD

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

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

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? 1.25 miles

### 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.) 280/126 a.m. in/out, 123/274 p.m. in/out. See CALYX Traffic Impact Study

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

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

If yes, please describe below: Please refer to the Traffic Study performed by CALYX.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 600

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? 64.2%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater management will be via detention ponds and buffers.

### Environmental Quality

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

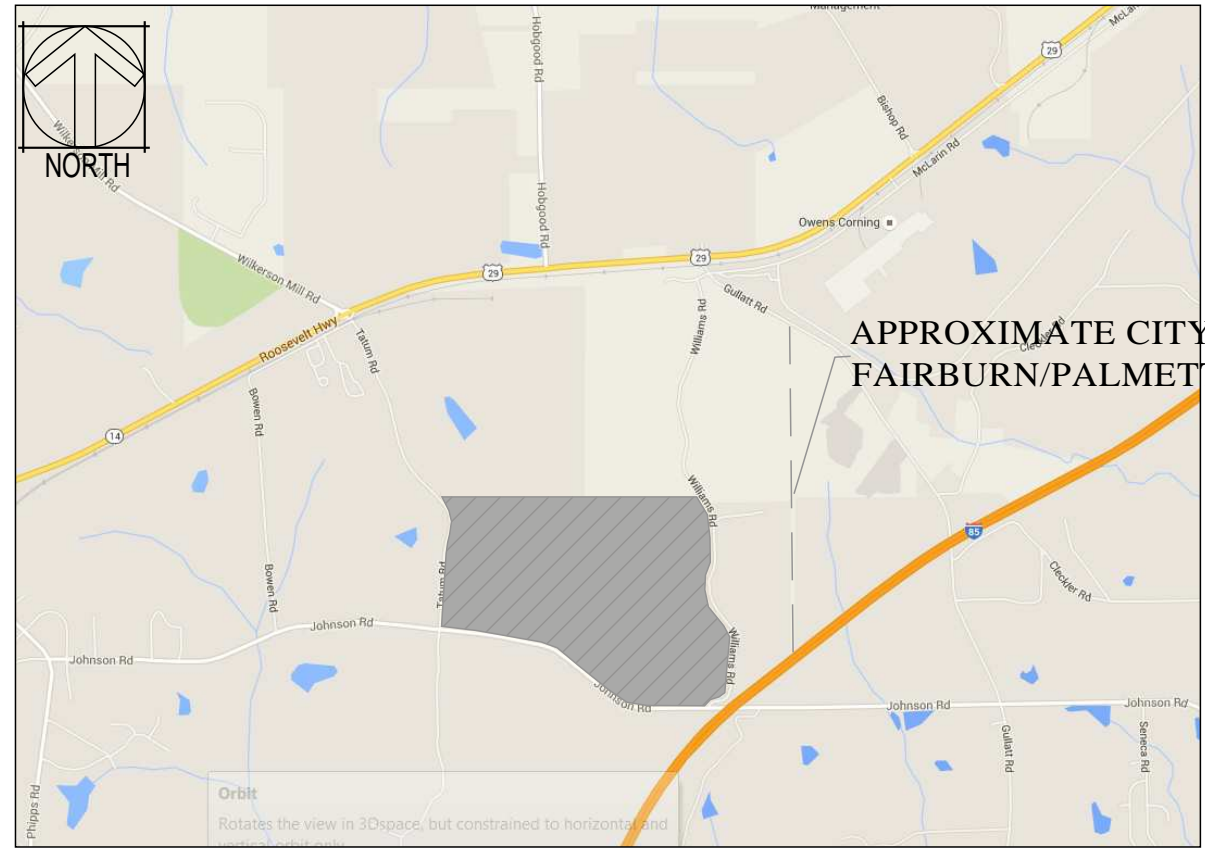
1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not 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:  
Wetlands are currently under permitting and mitigation.

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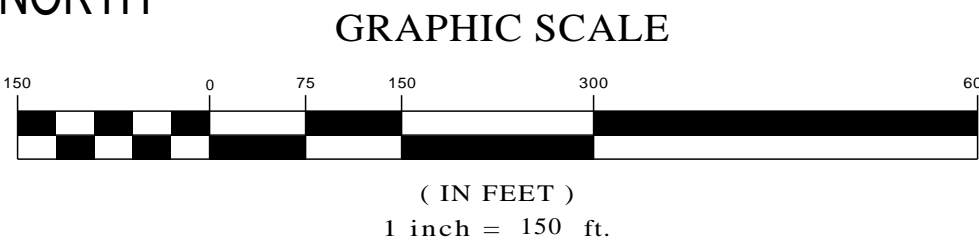
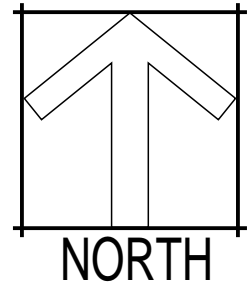
VICINITY MAP  
NOT TO SCALE

PROJECT INFORMATION

ACREAGE:	TOTAL	±214.4 AC
	FLOOD PLAIN (A/AE)	±0 AC
	OPEN SPACE	±32.1 AC
LOCATION:	STREET	TATUM ROAD
	JURISDICTION	CITY OF PALMETTO
	DISTRICT	7
	LAND LOT	125, 132
YIELD:	BUILDING COVER	33.1%
	IMPERVIOUS COVER	64.2%
	DENSITY:	14,396 SF/ACRE
BUILDINGS :	BUILDING 1	1,485,200 S.F.
	BUILDING 1 EXP.	440,800 S.F.
	BUILDING 2	1,100,300 S.F.
	BUILDING 3	60,000 S.F.
	TOTAL	3,086,300 S.F.
PAVEMENT:	PARKING SPACES	±911
	TRUCK DOCKS	±380
	TRAILER STORAGE (DEDICATED)	±476
SERVICES:	SEWER DEMAND	22,775 GPD
	WATER DEMAND	36,120 GPD

ADDITIONAL SITE DATA

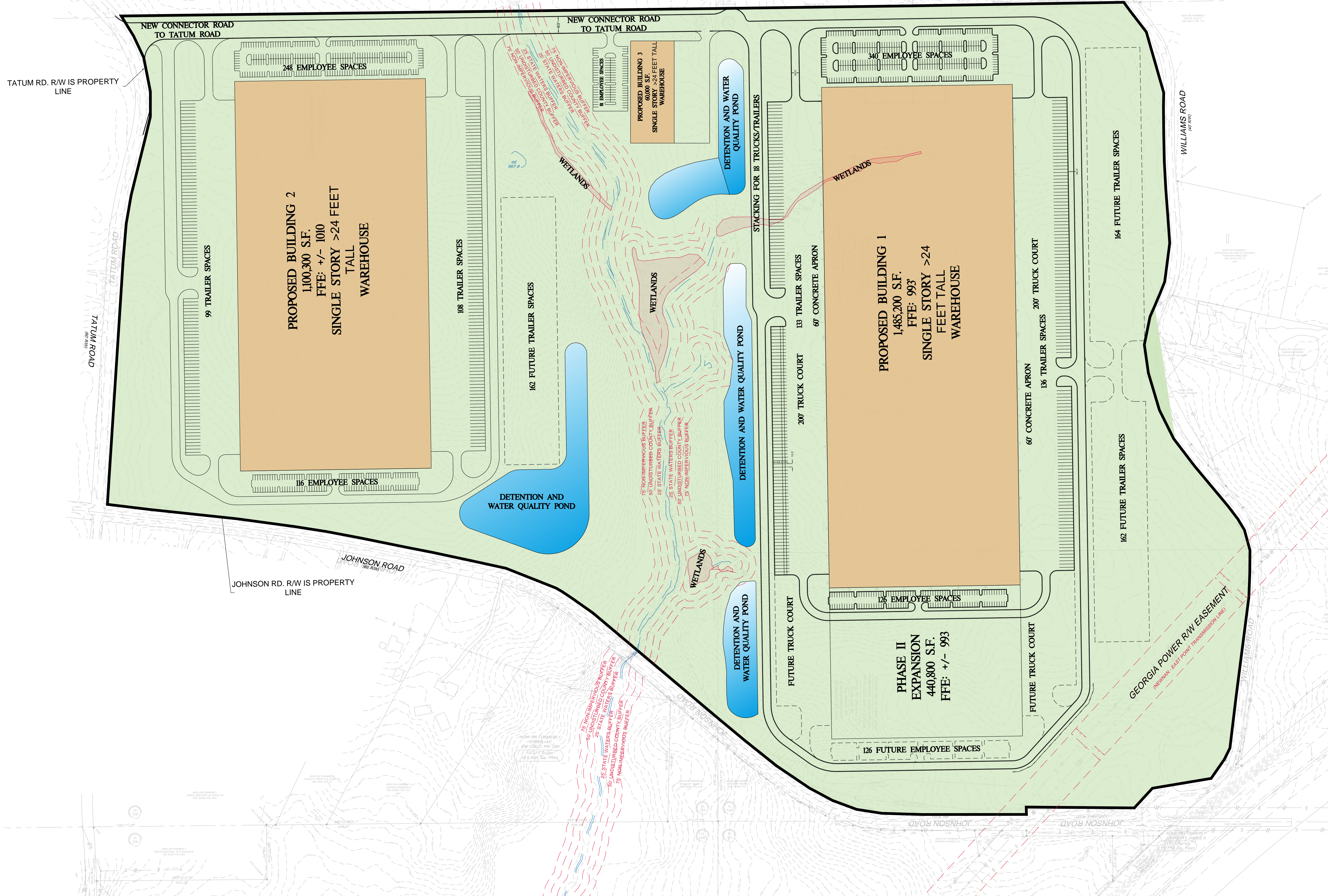
- PROPOSED ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1)
- ZONING YARD SETBACKS: FRONT = 50'; REAR = 20'; SIDE = 20'
- ESTIMATED IMPERVIOUS SURFACE AREA = 5,994,326 S.F. = 137.61 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY
- TO BE CONSTRUCTED AS A SINGLE PHASE. ALL EXISTING BUILDINGS TO BE REMOVED.
- ALL EXISTING STUDIED AND PLANNED INTERSECTIONS ARE STOP-SIGN CONTROLLED.
- ALL ROADWAYS IN VICINITY AND ON THE SITE WILL HAVE A SINGLE LANE IN EACH DIRECTION AND IF FEASIBLE, THE PRESUMED EXISTING R/W WIDTHS.
- NO EXISTING OR PLANNED MEDIANS, SIDEWALKS, BIKE LANES OR TRAILS IN THE VICINITY OF THE SITE.



IMPROVE TATUM ROAD  
APPROXIMATELY 3100LF  
TO U.S. 29 (ROOSEVELT HWY)

TATUM RD. R/W IS PROPERTY  
LINE

JOHNSON RD. R/W IS PROPERTY  
LINE



DRI PLAN

SABEN "SF" TATUM ROAD  
CITY OF PALMETTO  
FULTON COUNTY, GA

NOVEMBER 17, 2016

REVISIONS


CIVIL ENGINEER

EBERLY & ASSOCIATES, INC.  
1852 CENTURY PLACE, SUITE 202  
ATLANTA, GEORGIA 30345

CONTACT: BRIAN BRUMFIELD, P.E.  
(770) 452-7849

TEL770.452.7849 FAX770.452.0086

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ATLANTA, GEORGIA 30345  
WWW.EBERLY.NET

LAND PLANNING  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE



DEVELOPER

RED ROCK DEVELOPMENTS  
1111 METROPOLITAN AVENUE  
SUITE 1035  
CHARLOTTE, NC 28204

CONTACT: JOHN BARKER  
(704) 481-5560

TRAFFIC ENGINEER

CALYX  
RANDY PARKER  
1255 CANTON ST., SUITE G  
ROSWELL, GA 30075  
678-795-3600