



# REGIONAL REVIEW FINDING

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**DATE:** February 20, 2017

**ARC REVIEW CODE:** R1701301

**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 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 Industrial (DRI #2649)

**Submitting Local Government:** City of Palmetto

**Review Type:** Development of Regional Impact    **Date Opened:** Jan. 30, 2017    **Date Closed:** Feb. 20, 2017

**Description:**

This DRI is located entirely in the City of Palmetto on the south side of Weldon Road and Collinsworth Road, west of I-85. The project consists of a 1,000,200-square foot warehouse/distribution facility. Site access is proposed via three full-movement driveways: on Weldon Road, west of its intersection with Collinsworth Road; at the Collinsworth/Weldon intersection; and on Collinsworth Road, just west of its interchange with I-85. The DRI review trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for the development is 2018. This DRI overlaps with a portion of a DRI previously reviewed by ARC (South Transit Distribution Center, DRI #1055) in 2006.

**Comments:**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Developing Suburbs Area of the region. Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. Recommendations for Developing Suburbs are listed at the bottom of this comment section.

This DRI appears to manifest some aspects of regional policy in that it connects to the existing road network at multiple access points. The project could further support regional policy if it incorporated other aspects of the below, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to the site's frontage.

In addition, ARC 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 safe internal site circulation for employees on foot or by another alternative mode. ARC also recommends accommodations for pedestrians and other alternative modes along the site's Collinsworth Road frontage to provide access to existing or future complementary uses, e.g., restaurants or retail uses, without the need for vehicle trips.

–CONTINUED ON NEXT PAGE–

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, this DRI is located within a larger area that is experiencing demand for the development of light industrial, warehouse/distribution and logistics facilities. The DRI is similar to clusters of existing warehouse/distribution development farther to both the north and the south along I-85. However, much of the area surrounding this site, primarily to the southwest and west, is predominated by undeveloped land, farmsteads and residential uses – including areas classified on ARC's UGPM as Developing Rural and Rural. Some of these areas are also outside the City of Palmetto in adjacent unincorporated Coweta County, which borders the DRI on multiple sides of the property. Palmetto's leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to neighboring local governments, land uses and natural resources, to the greatest extent possible. Buffering will be an important consideration as a result.

External comments, received from GDOT and Coweta County, are attached to this report. Also attached are ARC staff comments focused on water resources and transportation considerations. Of particular note are ARC Natural Resources Division staff comments regarding the site's location in the Line Creek small water supply watershed and related requirements for the City and applicant to be aware of. These comments were also included in the Preliminary Report for this DRI.

Further to the above, regional policy recommendations 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

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF TRANSPORTATION  
FULTON COUNTY  
TOWN OF TYRONE  
SOUTH FULTON CID

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF CHATTAHOOCHEE HILLS  
THREE RIVERS REGIONAL COMMISSION

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FAYETTE COUNTY  
CITY OF FAIRBURN  
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>.

**PALMETTO INDUSTRIAL DRI**  
**City of Palmetto**  
**Natural Resources Division Review Comments**

**January 24, 2017**

**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 shows a blue-line stream, Persimmon Creek through the southwestern and southern portions of the project property. The stream and an unmapped tributary are also shown on the submitted site plan for 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 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 a blue line stream, Persimmon Creek running through the southwestern and southern portions of the project property. The submitted site plan shows Persimmon Creek as well as an unmapped tributary on the western side of the property. The tributary and portions of Persimmon creek show a 50-foot stream buffer. A 50-foot wetlands buffer is also shown along designated wetland areas along both streams. However, there are portions of Persimmon Creek that do not have 50 feet of buffer, and the additional 25-foot setback required by both the Part 5 Water Supply Watershed Minimum Criteria and the City of Palmetto's stream buffer ordinance are not shown. The 25-foot State Sediment and Erosion Control Buffer is not shown either. All required buffers and setbacks should be shown on regulations. 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 2649  
DRI Title Palmetto Industrial  
County Coweta County  
City (if applicable) Palmetto  
Address / Location Southwest Corner of I-85 and Weldon Road  
Review Process ☐ EXPEDITED  
☒ NON-EXPEDITED

## REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division  
Staff Lead Marquitrice Mangham  
Copied David Haynes, Haley Berry, Daniel Studdard  
Date January 25, 2017

## TRAFFIC STUDY

Prepared by Marc R. Acampora, PR, LLC  
Date January 19, 2017

## 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 summary section on page 1, paragraph 6 of the analysis states that the ARC database shows no improvement projects in or in close proximity to the study area. A review of ARC's Transportation Improvement Plan shows no planned or programmed improvements in the 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*)

The site plan and traffic study identifies three direct access points to the site located off Weldon Road. According to ARC's Regional Thoroughfares Network map, Weldon Road is not designated as 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 site plan and traffic study identifies three direct access points to the site located off Weldon Road. According to ARC's Regional Thoroughfares Network map, Weldon Road is not designated as a regional thoroughfare.

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)

[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

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

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

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

[Click here to provide comments.](#)



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

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

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

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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

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

[Click here to provide comments.](#)

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

[Click here to provide comments.](#)

\* 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 provides fixed bus route service in Fulton County and in the City of Palmetto. MARTA Bus Route 180 travels along Main Street to Collinsworth Road; however, service is unavailable within one mile of the subject property.

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)

In the summary on page 1, the traffic analysis discusses the possibility of future development of compatible uses adjacent to the subject site in the future; however, no accommodations for future connectivity are shown on the site plan.

**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)

Page 2 of the traffic analysis states that there are no pedestrian or bicycle facilities in the area and that none are proposed with this development. The site plan does not depict any pedestrian or bicycle facilities being proposed internal or external to the development. The project proposes an industrial warehouse use. With no public transit, and low density residential in the area, it is safe to assume that the site will accumulate very little bicycle and pedestrian traffic.

**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)

See comments above.

**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 site plan depicts three access points providing access for both truck and vehicular traffic. The site plan depicts separate parking areas for employees and trucks. No facilities are provided to accommodate bicycle or pedestrian traffic; however, based on the use of the site, bicycle and pedestrian traffic may be very limited.

## **RECOMMENDATIONS**

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

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

[Click here to enter text.](#)

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

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

[Click here to enter text.](#)

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

In order to decrease congestion and increase safety along adjacent road networks, it is ARC's policy to recommend the incorporation of stubouts and/or other methods of inter parcel connectivity within a development whenever possible.

## Andrew Smith

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**From:** Weiss, Megan J <MWeiss@dot.ga.gov>  
**Sent:** Wednesday, February 01, 2017 9:22 AM  
**To:** Andrew Smith  
**Cc:** Mertz, Kaycee; Fowler, Matthew  
**Subject:** RE: ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

Andrew.

GDOT Planning has reviewed the Palmetto Industrial DRI Preliminary report and show no additional GDOT projects, other than those already mentioned in the report. For further information that may be needed concerning this review, please contact Megan Weiss at 404-631-1779 or [mweiss@dot.ga.gov](mailto:mweiss@dot.ga.gov).

Megan Weiss, AICP  
Transportation Planner II  
Georgia Department of Transportation  
Office of Planning-5<sup>th</sup> Floor  
P:404-631-1779 E:[mweiss@dot.ga.gov](mailto:mweiss@dot.ga.gov)

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**From:** Andrew Smith [mailto:[ASmith@atlantaregional.com](mailto:ASmith@atlantaregional.com)]  
**Sent:** Monday, January 30, 2017 4:44 PM  
**To:** 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Zahul, Kathy; Weiss, Megan J; Comer, Carol; Hood, Alan C.; Taylor, Stanford; Wilkerson, Donald; Peek, Tyler; Baxley, Chance; Woods, Dan; DeNard, Paul; Annie Gillespie; Parker Martin; 'BDennard@grta.org'; 'DRI@grta.org'; 'Jon West'; michael.morton@chatthillsga.us; 'Brendetta Walker'; 'Tarika Peeks'; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; ptrocquet@tyrone.org; drimi@tyrone.org; Randy Beck (Randy.Beck@fultoncountyga.gov); Michelle.Macauley@fultoncountyga.gov; Ellington, Morgan; 'jbrantley@threeriversrc.com'; Paul Jarrell; James Abraham; rtolleson@coweta.ga.us; White, Angela; Handley, Tod; Edwards, Tavoires; gwright@coweta.ga.us; jgray@southfultonicid.com; J. Clark Boddie; whshell@citypalmetto.com; Cindy Hanson; Steve Moore; Dannille McGouirk; Sean Shanks; 'Donna Black'; npramik@tpa-grp.com; 'Rees Waite'; jbres@tpa-grp.com; 'Marc Acampora'  
**Cc:** Community Development; Mike Alexander; David Haynes; Haley Berry; Marquitrice Mangham; Daniel Studdard; Jim Santo; Jim Skinner  
**Subject:** ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

### **Development of Regional Impact (DRI) – Request for Comments**

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Palmetto Industrial (DRI #2469)**.

This DRI is located entirely in the City of Palmetto on the south side of Weldon Road and Collinsworth Road, west of I-85. The project consists of a 1,000,200-square foot warehouse/distribution facility. Site access is proposed via three full-movement driveways: on Weldon Road, west of its intersection with Collinsworth Road; at the Collinsworth/Weldon intersection; and on Collinsworth Road, just west of its interchange with I-85. The DRI review trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for the development is 2018. This DRI overlaps with a portion of a DRI previously reviewed by ARC (South Transit Distribution Center, DRI #1055) in 2006.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **February 14, 2016**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Palmetto Industrial" in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, January 31.

**Date opened:** January 30, 2017

**Deadline for comments:** February 14, 2017

**Close by:** February 20, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538

P | 404.463.5581

F | 404.463.3254

[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

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**Pedestrian deaths are surging in Georgia** - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit [www.dot.ga.gov/DS/SafetyOperation/SBS](http://www.dot.ga.gov/DS/SafetyOperation/SBS). #ArriveAliveGA



## Andrew Smith

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Thursday, February 02, 2017 9:48 PM  
**To:** Andrew Smith  
**Cc:** Brian, Steve; Comer, Carol; Edmisten, Colette  
**Subject:** RE: ARC DRI Review Notification: Palmetto Industrial (DRI #2469)  
**Attachments:** Preliminary Report - Palmetto Industrial .pdf

Andrew,

The proposed project consisting of a 1,000,200-square foot warehouse/distribution facility in Palmetto, GA, just west of Weldon Road and I-85 interchange is not located within 10 miles of any civil airport, and is located outside of any of FAA surface, and compatible land use areas, and does not appear to impact any airport.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 90 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/IS/AirportAid>

---

**From:** Andrew Smith [mailto:ASmith@atlantaregional.com]  
**Sent:** Monday, January 30, 2017 4:44 PM  
**To:** 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Zahul, Kathy; Weiss, Megan J; Comer, Carol; Hood, Alan C.; Taylor, Stanford; Wilkerson, Donald; Peek, Tyler; Baxley, Chance; Woods, Dan; DeNard, Paul; Annie Gillespie; Parker Martin; 'BDennard@grta.org'; 'DRI@grta.org'; 'Jon West'; michael.morton@chatthillsga.us; 'Brendetta Walker'; 'Tarika Peeks'; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; pprocquet@tyrone.org; drimi@tyrone.org; Randy Beck (Randy.Beck@fultoncountyga.gov); Michelle.Macauley@fultoncountyga.gov; Ellington, Morgan; 'jbrantley@threeriversrc.com'; Paul Jarrell; James Abraham; rtolleson@coweta.ga.us; White, Angela; Handley, Tod; Edwards, Tavoires; gwright@coweta.ga.us; jgray@southfultoncid.com; J. Clark Boddie; whshell@citypalmetto.com; Cindy Hanson; Steve Moore; Dannille McGouirk; Sean Shanks; 'Donna Black'; npramik@tpa-grp.com; 'Rees Waite'; jbres@tpa-grp.com; 'Marc Acampora'  
**Cc:** Community Development; Mike Alexander; David Haynes; Haley Berry; Marquitrice Mangham; Daniel Studdard; Jim Santo; Jim Skinner  
**Subject:** ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

### **Development of Regional Impact (DRI) – Request for Comments**

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Palmetto Industrial (DRI #2469)**.

This DRI is located entirely in the City of Palmetto on the south side of Weldon Road and Collinsworth Road, west of I-85. The project consists of a 1,000,200-square foot warehouse/distribution facility. Site access is proposed via three full-movement driveways: on Weldon Road, west of its intersection with Collinsworth Road; at the Collinsworth/Weldon intersection; and on Collinsworth Road, just west of its interchange with I-85. The DRI review trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for the development is 2018. This DRI overlaps with a portion of a DRI previously reviewed by ARC (South Transit Distribution Center, DRI #1055) in 2006.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **February 14, 2016**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Palmetto Industrial" in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, January 31.

**Date opened:** January 30, 2017

**Deadline for comments:** February 14, 2017

**Close by:** February 20, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538

P | 404.463.5581

F | 404.463.3254

[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

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**Pedestrian deaths are surging in Georgia** - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit [www.dot.ga.gov/DS/SafetyOperation/SBS](http://www.dot.ga.gov/DS/SafetyOperation/SBS). #ArriveAliveGA

## Andrew Smith

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**From:** Peek, Tyler <tpeek@dot.ga.gov>  
**Sent:** Thursday, February 02, 2017 12:45 PM  
**To:** Andrew Smith  
**Cc:** Taylor, Stanford  
**Subject:** RE: ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

We recommend that the easternmost driveway as a right-in/right-out be eliminated. If this is not feasible, then we recommend a median or other physical barrier be constructed on Collinsworth Road in that vicinity to avoid violation of a right-in/right-out traffic pattern for the easternmost entrance.

## Tyler Peek, P.E.

District Traffic Engineer  
GDOT District Three – Thomaston  
706.646.7591 (office)

---

**From:** Andrew Smith [mailto:ASmith@atlantaregional.com]  
**Sent:** Monday, January 30, 2017 4:44 PM  
**To:** 'jud.turner@gaepd.org' <jud.turner@gaepd.org>; VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Taylor, Stanford <stataylor@dot.ga.gov>; Wilkerson, Donald <dowilkerson@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Baxley, Chance <cbaxley@dot.ga.gov>; Woods, Dan <dwoods@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Annie Gillespie <agillespie@georgiatolls.com>; Parker Martin <PMartin@GRTA.org>; 'BDennard@grta.org' <BDennard@grta.org>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; michael.morton@chatthillsga.us; 'Brendetta Walker' <bwalker@fairburn.com>; 'Tarika Peeks' <tpeeks@fairburn.com>; pfrisina@fayettecountyga.gov; pmallon@fayettecountyga.gov; ptrocquet@tyrone.org; drimi@tyrone.org; Randy Beck (Randy.Beck@fultoncountyga.gov) <Randy.Beck@fultoncountyga.gov>; Michelle.Macauley@fultoncountyga.gov; Ellington, Morgan <Morgan.Ellington@fultoncountyga.gov>; 'jbrantley@threeriversrc.com' <jbrantley@threeriversrc.com>; Paul Jarrell <pjarrell@threeriversrc.com>; James Abraham <jabraham@threeriversrc.com>; rtolleson@coweta.ga.us; White, Angela <awhite@coweta.ga.us>; Handley, Tod <thandley@coweta.ga.us>; Edwards, Tavoires <tedwards@coweta.ga.us>; gwright@coweta.ga.us; jgray@southfultonicid.com; J. Clark Boddie <mayor@citypalmetto.com>; whshell@citypalmetto.com; Cindy Hanson <hanson@citypalmetto.com>; Steve Moore <smoore@moorebass.com>; Dannille McGouirk <dMcGouirk@moorebass.com>; Sean Shanks <sshanks@moorebass.com>; 'Donna Black' <donna@brent.us>; npramik@tpa-grp.com; 'Rees Waite' <rwaite@tpa-grp.com>; jbres@tpa-grp.com; 'Marc Acampora' <acamporatraffic@comcast.net>  
**Cc:** Community Development <CommunityDevelopment@atlantaregional.com>; Mike Alexander <MAlexander@atlantaregional.com>; David Haynes <DHaynes@atlantaregional.com>; Haley Berry <HBerry@atlantaregional.com>; Marquitrice Mangham <MMangham@atlantaregional.com>; Daniel Studdard <DStuddard@atlantaregional.com>; Jim Santo <JSanto@atlantaregional.com>; Jim Skinner <JSkinner@atlantaregional.com>  
**Subject:** ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

### Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Palmetto Industrial (DRI #2469)**.

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As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **February 14, 2016**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Palmetto Industrial" in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, January 31.

**Date opened:** January 30, 2017

**Deadline for comments:** February 14, 2017

**Close by:** February 20, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538

P | 404.463.5581

F | 404.463.3254

[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

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**Pedestrian deaths are surging in Georgia** - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit [www.dot.ga.gov/DS/SafetyOperation/SBS](http://www.dot.ga.gov/DS/SafetyOperation/SBS). #ArriveAliveGA

## Andrew Smith

---

**From:** Tolleson, Robert <rtolleson@coweta.ga.us>  
**Sent:** Tuesday, February 07, 2017 4:21 PM  
**To:** Andrew Smith  
**Cc:** Edwards, Tavoires; Handley, Tod; beechcove90@gmail.com  
**Subject:** FW: ARC DRI Review Notification: Palmetto Industrial (DRI #2469) -Palmetto Industrial  
**Attachments:** CompPlanCommentsDRI2469.doc

Andrew,

Please see below comments from the Coweta County Transportation and Engineering Department regarding DRI #2469. Within their review are two conditions that are being recommended related to transportation improvements.

In addition, please find comments from Sandra Parker regarding landscaping, setbacks and buffers associated with this proposed development.

Therefore, Coweta County respectfully request that the listed conditions are placed on the proposed development.

If you should have questions, please let me know.

Best regards,

## Robert L. Tolleson

Division Director of Planning & Development  
Coweta County Planning Department  
22 East Broad Street  
Newnan, GA 30263  
770-254-2635 Phone

---

**From:** Edwards, Tavoires  
**Sent:** Tuesday, February 07, 2017 12:25 PM  
**To:** Tolleson, Robert  
**Cc:** Fouts, Michael; Mickel, Kelly; Handley, Tod; White, Angela; beechcove90@gmail.com  
**Subject:** RE: ARC DRI Review Notification: Palmetto Industrial (DRI #2469) -Palmetto Industrial

Robert,

The Coweta County Transportation & Engineering Department has reviewed the transportation analysis and site plan submitted for the Palmetto Industrial DRI #2649 and request that the following conditions be placed on the proposed development of the property:

- 1) The applicant/developer shall be responsible for realigning the intersection of Collinworth Road with the main site access drive (proposed site access #2) at Weldon Road and the signalization of this intersection. The realignment and signalization of this intersection shall include the addition of left and right turn lanes on all three approaches to the intersection.
- 2) Per the recommendations of the DRI transportation analysis, the applicant/developer shall be responsible for adding left and right turn lanes at Site Access #1 and Site Access #3, unless a right-in-right-out is approved at Site Access #3.

Please contact Tod Handley or me if you have any questions.

Regards,  
Tavores

**Tavores Edwards**

Transportation Manager  
Coweta County Transportation & Engineering Department  
21 East Washington Street  
Newnan, Georgia 30263  
Phone: 770.683.2300 | Fax: 770.683.2014  
[tedwards@coweta.ga.us](mailto:tedwards@coweta.ga.us)

---

**From:** Tolleson, Robert

**Sent:** Tuesday, January 31, 2017 3:59 PM

**To:** Edwards, Tavores; [beechnove90@gmail.com](mailto:beechnove90@gmail.com); Handley, Tod; Jones, Jay R; External - Boren, Jay; Martin, Brice; Wilson, Pat

**Cc:** Fouts, Michael; Mickle, Kelly

**Subject:** FW: ARC DRI Review Notification: Palmetto Industrial (DRI #2469) -Palmetto Industrial

The Atlanta Regional Commission has provided their preliminary report for DRI #2469 Palmetto Industrial Project, City of Palmetto. Please review the attached copy for your area of interest.

Should you have cause for concern and wish to return comments, please forward them to my attention prior to February 10, 2017. Comments received will be provided to the Atlanta Regional Commission for inclusion in their review.

Thank you for your assistance.

**Robert L. Tolleson**

Division Director of Planning & Development  
Coweta County Planning Department  
22 East Broad Street  
Newnan, GA 30263  
770-254-2635 Phone

---

**From:** Andrew Smith [<mailto:ASmith@atlantaregional.com>]

**Sent:** Monday, January 30, 2017 4:44 PM

**To:** 'jud.turner@gaepd.org'; 'cyvandyke@dot.ga.gov'; [mfowler@dot.ga.gov](mailto:mfowler@dot.ga.gov); Kathy Zahul ([kzahul@dot.ga.gov](mailto:kzahul@dot.ga.gov)); Weiss, Megan J; 'ccomer@dot.ga.gov'; Hood, Alan C. ([ahood@dot.ga.gov](mailto:ahood@dot.ga.gov)); 'stataylor@dot.ga.gov'; 'Donald Wilkerson'; 'Tyler Peek'; Baxley, Chance; 'Woods, Dan' ([dwoods@dot.ga.gov](mailto:dwoods@dot.ga.gov)); DeNard, Paul; Annie Gillespie; Parker Martin; 'BDennard@grta.org'; 'DRI@grta.org'; 'Jon West'; [michael.morton@chatthillsga.us](mailto:michael.morton@chatthillsga.us); 'Brendetta Walker'; 'Tarika Peeks'; [pfrisina@fayettecountyga.gov](mailto:pfrisina@fayettecountyga.gov); [pmallon@fayettecountyga.gov](mailto:pmallon@fayettecountyga.gov); [ptrocquet@tyrone.org](mailto:ptrocquet@tyrone.org); [drimi@tyrone.org](mailto:drimi@tyrone.org); Randy Beck ([Randy.Beck@fultoncountyga.gov](mailto:Randy.Beck@fultoncountyga.gov)); [Michelle.Macauley@fultoncountyga.gov](mailto:Michelle.Macauley@fultoncountyga.gov); Ellington, Morgan; 'jbrantley@threeriversrc.com'; Paul Jarrell; James Abraham; Tolleson, Robert; White, Angela; Handley, Tod; Edwards, Tavores; Wright, Greg; [jgray@southfultonicid.com](mailto:jgray@southfultonicid.com); J. Clark Boddie; [whshell@citypalmetto.com](mailto:whshell@citypalmetto.com); Cindy Hanson; Steve Moore; Dannille McGouirk; Sean Shanks; 'Donna Black'; [npramik@tpa-grp.com](mailto:npramik@tpa-grp.com); 'Rees Waite'; [jbrees@tpa-grp.com](mailto:jbrees@tpa-grp.com); 'Marc Acampora'

**Cc:** Community Development; Mike Alexander; David Haynes; Haley Berry; Marquitrice Mangham; Daniel Studdard; Jim Santo; Jim Skinner

**Subject:** ARC DRI Review Notification: Palmetto Industrial (DRI #2469)

## **Development of Regional Impact (DRI) – Request for Comments**

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This DRI is located entirely in the City of Palmetto on the south side of Weldon Road and Collinsworth Road, west of I-85. The project consists of a 1,000,200-square foot warehouse/distribution facility. Site access is proposed via three full-movement driveways: on Weldon Road, west of its intersection with Collinsworth Road; at the Collinsworth/Weldon intersection; and on Collinsworth Road, just west of its interchange with I-85. The DRI review trigger for this project is a rezoning application filed with the City of Palmetto. The projected build-out for the development is 2018. This DRI overlaps with a portion of a DRI previously reviewed by ARC (South Transit Distribution Center, DRI #1055) in 2006.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **February 14, 2016**.

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**Date opened:** January 30, 2017

**Deadline for comments:** February 14, 2017

**Close by:** February 20, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538

P | 404.463.5581

F | 404.463.3254

[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

## *Coweta County Planning Department*

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Inter-Office Memo to: Robert L. Tolleson, Director of Planning

From: Sandra R. Parker, Comprehensive Plan Contractor

Date: February 7, 2017

Re: Review of Palmetto Industrial  
DRI # 2469

---

The Future Development Map recommends the Interstate Gateway character area at the south and east boundaries of the subject property; and the Infill Neighborhood Low Density and Conservation character area at the west boundary of the property. Existing unincorporated land uses adjacent to the subject property are: a large wooded tract on the south boundary; on the west is a smaller wooded estate tract in single family use; on the north are Weldon Road and Collinsworth Road; and on the east is Interstate 85. Opposite the subject property on the north right-of-way of Weldon Road is the Coweta-Fayette EMC. An unincorporated commercial district consisting of a gasoline service station and sit down restaurant has developed in the northeast quadrant of the intersection of Collinsworth Road and I-85. A small unincorporated, undeveloped commercial district is present on the north boundary, between the subject property frontage on Collinsworth Road and the I-85 southbound ramp.

The Interstate Gateway character area encompasses the intersection of I-85 at Weldon Road; except where the Palmetto City Limits intervene. Land uses recommended for this character area include office, commercial retail and services, institutional, and light industrial. The Infill Neighborhood Low Density character area is found adjacent west of the subject property where single family residential tracts have developed. The Conservation character area near the west boundary of the subject property is associated with Persimmon Creek; upstream from the seven mile threshold of the Line Creek Water Supply Watershed.

The proposed light industrial use is consistent with the land use recommendation for this location. Exceptional landscaping, architectural and design features are recommended for development within the Interstate Gateway character area. Vegetative buffers and building setbacks respective of the Line Creek Water Supply Watershed are required; and buffers between the city's light industrial district and unincorporated residential zoning districts are also recommended.





## Developments of Regional Impact

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

### DRI #2649

#### 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: City of 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 Industrial  
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): SW of the I-85/Collinsworth Rd. interchange, bounded by Weldon Rd. on the NW  
Brief Description of Project: 1,000,200 sq. ft. warehouse facility on Land Lots 97 and 128 of the 7th District of Coweta County (Parcel ID 129 7097 002). Said property is SW of the I-85/Collinsworth Rd. interchange, bounded by Weldon Rd. on the NW, and is located entirely within the incorporated limits of the City of Palmetto.

#### 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.): 1,000,200 sq. ft.

Developer: Palmetto Industrial Partners

Mailing Address: 3350 Riverwood Parkway, Suite 750

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: 770-436-3400

Email: [npramik@tpa-grp.com](mailto:npramik@tpa-grp.com)

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

If yes, property owner: Brent West Village LLC & Dirt Control 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: 12/31/2018  
Overall project: 12/31/2018

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



## Developments of Regional Impact

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

### DRI #2649

#### 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: City of Palmetto  
Individual completing form: William H. Shell  
Telephone: 770-463-3377  
Email: whshell@citypalmetto.com

#### Project Information

Name of Proposed Project: Palmetto Industrial  
DRI ID Number: 2649  
Developer/Applicant: Palmetto Industrial Partners  
Telephone: 770-436-3400  
Email(s): npramik@tpa-grp.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: \$45,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$153,000

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: Coweta County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.24 MGD

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

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

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

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

### Wastewater Disposal

Name of wastewater treatment provider for this site: City of Palmetto

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.24 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?NEW LIFT STATION AND 1.5 MILES OF FORCE MAIN

### 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.) 3,572 DAILY TRIPS WITH 293 A.M. AND 260 P.M. PEAK HOUR TRIPS

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

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

If yes, please describe below:SIGNALIZATION OF THE EXISTING INTERSECTION OF WELDON ROAD AND COLLINSWORTH ROAD, EXCLUSIVE LEFT-TURN LANES IN WELDON ROAD AT ALL FULL-MOVEMENT ACCESSSES.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,250 TONS

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

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

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

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 60%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:UNDISTURBED BUFFERS AND IMPERVIOUS SETBACKS HAVE BEEN PROPOSED ALONG ALL JURISDICTIONAL STREAMS. EXISTING STREAMS AND FLOODPLAIN WILL BE PRESERVED AS OPEN SPACE.DEVELOPMENT WILL INCLUDE STORMWATER DETENTION AND WATER QUALITY PONDS 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:  
A PERMIT IS REQUIRED TO FILL AN EXISTING POND AND DRAINAGE OUTFALL. POND AND OUTFALL ARE THE RESULT OF A BORROW PIT INSTALLED ON THE PROPERTY DURING THE CONSTRUCTION OF INTERSTATE 85. PERMIT APPLICATION IS CURRENTLY UNDER REVIEW BY THE U.S. ARMY CORPS OF ENGINEERS.

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