



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: January 30, 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 preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Palmetto Industrial (DRI #2469)

Review Type: DRI

Submitting Local Government: City of Palmetto

Date Opened: Jan. 30, 2017

Deadline for Comments: Feb. 14, 2017

Date to Close: 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.

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

This DRI appears to manifest some aspects of regional policy noted above in that it connects to the existing road network in the area. The project could further support regional policy if it incorporated other features mentioned above, including green infrastructure and low-impact design (e.g., rain gardens, vegetated swales, etc.) in site driveways, parking areas and loading areas.

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 the 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.

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 site is in an area predominated by undeveloped land, farmsteads and residential uses – including areas classified on ARC's UGPM as Developing Rural and Rural, primarily southwest and west of this site. City leadership and the applicant team should collaborate to balance the goals of new development and sensitivity to rural character and natural resources, to the greatest extent possible in the context of this DRI. This is also important given the project's location bordering unincorporated Coweta County on multiple sides of the property.

Additional preliminary comments are included in this report, focused on water resources and transportation considerations.

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. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Palmetto Industrial** *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

Return Date: *February 14, 2017*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1701301

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Review Type: Development of Regional Impact

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.

Date Opened: January 24, 2017

Date to Close: February 20, 2017

Response:

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

COMMENTS:

[illegible]

PALMETTO 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) 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.



Developments of Regional Impact

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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

*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

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

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Developments of Regional Impact

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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 ACCESSES.

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:

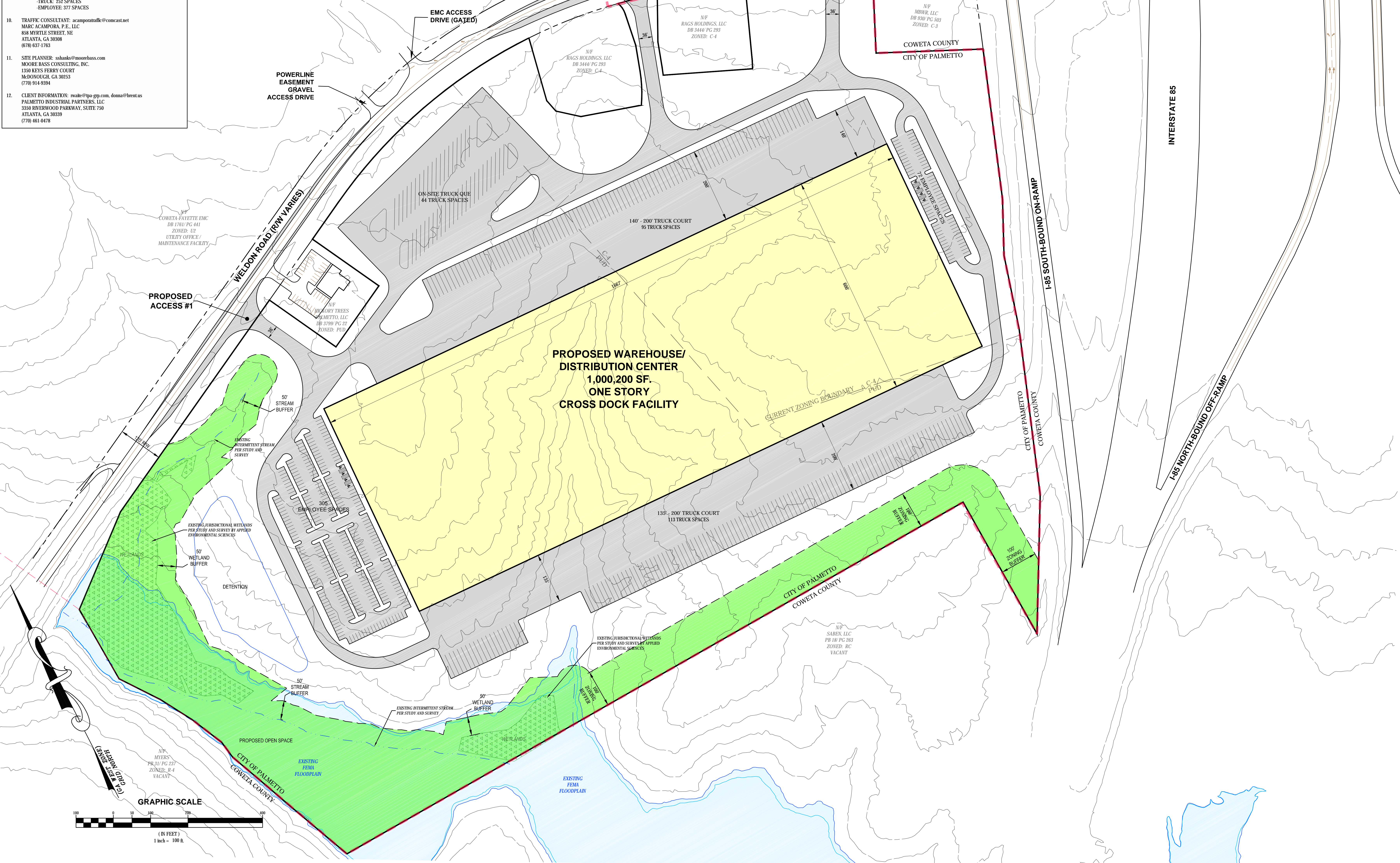
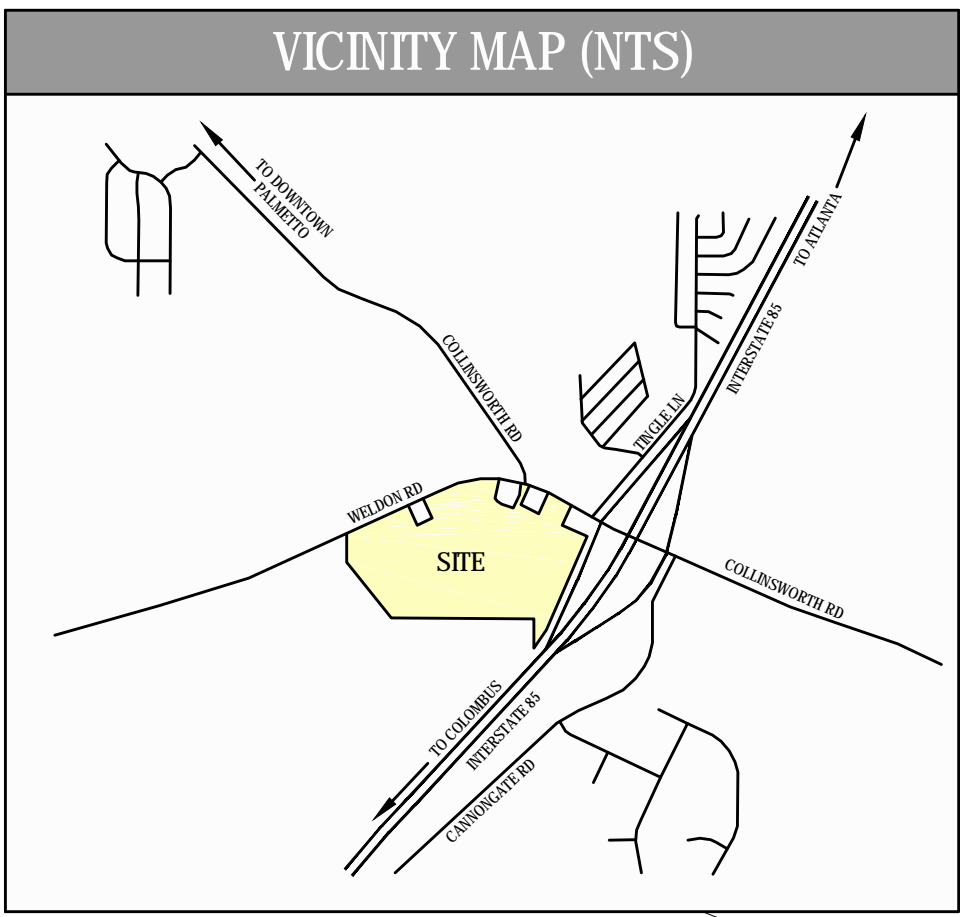
1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not 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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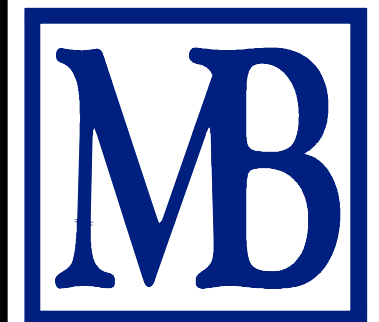
- GENERAL INFORMATION**
1. DRI NUMBER: 2649
 2. PROJECT NAME: PALMETTO INDUSTRIAL
 3. SITE ACREAGE: 81.84 ACRES
 4. CURRENT ZONING: C-4 PUD
 5. PROPOSED ZONING: M-1
 6. FLOOR AREA RATIO CALCULATION:
- SITE AREA: 81.34 AC.
- PROPOSED FLOOR AREA: 22.90 AC.
- PROPOSED FLOOR AREA RATIO: 28.1%
 7. PROPOSED OPEN SPACE: 13.25 AC.
 8. REQUIRED PARKING:
- PARKING UNIT: EMPLOYEE
- PARKING REQUIREMENT PER UNIT: 1 SPACE PER EMPLOYEE
- PROPOSED UNITS: 377
- PARKING SPACES REQUIRED: 377
 9. PROPOSED PARKING:
- TRUCK: 252 SPACES
- EMPLOYEE: 377 SPACES
 10. TRAFFIC CONSULTANT: acampora@comcast.net
MARC ACAMPORA, P.E., LLC
838 MYRTLE STREET, NE
ATLANTA, GA 30308
(678) 637-1763
 11. SITE PLANNER: ssb@moorebass.com
MOOREBASS CONSULTING, INC.
1350 KEYS FERRY COURT
MCDONOUGH, GA 30253
(770) 914-9394
 12. CLIENT INFORMATION: rwaite@tpa-gp.com, doma@brent.us
PALMETTO INDUSTRIAL PARTNERS, LLC
3350 RIVERWOOD PARKWAY, SUITE 750
ATLANTA, GA 30339
(770) 461-0478



CLIENT NAME
PALMETTO INDUSTRIAL PARTNERS, LLC
3350 RIVERWOOD PARKWAY, SUITE 750
ATLANTA, GEORGIA 30339

PROJECT NAME
PALMETTO INDUSTRIAL
PALMETTO, GEORGIA

REVISIONS



A41031-GRTA SP

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SEAL

SHEET TITLE
DRI-2649
SITE PLAN

SHEET
1.0