

DATE: May 7, 2021

ARC REVIEW CODE: R2104191

TO: Mayor J. Clark Boddie  
ATTN TO: Cindy Hanson, City Clerk  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

**Name of Proposal:** Palmetto Downs DRI #3202

**Submitting Local Government:** City of Palmetto

**Review Type:** Development of Regional Impact    **Date Opened:** April 19, 2021    **Date Closed:** May 7, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Palmetto on a pair of sites totaling 188 acres at 8193 Wilkerson Mill Road. Four access points are proposed: Three on the south side of Wilkerson Mill Road and one on the north side. The nearest access to a state route is approximately 0.6 miles northwest of the intersection with Roosevelt Highway (US 29/SR 14). The project proposes a total of 841 residential units and 15,000 SF of commercial use. The local trigger action is a rezoning. Expected buildout is 2030.

**Comments:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Rural Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. Developing Rural and Rural Areas are mostly undeveloped land within the region. Developing Rural areas are areas that are being planned for new development, and Rural Areas are areas that are planned to see limited or no growth. Both of these areas may have limited infrastructure and services. General RDG information and recommendations for Developing Rural areas are listed at the bottom of these comments.

The proposed DRI follows some aspects of regional policy. It provides a more diverse collection of housing types in a location that is seeing increased demand and a lack of quality multifamily housing. It introduces limited retail options that are walkable to the residents within the DRI, offering the opportunity to reduce some vehicle trips. The internal street network of the project offers multiple entry and exit points and pedestrian connectivity among uses.

The project as presented appears to be mostly compatible with its designation as a Mixed Use location in the 2017 City of Palmetto Comprehensive Plan. The proposed zoning of PUD (Planned Unit Development) is a compatible zoning for this location.

Internally, the project appears to offer quality pedestrian connectivity among the different uses. It proposes a multi-use path that connects the different elements of the neighborhood. The inclusion of covered school bus stops is a thoughtful amenity for future residents. The site plan proposes an 8-foot-wide facility, which is less than the recommended width for multi-use trails. Please refer to bike and pedestrian resources from ARC, GDOT, NACTO, and other organizations for more detailed recommendations on design elements that will ensure the path is a useful and attractive option for users. These include raised crossings for the path across driveways, lighting, and wayfinding. Another pedestrian safety and accessibility concern is the lack of a crossing option on Wilkerson Mill Road for current residents and future residents of the northern portion of the DRI to access the retail and amenities on the main portion of the site without driving. More resources are available at <https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/>.

The commercial portions of the project on Wilkerson Mill Road (marked "CO-1 Commercial" and "PU-1 Public Use" on the site plan) are auto-oriented from both the external street frontage and the internal street for residents. They are surrounded by surface parking on all sides, forcing pedestrians from any direction to navigate the parking lots to reach the buildings. A better design for a mixed-use community would orient the buildings along the edges of the streets and place parking behind them.

The DRI is located directly west of Wilkerson Mill-Farris Park, which is located in the City of South Fulton. Despite the jurisdictional difference, this is an appealing community amenity for all surrounding residents and cooperation is encouraged across jurisdictions to make it accessible. For example, the frontage of the park currently doesn't have a sidewalk on either side. The DRI proposes building sidewalk up to the property line. The sidewalks should be continued up to the park entrance, for the benefit of both cities' residents.

Please see the attached comment from the City of South Fulton staff, which expresses concern about the scale of this residential and commercial development in this location and its potential impact on their jurisdiction. Because of the particular boundaries shared by South Fulton and the surrounding cities, these concerns require ongoing cooperation through planning, construction, and occupancy of the community.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. The project's zoning application notes that the proposed site plan identifies and protects as open space the 100-year floodplain and state water of an unnamed tributary of Little Bear Creek. Additional comments from ARC's Natural Resources Group note that the site falls within the Bear Creek Watershed, but it will not be considered a small water supply watershed under state law if a previously proposed reservoir is not developed. See the attached comments for additional details.

Further to the comments above, the Atlanta Region's Plan offers the following strategies for Rural and Developing Rural Areas:

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

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
MARTA	FULTON COUNTY	CITY OF SOUTH FULTON
CITY OF FAIRBURN	CITY OF CHATTAHOOCHEE HILLS	FAYETTE COUNTY
COWETA COUNTY	THREE RIVERS REGIONAL COMMISSION	

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or [ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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

### DRI #3202

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

#### Local Government Information

Submitting Local  
Government: Palmetto

Individual completing form: Cindy Hanson

Telephone: 770-463-3377

E-mail: [hanson@citypalmetto.com](mailto:hanson@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 Downs

Location (Street Address, Ono Road/Wilkerson Mill Road, Fulton County Parcel ID numbers 07 310000910560, 07 GPS Coordinates, or Legal 310000700763, 07 3 Land Lot Description):

Brief Description of Project: The intent of this request is to rezone 187.72 acres of land to PUD (Planned Unit Development) for the development of a mixed use, planned development. The development will consist of single-family residential, multi-family apartments, town homes, neighborhood commercial, and a site reserved for a future public use.

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 841 Units of residential, 30,000 sf Commercial/Public Use

Developer: General Holdings Unlimited

Mailing Address: P. O. Box 2422

Address 2:

City: McDonough State: GA Zip: 30253

Telephone: 404-925-9103

Email: [neil@libertycommunities.com](mailto:neil@libertycommunities.com)

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

If yes, property owner: Wilkerson M OSCP2 LLC, Wilkerson M OSCP One LLC, Wilkerson M OSCP Two 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:

☒ Rezoning  
The initial action being  
requested of the local  
government for this project: ☐ 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: 2030  
Overall project: 2030

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## Developments of Regional Impact

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### DRI #3202

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

#### Local Government Information

Submitting Local Government: Palmetto  
Individual completing form: Cindy Hanson  
Telephone: 770-463-3377  
Email: [hanson@citypalmetto.com](mailto:hanson@citypalmetto.com)

#### Project Information

Name of Proposed Project: Palmetto Downs  
DRI ID Number: 3202  
Developer/Applicant: General Holdings Unlimited  
Telephone: 404-925-9103  
Email(s): [neil@libertycommunities.com](mailto:neil@libertycommunities.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: \$189,432,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,950,000

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

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

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

#### Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.258

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)? 0.258

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

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

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

If yes, how much additional line (in miles) will be required? 1.0

### 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.) 465 a.m. peak, 625 p.m. peak

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: It is recommended that a westbound right turn lane be added on Wilkerson Mill Road at GA 154 and a southbound left turn lane should be added on GA 154 at Wilkerson Mill Road. Exclusive left and right turn lanes should be built on Wilkerson Mill Road at each project access. A traffic light should be added at the intersection of Roosevelt Hwy/Hwy 29 and Wilkerson Mill Road.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,256

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? 36.50%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A minimum 50' buffer will be maintained around the perimeter of the site. The site will also contain a 50' undisturbed buffer around any streams with an additional 25' impervious setback to preserve a natural filtration strip to capture potential pollutants and allow natural infiltration. All street drainage will be captured via a closed drainage network and discharged into a stormwater management facility. This facility will provide both stormwater quality treatment and quantity reduction to mitigate post developed flow rates.

### 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:

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## Greg Giuffrida

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Tuesday, May 4, 2021 12:06 PM  
**To:** Greg Giuffrida  
**Subject:** RE: ARC DRI Review Notification: Palmetto Downs DRI #3202  
**Attachments:** ARC Preliminary Report - Palmetto Downs DRI 3202.pdf

Greg,

The proposed mixed-use project in the City of Palmetto on a pair of sites totaling 188 acres at 8193 Wilkerson Mill Road is 13 miles from Hartsfield - Jackson Atlanta International Airport (ATL) and outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception if construction or construction equipment exceeds 80' above the ground level. If construction or construction equipment exceeds 80' above the ground level an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts 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*



*Aviation Programs*

600 West Peachtree Street NW  
6<sup>th</sup> Floor  
Atlanta, GA, 30308  
404.660.3394 cell  
404.532.0082 office

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**From:** Greg Giuffrida <GGiuffrida@atlantaregional.org>  
**Sent:** Tuesday, April 20, 2021 4:17 PM  
**To:** Aimee Akins <aakins@moorebass.com>; Alex McCart <amccart@moorebass.com>; awhite@coweta.ga.us; Brenan Stearns - Fulton County School System (stearns@fultonschool.org) <stearns@fultonschool.org>; Cindy Hanson - City of Palmetto (hanson@citypalmetto.com) <hanson@citypalmetto.com>; Gene Strickland <gene@libertycommunities.com>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Marc Acampora <acamporatraffic@comcast.net>; J. Clark Boddie <mayor@citypalmetto.com>; Mike Morton - City of Chattahoochee Hills (mike.morton@chatthillsga.us) <mike.morton@chatthillsga.us>; Neil Koelbl <neil@libertycommunities.com>; Steve Moore <smoore@moorebass.com>; tpeeks@fairburn.com; David.Clark@fultoncountyga.gov; Shayla Reed - City of South Fulton (Shayla.Reed@cityofsouthfultonga.gov) <Shayla.Reed@cityofsouthfultonga.gov>; Nathan Mai-Lombardo <nathan.mai-lombardo@cityofsouthfultonga.gov>; Pete Frisina - Fayette County (pfrisina@fayettecountyga.gov) <pfrisina@fayettecountyga.gov>; Marissa Jackson - City of South Fulton (marissa.jackson@cityofsouthfultonga.gov) <marissa.jackson@cityofsouthfultonga.gov>; Thomas Udell - Jacobs (Thomas.Udell@jacobs.com)

## Greg Giuffrida

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**From:** Nathan Mai-Lombardo <nathan.mai-lombardo@cityofsouthfultonga.gov>  
**Sent:** Wednesday, May 5, 2021 4:52 PM  
**To:** Greg Giuffrida  
**Subject:** RE: ARC DRI Review Notification: Palmetto Downs DRI #3202

The City of South Fulton notes that all traffic from this site will enter onto either Cascade Palmetto Highway or Roosevelt Highway with no immediate access to any interstate. We do have concerns about the road network handling not only this traffic, but ever increasing traffic in the area. Development in the area is slated to be largely residential, resulting in a tremendous amount of commuter traffic.

### Nathan Mai-Lombardo

Planning and Zoning Administrator, Dept. of Community Development and Regulatory Affairs  
City of South Fulton | 5440 Fulton Industrial Blvd. SW, Atlanta, GA 30336  
Cell: 470-898-8363 | Office: 470-231-0533 | Email: [Nathan.Mai-Lombardo@cityofsouthfultonga.gov](mailto:Nathan.Mai-Lombardo@cityofsouthfultonga.gov)  
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**From:** Greg Giuffrida <GGiuffrida@atlantaregional.org>  
**Sent:** Tuesday, May 4, 2021 5:33 PM  
**To:** Nathan Mai-Lombardo <nathan.mai-lombardo@cityofsouthfultonga.gov>  
**Subject:** RE: ARC DRI Review Notification: Palmetto Downs DRI #3202

Hi Nathan, sorry for the delay following up on this.

We had a lot of preliminary discussions about this project back when the pre-review/methodology meeting was held on Jan. 4, 2021. It wasn't formally opened for review until April 20, with a 15-day comment period ending today.

I don't see any record of other comments from you on this project other than comments made in the January, but I did receive an email from Councilmember Gilyard on March 31 expressing her concerns on the project. I encouraged her to coordinate with City staff on formally submitting comments for the review.

Does that help? Today is the last day for comments, but I have until Friday to write up the final report and close the review. If you can get something to me by close of business Thursday, I'll make sure it's included.

Please let me know if you have any questions or if I missed something else you sent.

Thanks,

**Greg Giuffrida**

Plan Reviews Program Manager, Community Development  
Atlanta Regional Commission  
P | 470.378.1531

**PALMETTO DOWNS DRI**  
**City of Palmetto**  
**Natural Resources Group Review Comments**  
**March 16, 2021**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor.

The project property is also within the Bear Creek Watershed. The Fulton County Water Summary in Appendix B, County-Level Summaries of the Metropolitan North Georgia Water Planning District's 2017 Water Resource Management Plan includes a note stating that a reservoir is planned by the proposed South Fulton Municipal Regional Water and Sewer Authority, supplied by withdrawals from the Chattahoochee near Bear Creek. However, it is ARC staff understanding that the proposed reservoir will not be developed. Therefore, Bear Creek will not be classified as a small water supply watershed under the Georgia Part 5 Minimum Environmental Planning Criteria and no Part 5 criteria will apply.

**Stream Buffers**

The USGS coverage for the project area shows an unnamed tributary to Little Bear Creek running on or near the southwestern boundary of the project property. The submitted site plan shows this stream, as well as several smaller tributaries throughout the property. All show 50-foot undisturbed buffer and additional 25-foot impervious surface setback consistent with the city of Palmetto Stream Buffer Ordinance. No intrusions into the buffers are shown. All waters of the State on the property are subject to the 25-foot state Erosion and Sedimentation Act buffers.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

### DRI INFORMATION

**DRI Number** #3202  
**DRI Title** Palmetto Downs Development  
**County** Fulton County  
**City (if applicable)** Palmetto  
**Address / Location** 8193 Wilkerson Mill Road

**Proposed Development Type:**

The submitted DRI proposes a mixed-use development with a total of 788 residential units and 30,000 SF of commercial/public use.

**Build Out** : 2030

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** [Click here to enter text.](#)  
**Date** March 17, 2021

### TRAFFIC STUDY

**Prepared by** Marc R. Acampora, PE, LLC, Traffic Engineering  
**Date** March 9, 2021

## **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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)

There are no proposed projects currently in the RTP.

☐ NO (provide comments below)

## **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

The site will not be directly served by a regional thoroughfare. However, the project site is located between the intersections of Wilkerson Mill Rd. at Cascade-Palmetto Hwy (GA 154) and Wilkerson Mill Rd. at Roosevelt Highway (US 29/GA 14). Each intersection is approximately 1mi. away from the project site.

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

**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

The project site is not directly served by a regional truck route. Cascade-Palmetto Hwy (GA 154) and Roosevelt Highway (US 29/GA 14) are two corridors that provide access to Wilkerson Mills Rd. and are identified as regional truck routes.

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

**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

Nearest Station

[Click here to enter name of operator and rail line](#)

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*)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)



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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Route 180

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

☐ 0.10 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access\* ☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

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

[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)

\* 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

Route 180 traverses Roosevelt Hwy (US 29/ GA 14) but there are no current stops at Wilkerson Mills Road. The project site is approximately 0.6 miles from the southbound bus stop. There is not currently a crosswalk across Roosevelt Highway.

**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)

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*)

\* *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 local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☒ OTHER ( *Please explain* )

*The site plan promotes internal connects between the residential and commercial development. The City has also identified seven other developments south and west of the development area. However, the site plan does not identify any potential connections.*

### **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*)
- ☐ OTHER ( *Please explain*)

The site plan promotes internal sidewalk connectivity between the residential and commercial developments. There are no proposed internal bike lanes.

**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*)

**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*)

## **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):**

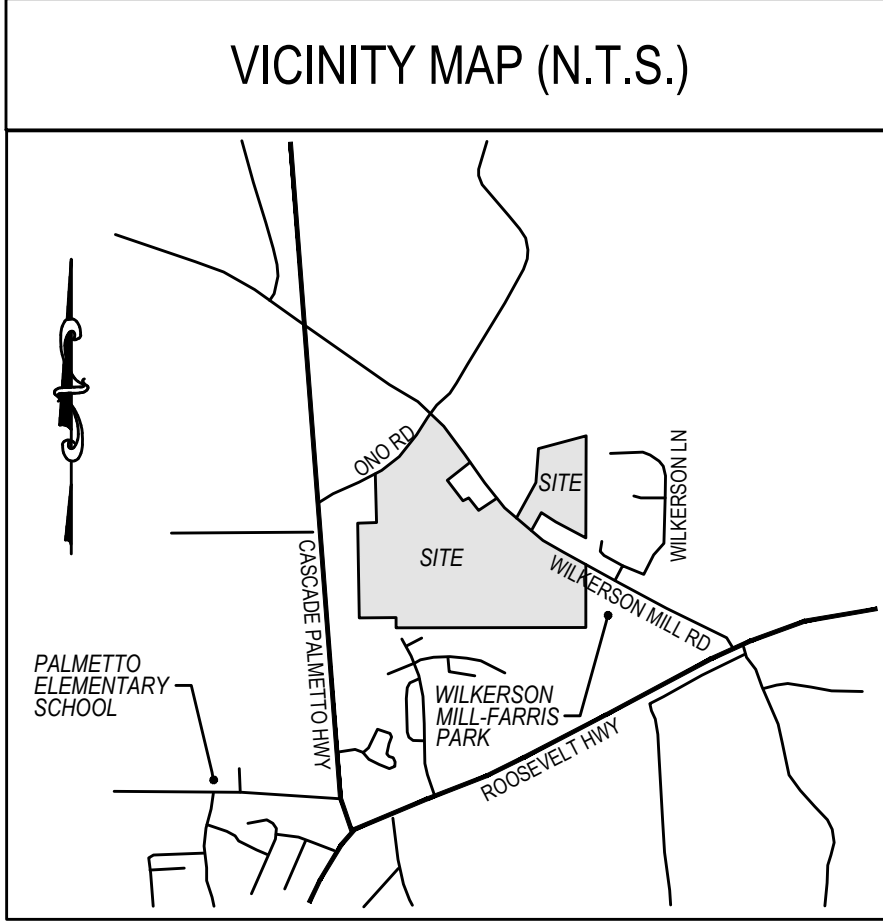
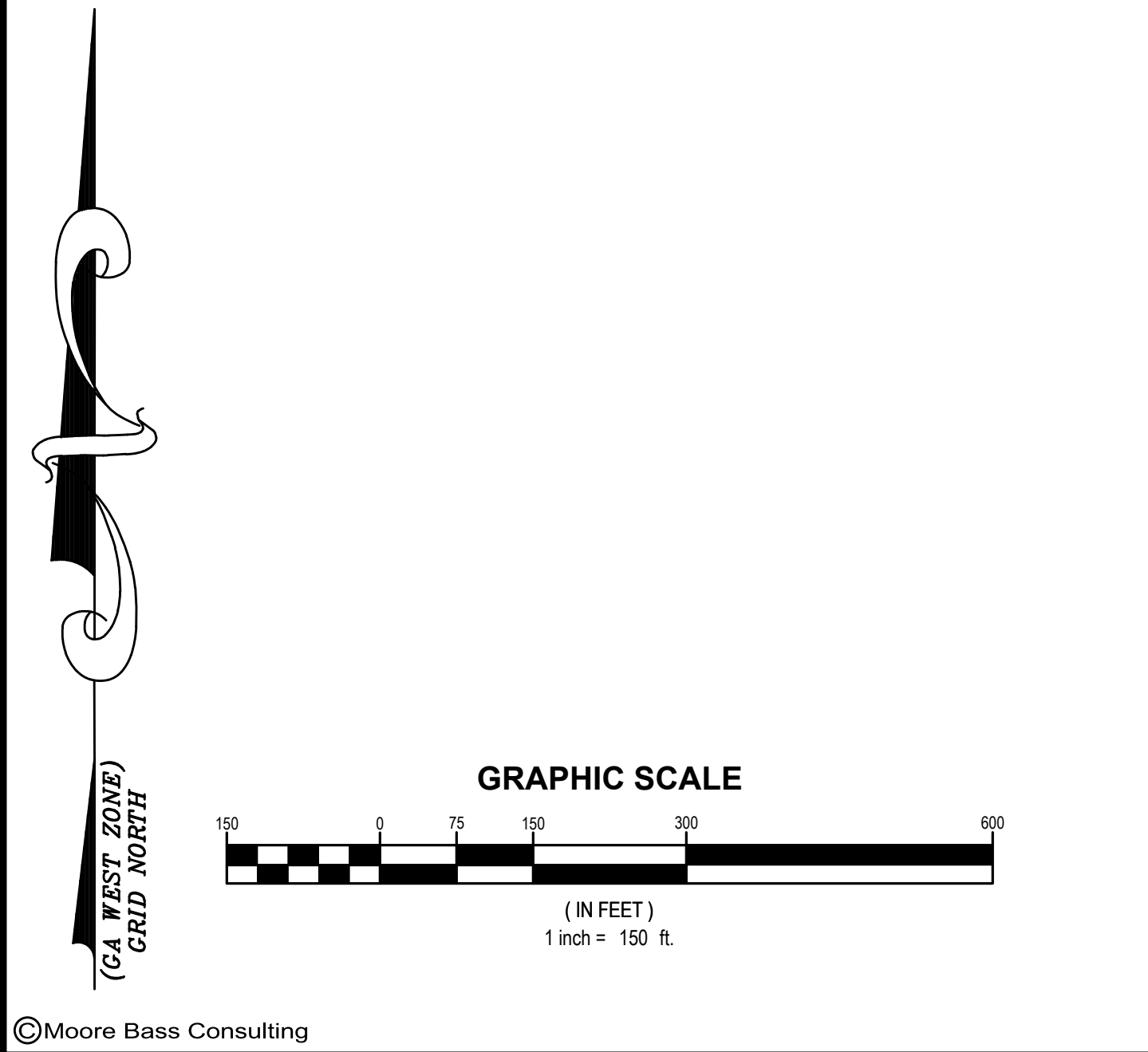
None



PROPERTY INFORMATION						
APPLICANT:	GENERAL HOLDINGS UNLIMITED, LLC					
ADDRESS:	P.O. BOX 2422 McDONOUGH, GA 30253					
TELEPHONE:	(770) 630-2220					
PROPERTY OWNER:	TRACT 1 ONO ROAD OSCP ONE, LLC					
TRACT 2	WILKERSON MOSCP ONE, LLC					
TRACT 3	WILKERSON MOSCP TWO, LLC					
ADDRESS:	1266 WEST PACES FERRY ROAD, SUITE 181 ATLANTA, GA 30327					
PARCEL ID:	TRACT 1 07 310000700753					
TRACT 2	07 310000910560					
TRACT 3	07 310000911568					
PROPERTY LOCATION:	WILKERSON MILL ROAD / ONO ROAD, PALMETTO, GA					
POSTED SPEED LIMIT:	WILKERSON MILL ROAD - 45 MPH					
CURRENT ZONING:	TRACT 1 RR (RURAL RESIDENTIAL)					
TRACT 2	C-3 (GENERAL COMMERCIAL)					
TRACT 3	RR (RURAL RESIDENTIAL)					
FUTURE LAND USE DESIGNATION:	TRACT 1 ACR/FORESTRY					
TRACT 2	MIXED USE					
TRACT 3	MIXED USE					
PROPOSED ZONING:	PUD					
MAXIMUM ALLOWABLE DENSITY:	TRACT 1 4.0 UNITS / ACRE					
TRACT 2	12.0 UNITS / ACRE					
TRACT 3	4.0 UNITS / ACRE					
PROPOSED DENSITY (PER TRACT):	TRACT AREA (AC)	PROPOSED R/W (AC)	100 YEAR FLOODPLAIN AREA (AC)	NET DEVELOPABLE AREA (AC)	PROPOSED UNITS (UNITS / AC)	PROPOSED NET DENSITY (UNITS / AC)
TRACT 1	26.01	-1.82	-4.32	19.87	55	2.77
TRACT 2	135.95	-23.62	-4.89	107.44	702	6.53
TRACT 3	25.76	-2.98	-1.11	21.67	84	3.88
TOTAL	187.72	-28.42	-10.32	148.98	841	5.65
WATER PROVIDER:	CITY OF ATLANTA					
SEWER PROVIDER:	CITY OF PALMETTO					
BOUNDARY SOURCE:	SURVEY BY MOORE BASS CONSULTING, INC., DATED 4/29/2020					
TOPOGRAPHIC SOURCE:	FULTON COUNTY G.I.S.					
WETLANDS SOURCE:	WETLAND DELINEATION BY APPLIED ENVIRONMENTAL SCIENCES					
FLOODPLAIN INFORMATION:	FEMA FIRM PANEL 13121C041F & 13121C045F, EFFECTIVE DATE 9/18/13					

PROPOSED DEVELOPMENT SUMMARY									
Pod	Description	Unit Count	Lot Width (ft)	Min. Lot Area (SF)	Building Setbacks				Min. Heated Building Area (SF)
					Front	Rear	Side	Side-Corner	
SF-1	SF Detached	125	50	5,500	20'	20'	5'	15'	1,600
SF-2	SF Detached	39	60	6,600	20'	20'	7.5'	15'	1,600
SF-3	SF Detached	103	50	5,500	20'	20'	5'	15'	1,600
SF-4	SF Detached	46	70	7,700	20'	20'	7.5'	15'	1,700
SF-5	SF Detached	84	60	6,600	20'	20'	7.5'	15'	1,600
MF-1	Townhomes	144	24'	2,400 SF	20'	20'	0'	15'	See Note 1 below
MF-2	Apartments	300			60'	20'	12'	12'	See Note 1 below
CO-1	General Commercial		See Note 2 below						
PU-1	Public Use		See Note 2 below						
Total		841	Units						
1. For Pods MF-1 and MF-2, minimum floor area shall be 600 square feet for one-bedroom units, 800 square feet for two-bedroom units, 1,000 square feet for three-bedroom units and an additional 100 square feet for each bedroom in excess of three.									
2. Allowable uses, lot dimensions, building setbacks, etc. for Pod CO-1 and PU-1 will meet the minimum requirements for C-3 as outlined in the Zoning Ordinance for the City of Palmetto in effect at the time of the approval of this PUD.									
PROPOSED LAND USE SUMMARY									
Proposed Land Use		Land Use Area (Ac.)			Land Use Area as a % of Site				
Single-Family Residential		81.9			43.6%				
Multi-Family Residential		35.1			18.7%				
Neighborhood Commercial		1.5			0.8%				
Public Use		1.6			0.9%				
Open Space		60.1			32.0%				
Primary Public Right-of-Ways		7.5			4.0%				
Total		187.7			100.0%				

DEVELOPMENT DATA	
1.	PROJECT NAME: PALMETTO DOWNS
2.	DRI NUMBER: 3202
3.	TRAFFIC CONSULTANT: MARC R. ACAMPORA, PE, LLC 858 MYRTLE STREET, NE ATLANTA, GEORGIA 30308 PHONE: (678) 637-7783 EMAIL: ACAMPORA@TRAFFICCOMCAST.NET
4.	ENGINEER/SURVEYOR: MOORE BASS CONSULTING, INC. 1350 KEYS FERRY CT. McDONOUGH, GA 30253 PHONE: (770) 614-9394
5.	OVERALL SITE: 187.73 AC.
6.	PARKING REQUIREMENTS: 2 CAR GARAGES FOR ALL HOMES AND TOWNHOMES APARTMENTS - 2 SPACES PER UNIT, PLUS 1 GUEST PARKING SPACE FOR EVERY 4 UNITS FOR COMMERCIAL - 1 SPACE PER 200 SQUARE FEET OF USEABLE FLOOR AREA



**MooreBass**  
CONSULTING  
TALLAHASSEE, FLORIDA

GENERAL HOLDINGS UNLIMITED  
P.O. BOX 2422  
McDONOUGH, GA 30253

CLIENT NAME

PALMETTO DOWNS  
PALMETTO, GEORGIA

PROJECT NAME

REVISIONS	DATE	BY	DESCRIPTION
1	11-25-2021		REVISIONS



A2995-0008-PUD-MP2-DRI-01  
ARCHIVE  
DATE 3/8/2021  
FILE #  
CONTRACT #  
DRAWN BY SDM  
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SEAL

SHEET TITLE  
GTA DRI  
SITE PLAN

SHEET  
1.0