

**DATE:** August 18, 2021

**ARC REVIEW CODE:** R2108021

**TO:** Mayor J. Clark Boddie, City of Palmetto  
**ATTN TO:** Cindy Hanson, City Clerk/Planner  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**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's 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:** Bowen Road Logistics Center DRI #3376

**Submitting Local Government:** City of Palmetto

**Review Type:** DRI

**Date Opened:** August 2, 2021

**Date Closed:** August 18, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposal to build a 563,193 square-foot warehouse/distribution facility on a 49.3-acre site located on Bowen Road in the City of Palmetto. The site sits on the west side of Bowen Road and east of a site reviewed in 2019 as Palmetto Site DRI #3020. Access is proposed via one site driveway on the north-south section of Bowen Road and one driveway on a private road extending west from the current right-angle southward turn of Bowen Road. The nearest state route is Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road, which is served by MARTA bus route #180. The local trigger action is a Land Disturbance Permit with the City of Palmetto. The project is on an expedited ARC and GRTA review as it is projected to generate fewer than 1,000 new daily trips. Expected buildout is one phase in 2023.

**Comments:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in a Developing Suburbs area. The Plan details recommended policies for areas and places on the UGPM. General information and recommendations for Developing Suburb areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. It offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its proximity and access to Roosevelt Highway (US 29/SR 14) (defined by ARC as a Regional Thoroughfare and Regional Truck Route), the CSX intermodal facility in Fairburn, and Interstate 85. While this location is just outside (west of) the Fairburn Freight Cluster Area as documented in The Atlanta Region's Plan, the growing number of warehouse and

distribution facilities in this area requires consideration of practical and logistical issues for this development type.

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. Additional comments from ARC's Natural Resources Group are attached. They note that the project is in the Line Creek watershed, which is a small water supply watershed planning area under the Georgia Planning Act and a water supply source for both the City of Newnan and Fayette County. They also note that the DRI site plan shows wetlands and a stream on the property, with proposed development going near the stream and intruding into the wetlands. This activity may require variances relative to the City of Palmetto Stream Buffer Ordinance and/or the State Sediment and Erosion Control Act.

Although the site is not directly served by MARTA, it is roughly a half-mile walk from southbound and northbound stops for the #180 bus route on Roosevelt Hwy. The proposed private westward extension of Bowen Rd. will provide a sidewalk extending from this DRI and an adjacent warehouse development along Bowen Rd. to Tatum Rd. With the construction of this sidewalk, transit will be a more viable option for employees. Creating a safe crossing of Roosevelt Hwy. for pedestrians is also critical so that site employees can use transit and safely access this new sidewalk on Bowen Rd. ARC also encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

Discussion during the July 21 pre-review meeting highlighted the City's serious concerns regarding unsafe conditions at the intersection of Roosevelt Hwy. and Wilkerson Mill Rd./Tatum Rd. due to its lack of signalization, an at-grade rail crossing, and recent development in the area creating more traffic and turning movements there. The continued development of warehouse projects and resulting truck traffic in this area of Palmetto will only amplify this problem and will require serious coordination with GDOT and other planning stakeholders, especially on the topic of signalization. The applicant team and City should supply GDOT with all relevant data possible to set the stage for a signal warrant analysis.

The DRI's site design should provide sufficient truck parking to prevent trucks from queuing or waiting on adjacent or nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion. The limited trip generation memo prepared by the DRI applicant's engineer indicates that the project's internal queueing plan and site design are anticipated to accommodate all trucks within the site and not impact the external roadway network. City officials should ensure that this is the case once the DRI is built and remains so.

Signage and other measures to ensure that truck drivers accessing this site use the appropriate freight routes, should also be emphasized. This will be important in relation to Wilkerson Mill Rd. north of Roosevelt Hwy., which is a restricted road with posted "no trucks" signage.

The trip generation memo also notes that pavement conditions are substandard in some areas near this DRI, including the transitional area of Tatum Rd. between Roosevelt Hwy. and Bowen Rd. This section includes an at-grade rail crossing of the CSX rail line. This issue will require further monitoring and consideration. All of Bowen Rd. east of the proposed site is unpaved. Because of these poor conditions, the DRI trip generation memo notes that Bowen Road will be rebuilt by the seller prior to the construction of the site.

Comments received from GDOT's Aviation Division note that the DRI is more than 10 miles from, and does not appear to impact, any civil airport. However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for the buildings and any cranes. Those submissions for the buildings and any associated cranes must be filed with the FAA 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.

The intensity of this DRI generally aligns with The Atlanta Region's Plan recommended range of densities and building heights in Developing Suburbs. In terms of local land use, it should be noted that this site is close to large areas of very low density residential and undeveloped properties, especially to the southwest, south and southeast. The site is also not far from downtown Palmetto. Meanwhile, most similar warehouse and light industrial properties in Palmetto are to the east and north of this site. Palmetto's leadership and staff, along with the applicant team, must therefore collaborate to ensure absolute maximum sensitivity to nearby land uses and natural resources.

The underlying area for this location falls under the Developing Suburbs category of ARC's Unified Growth Policy Map (UGPM). These are areas of largely residential development that were constructed from about 1995 to today and are projected to remain suburbs through 2040. Associated recommendations from The Atlanta Region's Plan include:

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

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
FULTON COUNTY  
CITY OF SOUTH FULTON

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA SOIL & WATER CONSERVATION COMMISSION  
CITY OF FAIRBURN

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GRTA  
MARTA  
CITY OF PALMETTO

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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### DRI #3376

#### 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: Bowen Road Logistics Center  
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Bowen Road, Palmetto, GA 33 31' 59" N, 84 38' 51" W  
Brief Description of Project: Proposed an industrial development with a 657,273 sf building

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 657,273 sf industrial buildings

Developer: IDI Logistics

Mailing Address: 1197 Peachtree Street, NE

Address 2: Suite 600

City: Atlanta State: GA Zip: 30361

Telephone: 770-866-1102

Email: [ally.heeley@idilogistics.com](mailto:ally.heeley@idilogistics.com)

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

If yes, property owner: Palmetto Industrial Park Phase I 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 Project Name:

information: 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: December 2022  
Overall project: December 2022

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### DRI #3376

#### 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: Lisa Kopro on behalf of Mayor J. Clark Boddie  
Telephone: 770-463-3377  
Email: mayor@citypalmetto.com

#### Project Information

Name of Proposed Project: Bowen Road Logistics Center  
DRI ID Number: 3376  
Developer/Applicant: IDI Logistics  
Telephone: 770-866-1102  
Email(s): ally.heeley@idilogistics.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: \$43,000,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$624,222 - estimated 2023 tax bill

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)?

0.017 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?  
1 Mile

### 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)?

0.017 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? 1 Mile

### 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.)

93 AM and 95PM peak hour trips, 936 daily

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: Limited Trip Generation Memo Requested. Planned Improvements to Bowen Road from site driveways to Tatum Rd.

### Solid Waste Disposal

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

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

68%



proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will utilize a stormwater facility with water quality, channel protection and detention to treat the water. Additionally, the site will drain into buffers for a nearby creek prior to leaving the site.

### 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:

An Army Corp of Engineers NWP 39 will be obtained for the site and mitigation bank credit will be purchased to offset the impacts.

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**From:** [Hood, Alan C.](#)  
**To:** [Andrew Smith](#)  
**Subject:** RE: ARC DRI Review Notification: Bowen Road Logistics Center DRI #3376  
**Date:** Tuesday, August 17, 2021 8:14:20 AM  
**Attachments:** [image001.png](#)  
[ARC Preliminary Report - Bowen Road Logistics Center DRI #3376.pdf](#)

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Andrew,

This proposed 563,193 square-foot warehouse/distribution facility on a 49.3-acre site located on Bowen Road in the City of Palmetto is more than 10 miles from any civil airport. It is outside any FAA approach and departure surfaces, and is outside airport compatible land use areas, and does not appear to impact an airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for the building and any cranes. Those submissions to the FAA for the building 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:** Andrew Smith <ASmith@atlantaregional.org>  
**Sent:** Monday, August 2, 2021 10:19 PM  
**To:** J. Clark Boddie <mayor@citypalmetto.com>; Cindy Hanson - City of Palmetto (hanson@citypalmetto.com) <hanson@citypalmetto.com>; Lisa Kopro <lisakopro@caa.inc>; 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>; Marissa Jackson - City of South Fulton (marissa.jackson@cityofsouthfultonga.gov) <marissa.jackson@cityofsouthfultonga.gov>; Thomas Udell - Jacobs (Thomas.Udell@jacobs.com) <Thomas.Udell@jacobs.com>; ken.hildebrandt@jacobs.com; Tarika Peeks - City of Fairburn (tpeeks@fairburn.com) <tpeeks@fairburn.com>; 'chuck.mueller@dnr.state.ga.us'; 'nongame.review@dnr.ga.gov';

**BOWEN ROAD LOGISTICS CENTER DRI**  
**City of Palmetto**  
**Natural Resources Group Review Comments**

**July 27, 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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Water Supply Watershed 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 the City of Newnan and Fayette County, 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.

**Stream Buffer Protection**

The USGS coverage for the project area shows an existing pond but no streams on or near the project property. The submitted site plan shows a stream and wetlands areas on the west side of the property. Although not identified, lines are shown on both sides of the portion of the stream below the large wetland area shown on the submitted site plan. The lines appear to be about 75 feet from the center line of the stream on both sides and may represent the total depth of the 50-foot undisturbed buffer and additional 25-foot impervious surface setback required under City of Palmetto Stream Buffer Ordinance. The buffer does not extend past the large wetland area, where the proposed development extends close to the stream. Development also intrudes into the indicated wetlands.

The City of Palmetto Stream Buffer Ordinance may apply to the entire mapped stream. The Georgia 25-foot State Erosion and Sedimentation Act buffer also applies to the entire stream and wetlands but is not shown on the plans. The development activity shown near the mapped stream and in the mapped wetland area may require variances. Any unmapped streams may also be subject to the City buffer ordinance and all unmapped waters of the state may be subject to the 25-foot State Erosion and Sedimentation Act buffer.

**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** #3376  
**DRI Title** Bowen Road Logistics Center  
**County** Fulton County  
**City (if applicable)** City of Palmetto  
**Address / Location** West side of Bowen Road

**Proposed Development Type:**

It is proposed to develop a 563,193 square foot industrial warehouse/distribution center.

**Build Out :** 2023

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

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** July 28, 2021

### Limited Trip Generation Memo

**Prepared by** NV5  
**Date** July 23, 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)

[Click here to provide comments.](#)

☒ NO (provide comments below)

There are no projects identified in the fiscally constrained RTP.

## **REGIONAL NETWORKS**

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

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

☐ NO

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

The project site has two full access points. Driveway 1 is located at a private drive extension to Bowen Rd and Driveway 2 is located at Bowen Rd. These two driveways are on the south side of US-29/Roosevelt Hwy which is a regional thoroughfare. US-29/Roosevelt Hwy can be accessed via Tatum Rd which is perpendicular to Bowen Rd.

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

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

☐ NO

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

The project site is served by US-29/Roosevelt Hwy which is a regional truck route.

**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

MARTA's operates in the jurisdiction of the project site and there is direct access to the College Park Station for rail access.

**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* )

### **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* )

**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.](#)

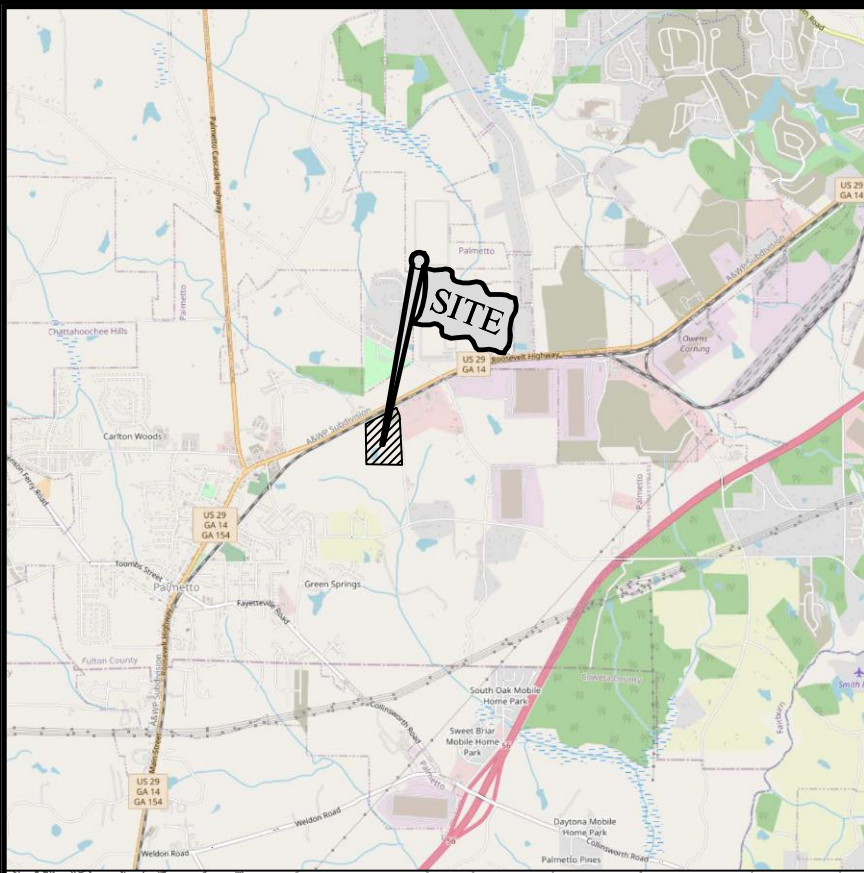
**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☐ 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)*

During the pre-methodology meeting, the city expressed sincere concern regarding the safety at Wilkerson Mill Rd/Tatum Rd and US-29/Roosevelt Hwy intersection, especially with the significant development in the area.

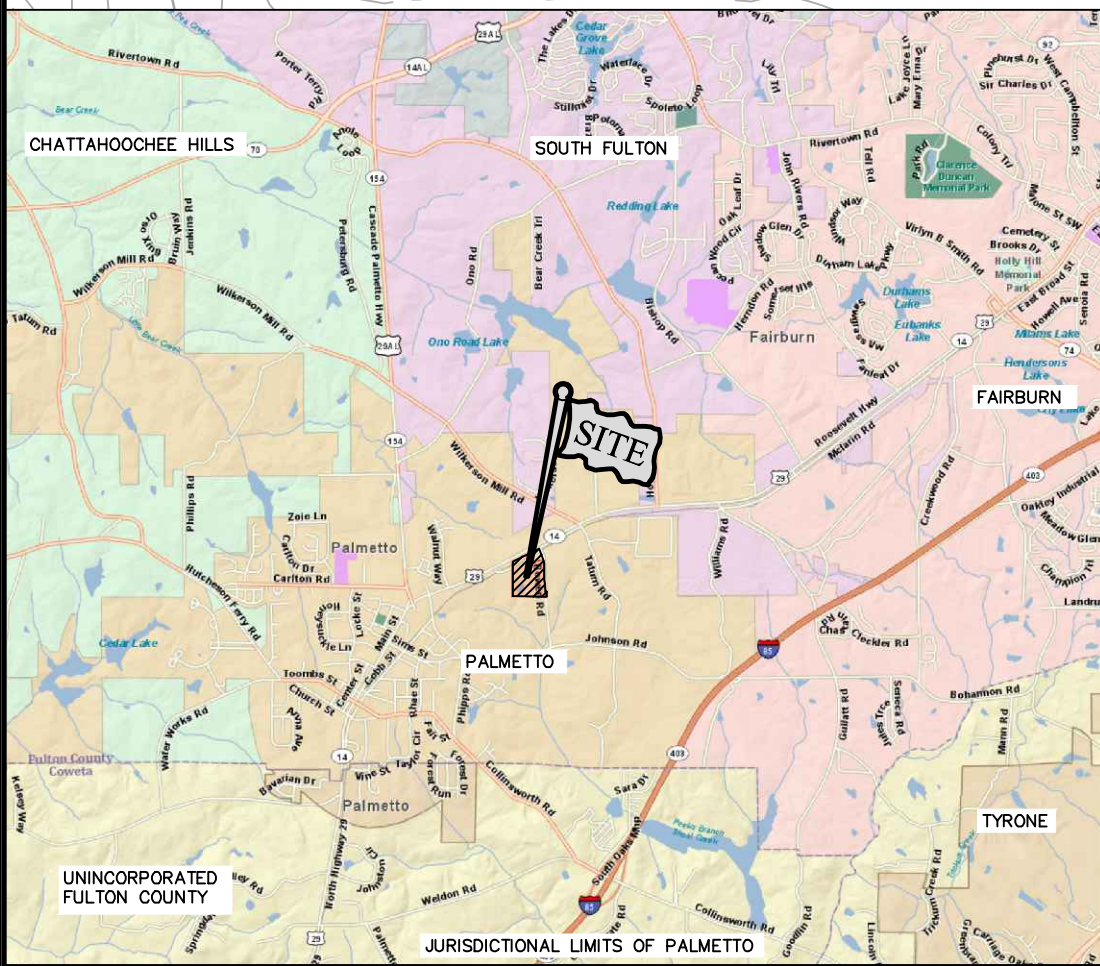
**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**





LOCATION MAP

ROADWAY IMPROVEMENT  
(UNDER CONSTRUCTION)



OWNER / DEVELOPER:  
IDI LOGISTICS  
1197 PEACHTREE STREET NE  
SUITE 600  
ATLANTA, GA 30361  
PHONE: (770) 866-1117  
CONTACT: GARY MINOR

TRAFFIC ENGINEER:  
NV5  
1255 CANTON STREET  
SUITE G  
ROSSELL, GA 30075  
PHONE: (770) 316-1452  
CONTACT: RANDY PARKER, P.E.

CIVIL ENGINEER:  
URBAN ENGINEERS  
1904 MONROE DRIVE  
SUITE 150  
ATLANTA, GA 30324  
PHONE: (404) 873-5874  
CONTACT: DANIEL WINTERMEYER, P.E.

PROJECT DATA:

- DRI NUMBER: 3376
- SITE AREA = 49.36 ACRES
- DISTURBED AREA = 45.8 ACRES
- FLOOR AREA RATIO = .28
- PARKING:
  - REQUIRED PER ZONING: 563,193 SF @ 1/1,500 SF = 376
  - PROPOSED:
    - STANDARD: 368
    - HANDICAPPED: 8
    - TOTAL: 376
    - TOTAL TRAILER DROPS: 267
- ROADWAY INFO:
  - BOWEN ROAD: 2 LANE GRAVEL
- NO DEDICATED OPEN SPACE
- BIKE PARKING PROPOSED: TBD
- ELECTRIC CHARGING STATIONS: TBD
- BUILDING USAGE BREAKDOWN:
  - WAREHOUSE: 563,193 SF
  - TOTAL: 563,193 SF
- DOMESTIC WATER PROVIDED BY CITY OF PALMETTO
- GRAVITY FEED SANITARY SEWER PROVIDED BY CITY OF PALMETTO

7/26/2021

Urban Engineers, Inc.

1904 MONROE DRIVE, N.E., SUITE 150  
ATLANTA, GEORGIA 30324  
PHONE: (404) 873-5874  
www.urbanengineers.net



REVISIONS

DATE DESCRIPTION

DRI SITE PLAN

IDI  
BOWEN RD  
PALMETTO, GA

PROJECT No. 22012-06

LAND LOT(S): 1234

DISTRICT: 25TH

COUNTY: FULTON

SCALE: 1" = 100'

DATE: 02/10/2021

DRAWING NO.:

C-1