

DATE: July 6, 2022

TO: Mayor J. Clark Boddie, City of Palmetto
ATTN TO: Cindy Hanson, City Clerk, City of Palmetto
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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: Core5 at Palmetto Logistics Center

Submitting Local Government: City of Palmetto

Date Opened: June 21, 2022

Date Closed: July 6, 2022

Description: A DRI review of a proposal to construct approximately 1,064,850 SF of warehouse distribution facility space in two buildings on a 141 acre site on Palmetto Logistics Parkway in the City of Palmetto. The site is currently mostly wooded with several floodplain and stream areas.

Comments:

Key Comments

The project is partially aligned with the applicable Atlanta Region's Plan policy recommendations for Rural Areas which stress the need to protect these areas and their character and note: "There is a strong desire from residents and elected officials in these areas to keep them rural...The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development."

The project proposes to retain 64% or 90 acres of the 141-acre site as open space which is supportive of the Atlanta Region's Plan's recommendations for Rural Areas as well as regional environmental policies.

The project could be better aligned with the Atlanta Region's Plan's Rural Areas policies by providing more conservation area, implementing low-impact development approaches in buildings, roads, and parking areas, and utilizing a strategy for the ongoing management of the large open space/conservation area proposed.

The project is aligned with City of Palmetto goals and plans which envision industrial development at this location.

The project will generate a total of 1,070 daily new car trips and 572 daily new truck trips; several roadway modifications are proposed to mitigate the traffic impact.

A total of 758 parking spaces and 181 trailer spaces are proposed but no EV charging spaces are included; provision of some EV charging spaces would be in keeping with regional EV infrastructure policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The Plan designates the site of this DRI as Rural Areas. The Plan's general information and policy recommendations for Rural Areas are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comment are attached.

The project will generate a total of 6,686 new vehicular trips; a number of roadway modifications are proposed to mitigate the traffic impact. The project will generate a total of 1,070 daily new car trips and 572 daily new truck trips; several roadway modifications are proposed to mitigate the traffic impact. A total of 758 parking spaces and 181 trailer spaces are proposed but no EV charging spaces are included; provision of some EV charging spaces would be in keeping with regional EV infrastructure policies. Utilization of multi-modal options is limited due to the project's industrial use and location away from transit and pedestrian infrastructure. Sidewalks are proposed in between buildings and along the entrance road to the site connecting to Roosevelt Highway.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

Both the project site plan and the USGS coverage for the project area show Bear Creek along the northern boundary of the project property, with an unnamed tributary to Bear Creek running roughly southeast to northwest through the project property. The submitted project site plan shows the 50-foot undisturbed buffer and additional 25-foot impervious surface setback required under the City of Palmetto Stream Buffer Ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer on both streams. The only intrusion into the buffers shown on the plans is a driveway crossing the unnamed tributary, which is allowed under the Palmetto Stream Buffer Ordinance. Any unmapped streams on the property may also be subject to the Palmetto Stream Buffer Ordinance. Any other waters of the State on the property are also subject to the 25-foot state Erosion and Sedimentation Act buffers.

Environmental Comments

Approximately 64%, or 90 acres, of the 141-acre site is proposed as open space and there appear to be no intrusions into stream buffers. Retention of additional natural wooded areas around the existing streams would be in keeping with regional policies regarding water resource protection, carbon sequestration and heat island mitigation. The proposed open space is quite large at 90 acres, but this space is not integrated into any larger managed conservation or park area. Developing a strategy to ensure the ongoing protection and appropriate utilization of this area for conservation and passive park purposed would be very supportive of regional environmental policies as well as the core Atlanta Region's Plan Rural Area recommendation.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in the large surface parking areas proposed, site driveways, and as part of any improvements to site frontages.

The Atlanta Region's Plan Growth Policy Considerations: Rural Areas

According to the Atlanta Region's Plan, Rural Areas are those where limited development has taken place or and where development pressure is low. These areas are characterized by sporadic, large single-family lots, agricultural uses, protected lands, and forests. These areas border more central developed and developing areas and represent the limits of the urban service area in the region. There is a strong desire from residents and elected officials in these areas to keep them rural. Increased development threatens existing rural economic uses, such as forestry, agriculture, and tourism.

To maintain economic viability without undesirable development, these areas may be appropriate as "sending" areas in potential Transfer of Development Rights (TDR) programs. The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

The project is partially aligned with the Atlanta Region's Plan's policy recommendations for Rural Areas and could be made more so by preserving additional wooded areas, avoiding intrusions into protected stream buffers, developing a conservation plan for the large amount of designated open space, and possibly incorporating rural character elements in plans for project components.

The project is in keeping with the City of Palmetto's development vision and plans for this location. City of Palmetto leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF PALMETTO
FULTON COUNTY	CITY OF SOUTH FULTON	CITY OF CHATTAHOOCHEE HILLS
CITY OF FAIRBURN	COWETA COUNTY	FAYETTE COUNTY
THREE RIVERS REGIONAL COMMISSION		

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



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DRI #3622

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

*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: Core5 at Palmetto Logistics Center

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located along Palmetto Logistics Parkway north of Roosevelt Highway (US 29/SR 14) parcel IDs 07 2500

Brief Description of Project: Industrial Warehousing - Construction of 2 buildings that total approximately 1,064,850 SF of warehouse distribution facility

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 2 buildings, total of approximately 1,064,850 SF

Developer: Core5 Industrial Partners

Mailing Address: 1230 Peachtree Street NE

Address 2: Suite 3560

City: Atlanta State: GA Zip: 30309

Telephone: 404-262-5430

Email: lward@c5ip.com

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

If yes, property owner: William L. Gause

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project: ☒ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2023
Overall project: 2023

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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

Project Information

Name of Proposed Project: Core5 at Palmetto Logistics Center
DRI ID Number: 3622
Developer/Applicant: Core5 Industrial Partners
Telephone: 404-262-5430
Email(s): lward@c5ip.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: \$69,000,000-\$75,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$640,000

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

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

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

Water Supply

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

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

0.013 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.013MGD

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?

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.)

1,698 daily trips, 150 AM peak hour trips, 154 PM peak hour trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please refer to the traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

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

958 tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

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

35%

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 bioretention, where feasible, for runoff reduction. Wet extended ponds, designed per the Georgia Stormwater Management Manual, will be used to provide water quality, channel protection, and detention for the proposed project.

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:
Site Driveway A will require perpendicular crossing of an existing stream. USACE approval will be required for this crossing. Floodplain encroachment is anticipated. Compensation of any proposed fill will be provided. A flood study will be provided to the City of Palmetto for review and approval during the proposed project permitting.

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

DRI INFORMATION

DRI Number #3622
DRI Title Core5 at Palmetto Logistics Center
County Fulton County
City (if applicable) City of Palmetto
Address / Location North of Palmetto Logistics Parkway

Proposed Development Type: It is proposed to develop 1,046,220 sf of warehousing space.

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 June 22, 2022

TRAFFIC STUDY

Prepared by Kimley Horn
Date June 6, 2022

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 were no projects in the fiscally constrained RTP within or along major transportation corridors identified.

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)

There are two proposed driveways located on Palmetto Logistics Parkway approximately 5,600 ft and approximately 6,500 ft from the Palmetto Logistics Parkway and Roosevelt Hwy/US 29/SR 14 intersection. US 29/SR 14 is identified as a regional thoroughfare route which also provide connection to regional thoroughfares SR 154, SR 74, and SR 92.

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 proposed development site is served by regional truck route SR 14 which provide connections to SR 154, SR 74, and SR 92.

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

The approximate distance is based on the site location on Palmetto Logistics Pkwy to the stop on SR 14.

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)

Route 180 is located on SR 14 south of Palmetto Logistic Pkwy. Currently, there are sidewalks on the westside of SR 14 from approximately 370 ft north of Palmetto Logistics Pkwy to Wilkerson Mill Rd. There is a need to have continuous sidewalks along Palmetto Logistics Pkwy.

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)

Although the speeds are relatively low on Palmetto Logistics Parkway, there could be potential conflict/safety between the cyclist and heavy vehicles.

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

MARTA provides fixed route bus service, and the nearest rail service is provided at the College Park Train Station.

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)*

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):

CORE 5 AT PALMETTO LOGISTICS CENTER DRI
City of Palmetto
Natural Resources Group Review Comments
June 21, 2022

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 in the portion of the Chattahoochee River watershed drains into the 2000-foot Chattahoochee River Corridor, but it is not within the Corridor itself. While this portion of the Chattahoochee watershed is downstream of the existing public water supply intakes on the Chattahoochee, there are two proposed intakes that may affect the project area. The final locations have not been determined for either proposed intake. One intake would serve Coweta County and may be located in Coweta or the southern portion of Fulton County. The second proposed intake would be at or near Bear Creek in Chattahoochee Hills and would serve the southern portions of Fulton County. Once an intake location is approved on the Chattahoochee, the land in the watershed upstream of the intake would be classified as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, the Part 5 criteria are minimal for large water supply watersheds with direct river intakes, consisting of limits on hazardous material storage within seven miles upstream of the intake.

The location of the proposed Chattahoochee River intake near Bear Creek has not been finalized. At this time, we are unaware of any definite plans for off-line storage for the proposed Bear Creek intake, so no additional Part 5 criteria would apply.

Stream Buffers

Both the project site plan and the USGS coverage for the project area show Bear Creek along the northern boundary of the project property, with an unnamed tributary to Bear Creek running roughly southeast to northwest through the project property. The submitted project site plan shows the 50-foot undisturbed buffer and additional 25-foot impervious surface setback required under the City of Palmetto Stream Buffer Ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer on both streams. The only intrusion into the buffers shown on the plans is a driveway crossing the unnamed tributary, which is allowed under the Palmetto Stream Buffer Ordinance. Any unmapped streams on the property may also be subject to the Palmetto Stream Buffer Ordinance. Any other waters of the State on the property are also subject to the 25-foot state Erosion and Sedimentation Act buffers.

Stormwater/Water Quality

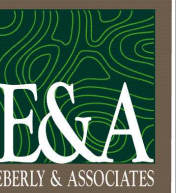
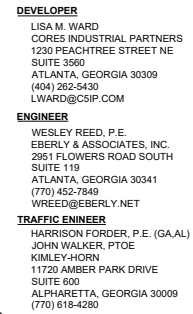
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

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) 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.

A map showing the proposed site location. The site is a hatched area located near the intersection of Old Road and Seaboard Mill Road. Other roads shown include Seaboard Mill Road, Old Road, and the proposed road. The map also shows the location of the proposed road relative to the existing road network.

DRI #3622



AND PLANNING
▼
CIVIL ENGINEERING
▼
SCAPE ARCHITECTURE

CORE5 AT PALMETTO LOGISTICS
CENTER
LAND LOT 123
7TH DISTRICT
FULTON COUNTY, GEORGIA
DRI #3622

VISIONS:

[illegible]

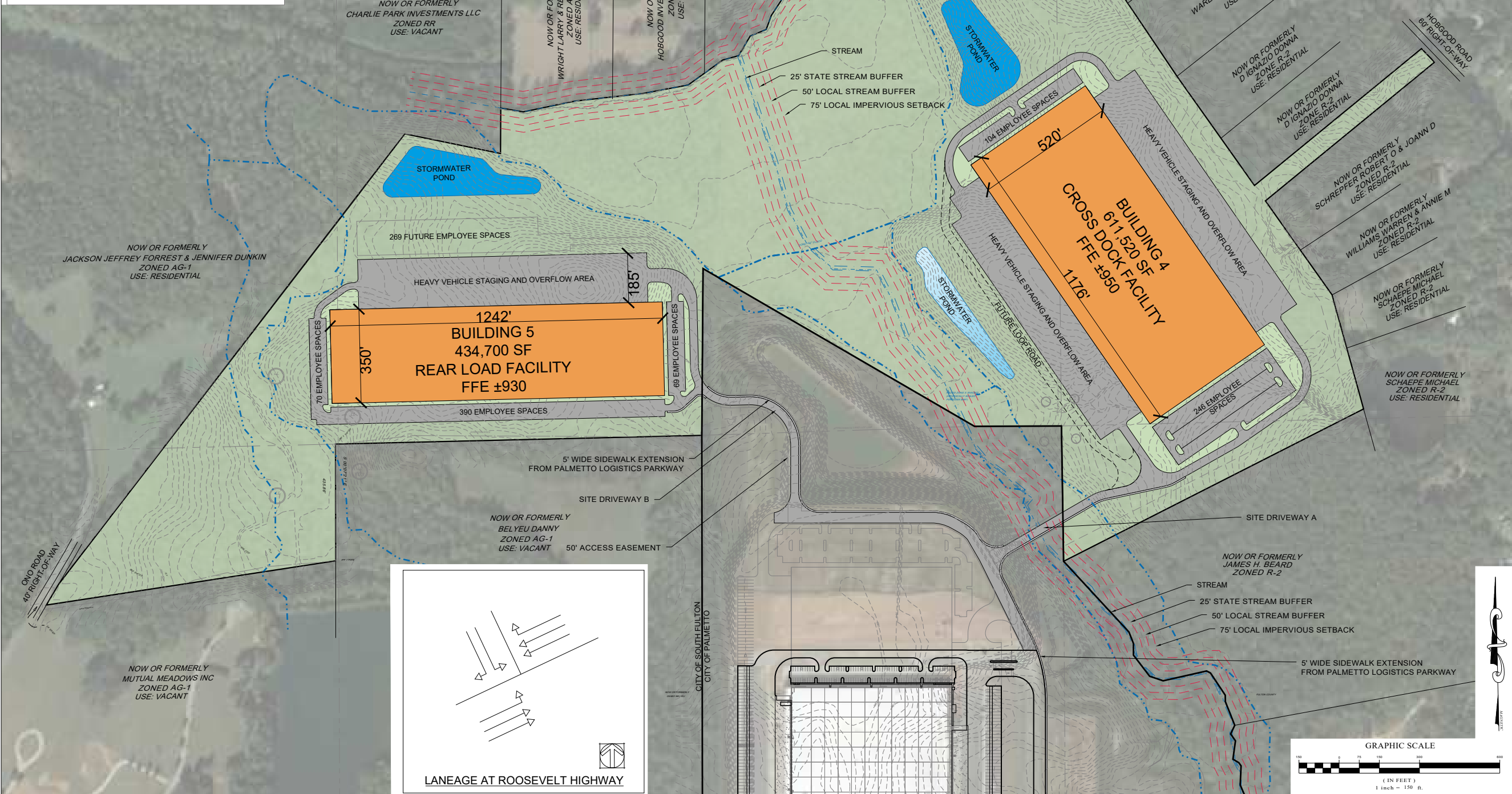
	NAGER:
	K:

PROJECT NO.

22-034

EET NO.

DRI



ACREAGE:	TOTAL	141.620 AC
BUILDINGS :	BUILDING 4	611,520 S.F.
	BUILDING 5	434,700 S.F.
	TOTAL	1,046,220 S.F.
YIELD:	BUILDING COVER	17.0%
	IMPERVIOUS COVER	35.8%
	OPEN SPACE	64.2%
	DENSITY:	15,584.6 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±698
	PARKING SPACES	±758
	TRAILER SPACES	±181
LOCATION:	STREET	PALMETTO LOGISTICS PRKY
	JURISDICTION	PALMETTO, GA
	DISTRICT	7
	LAND LOT	89, 90, 104, 121 & 122
SERVICES:	SEWER DEMAND	13,078 GPD
	WATER DEMAND	13,078 GPD

LOCATION MAP
N.T.S.

DEVELOPER

ENGINEER

TRAFFIC ENGINEER
HARRISON FORDER, P.E. (GA,AL)
JOHN WALKER, PTOE
KIMLEY-HORN
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GEORGIA 30009
(770) 618-4280



LAND PLANNING
↓
CIVIL ENGINEERING
↓
SCAPE ARCHITECTURE

CORE5 AT PALMETTO LOGISTICS
CENTER

7TH DISTRICT
FULTON COUNTY, GEORGIA
DRI #3622

VISIONS:

BUILDING 4 AND 3
DRI PLAN

PROJECT NO.

EET NO.

