



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: May 10 2006

ARC REVIEW CODE: R604111

TO: Mayor J. Clark Boddie
ATTN TO: Bill Shell, City Administrator
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Palmetto
Name of Proposal: South Transit Distribution Center

Review Type: Development of Regional Impact

Date Opened: Apr 11 2006

Date Closed: May 10
2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: Coweta County, Fayette County, and Peachtree City all submitted comments, included at the end of this report, pertaining to fire protection service, road maintenance and improvements, and impervious surface amounts in the small water supply watershed. ARC staff met with the developer and the City of Palmetto to address these concerns. The City of Palmetto has provided a statement attached at the end of this report addressing these concerns. It has been determined that the overall impact of the DRI Project to the balance of the watershed is less than 17% impervious surface within the entire watershed in the City of Palmetto. The proposed development is consistent with the Small Water Supply Watershed Protection ordinance.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FAYETTE COUNTY
CITY OF PEACHTREE CITY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
COWETA COUNTY
CITY OF NEWNAN

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA CONSERVANCY
CHATTAHOOCHEE-FLINT RDC
CITY OF TYRONE

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

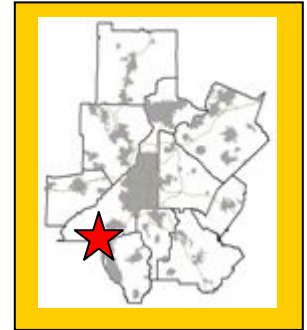
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	April 11, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	South Transit Distribution Center #1055
Final Report Due:	May 11, 2006		Comments Due By:	April 25, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The South Transit Distribution Center is a light industrial, distribution development located on 420 acres in the northeastern portion of Coweta County. The proposed development will consist of 5.1 million square feet of light industrial and warehousing uses. The proposed site is being annexed into the City of Palmetto. Site access is proposed along Weldon Road with indirect access points to the adjacent retail site.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned industrial and agricultural within Coweta County. The proposed zoning will be industrial with the City of Palmetto. Coweta County's Future Land Use Map designates the area as low density residential. However, the site is being annexed into the City of Palmetto and will be designated as industrial and commercial with the City of Palmetto's Future Land Use Map. .

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

Coweta County's Future Land Use Map recommends the areas as low density single family residential use. Existing uses adjacent to the site on the south, west, and north are low density single family residential.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

The intersection of Weldon and Collinsworth Road is in Coweta County's Short Term Work Program under the SPLOST program. The impact of this proposed development will change the design of the intersection project and cause expenditures of funds for revised plans.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has not reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a two mile radius of the proposed project. However, the Chattahoochee Flint RDC may have reviewed other major developments within a two mile radius of the proposed project.

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently mostly undeveloped with miscellaneous residential and farm structures on the site.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The project property is located within the Line Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving both Fayette County and the City of Newnan in Coweta County. The property is more than seven miles upstream of both intakes. The USGS regional coverage shows Persimmon Creek, a perennial (solid blue line) tributary to Line Creek crossing the northern portion of the property. The City of Palmetto has adopted water supply watershed regulations as required under the minimum planning criteria of Part 5 of the Georgia Planning Act. Article XVI of the City of Palmetto Code, Water Supply Watershed District, includes criteria based on the Part 5 minimum criteria, including a 75-foot impervious surface setback and 50-foot undisturbed vegetative buffer required on perennial (solid blue line) streams more than seven miles upstream of a public water-supply intake and a maximum 25 percent impervious surface area within the City's portion of the basin. The site plan shows a 75-foot buffer on both sides of Persimmon Creek, but the proposed impervious surface is more than 25 percent of the project site. The project needs to conform to the City requirements, whether by preserving land elsewhere in the watershed to offset the impervious or through other measures allowed under Section XVI of the City Code.

Coweta County, Fayette County, and Peachtree City all submitted comments, included at the end of this report, pertaining to fire protection service, road maintenance and improvements, and impervious surface amounts in the small water supply watershed. ARC staff met with the developer and the City of Palmetto to address these concerns. The City of Palmetto has provided a statement attached at the end of this report addressing these concerns. It has been determined that the overall impact of the DRI Project to the balance of the watershed is less than 17% impervious surface within the entire watershed

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in the City of Palmetto. The proposed development is consistent with the Small Water Supply Watershed Protection ordinance.

The proposed development is a warehouse and industrial distribution project located adjacent to Interstate 85. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

Refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible. It is recommended that appropriate measures are taken to ensure the protection of the stream on the western portion site.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

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Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”



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- Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
- Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
- Practice 4: Design of energy-saving features. Natural shading and solar access.
- Practice 5: Supply affordable single-family homes for moderate-income households.
- Practice 6: Supply affordable multi-family and accessory housing for low-income households.
- Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
- Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in the northeastern portion of Coweta County and is to be annexed into the City of Palmetto. The majority of the City of Palmetto is located within south Fulton County; however, a small portion of the city already extends into northeastern Coweta County.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It will be entirely within the City of Palmetto's boundaries; however, the site is currently located within Coweta County. It is also less than two miles from Fayette County, the Town of Tyrone, and Fulton County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The site is adjacent to low density single family residential on the north, south, and west in Coweta County. To the east of the development is a commercial district. The proposed development will increase traffic to this area of Coweta County.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$150,000,000 million with an expected \$270,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Water Supply Watersheds and Stream Buffers

The project property is located within the Line Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving both Fayette County and the City of Newnan in Coweta County. The property is more than seven miles upstream of both intakes. The USGS regional coverage shows Persimmon Creek, a perennial (solid blue line) tributary to Line Creek crossing the northern portion of the property. The City of Palmetto has adopted water supply watershed regulations as required under the minimum planning criteria of Part 5 of the Georgia Planning Act. Article XVI of the City of Palmetto Code, Water Supply Watershed District, includes criteria based on the Part 5 minimum criteria, including a 75-foot impervious surface setback and 50-foot undisturbed vegetative buffer required on perennial (solid blue line) streams more than seven miles upstream of a public water-supply intake and a maximum 25 percent impervious surface area within the City's portion of the basin. The site plan shows a 75-foot buffer on both sides of Persimmon Creek, but the proposed impervious surface is more than 25 percent of the project site. The project needs to conform to the City requirements, whether by preserving land elsewhere in the watershed to offset the impervious or through other measures allowed under Section XVI of the City Code.

For all applicable streams on the property, the proposed project must meet the requirements of the City's stream buffer ordinance, which has been adopted by the City and is required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. Any work in these buffers must meet ordinance requirements or a variance must be approved by the City.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in these buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be

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impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas based on estimated averages for land uses in the Atlanta Region. The amount of impervious surface areas in a project may vary from this average, and the actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Office/Industrial	414.50	534.71	7100.39	47253.00	293466.00	613.46	78.76
TOTAL	414.50	534.71	7100.39	47253.00	293466.00	613.46	78.76

Total Estimated Impervious: 64% in this analysis

The current site plan does not clearly indicate how stormwater runoff will be managed. In order to address post-construction stormwater runoff quality and quantity, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual.

Where possible, the project should utilize the stormwater better site design concepts included in the Manual. Stormwater runoff from the site must be treated to remove at least 80% of the average annual total suspended solids (TSS) loading. An Excel design tool (GSMM Site Development Review Tool) is available at www.northgeorgiawater.org that can be used to evaluate the site for meeting this requirement.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

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The site is proposed to have one access drive onto Weldon Road. This entrance will be a full-movement access point. There are two additional indirect access points via the proposed adjacent retail site. One of these is proposed to be full-movement, and one is proposed to be a right-in/right-out.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
5.1 million sq ft Industrial warehouse space	611	134	745	200	601	801	10514
TOTAL NEW TRIPS	611	134	745	200	601	801	10514

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

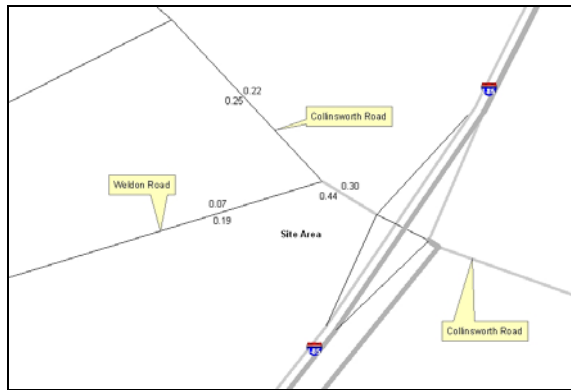
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

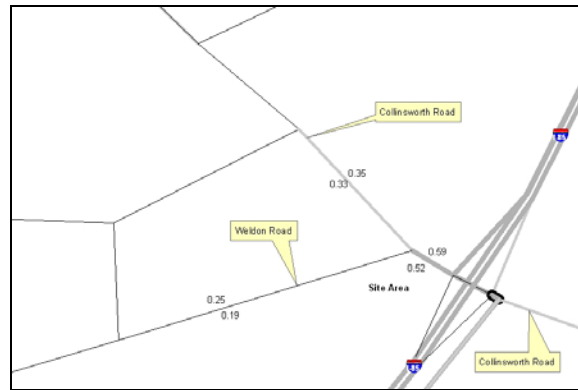
V/C Ratios



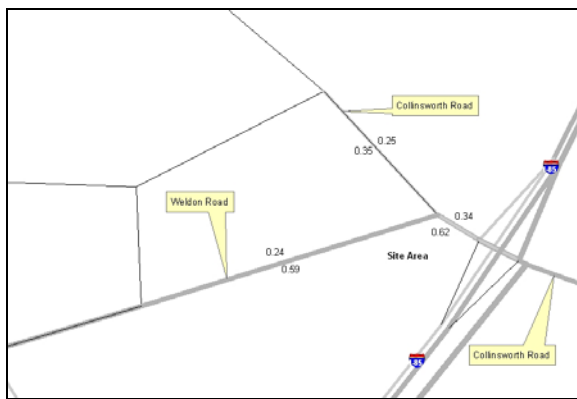
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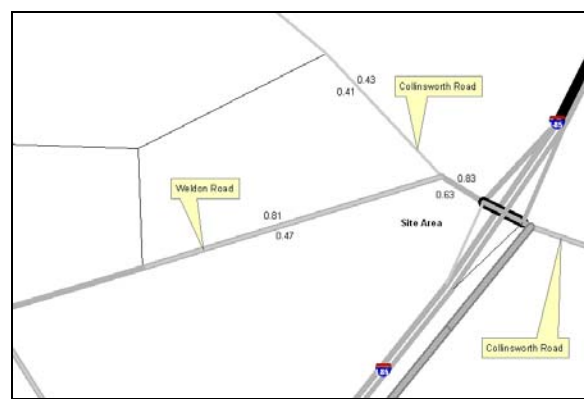
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend						
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3	LOS B: 0.31 - 0.5	LOS C: 0.51 - 0.75	LOS D: 0.76 - 0.90	LOS E: 0.91 - 1.00	LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. V/C data for peak hours from the Travel Demand Model for the FY 2006-2011 TIP and associated 2030 RTP update, approved March 30, 2006, is currently being compiled into GIS format. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

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2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-050	US 29 (MAIN STREET) ONE-WAY PAIR	Roadway Capacity	2020
CW-AR-006A, B	I-85 SOUTH NOISE BARRIERS	Other	2015
CW-040	COLLINSWORTH ROAD	Roadway Capacity	2030
FA-106	SR 846 (COLLINSWORTH ROAD / PALMETTO ROAD)	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for South Transit Distribution Center.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Collinsworth Road at Weldon Road

- Signalize this intersection.

US 29/SR 14/SR 154 at Weldon Road

- Signalize this intersection.

US 29/SR 14 at Phipps Road

- Signalize this intersection.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Collinsworth Road at I-85 Northbound Ramps

- Convert the westbound right-turn into a “free right turn” movement.
-

Collinsworth Road at Weldon Road

- Signalize this intersection.
- Add a northbound and southbound left-turn lane with protected-permissive signal phasing.

US 29/SR 14/SR 154 at Weldon Road

- Signalize this intersection.
- Add a southbound left-turn lane with protected-permissive signal phasing.

US 29/SR 14 at Phipps Road

- Signalize this intersection.

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Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

MARTA bus route #180 provides service from Downtown Palmetto, approximately 2.5 miles from the site, to the College Park MARTA rail station 7 days a week. Service is provided Monday through Friday from 5:18 a.m. till 11:35 p.m. with headways between 20 and 45 minutes. Service is provided on Saturday from 5:32 a.m. till 10:48 p.m. with headways every 45 minutes. Sunday service is provided from 6:37 a.m. till 9:37 p.m. with headways every 45 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Bike/ped networks connecting uses w/in the site	2%	2%
Total		12%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The area around the City of Palmetto is quickly developing and several intersections surrounding the proposed development operate at a LOS F in the future year build condition according to the traffic study. It is suggested that all recommended improvements be implemented prior to completion of this project to minimize the project's impact on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.080 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of the Camp Creek Site is listed below:



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PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.080 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted did not include tons of solid waste per year and how the waste will be disposed.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

Preliminary Report:	April 11, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	South Transit Distribution Center #1055
Final Report Due:	May 11, 2006		Comments Due By:	April 25, 2006

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

Coweta County submitted comments concerning fire protection. At the end of this report, the City of Palmetto has submitted comments in response to Coweta County's concern. ARC recommends the City of Palmetto and Coweta County continue to coordinate any intergovernmental impacts.

HOUSING

Will the proposed project create a demand for additional housing?

No.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 1704.02.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

Preliminary Report:	April 11, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	South Transit Distribution Center #1055
Final Report Due:	May 11, 2006		Comments Due By:	April 25, 2006

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



City Of Palmetto

P. O. Box 190
Palmetto, Georgia 30268
Area Code 770 / 463-3377

J. Clark Boddie
Mayor

May 5, 2006

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Re: Responsive Information to Comments provided by Coweta County in its
Review of the South Transit Distribution Center, Development of
Regional Impact Application #1055 (the "DRI Project")

Dear Mr. Alexander:

The City of Palmetto has taken the opportunity to review the comments provided by Coweta County for the DRI Project. The comments from Coweta County have been responded to in kind by the attached letter from Prime Engineering, Inc. The City of Palmetto has reviewed the enclosed responses from Prime Engineering, Inc., and by this letter agrees with the substance of those responses.

Should you require anything further from the City of Palmetto, please do not hesitate to let me know.

Yours very truly,

J. Clark Boddie, Mayor

enclosure

PRIME ENGINEERING

INCORPORATED®

May 5, 2006

Mr. William Shell
City Manager
City of Palmetto
P.O. Box 190
Palmetto, GA 30268-0190

Re: Development of Regional Impact Application #1055
South Transit Distribution Center
Applicant: IDI

Dear Mr. Shell:

On Monday April 24, 2006, we received a copy of the attached comments from Coweta County regarding the Development of Regional Impact (DRI) submittal for the South Transit Distribution Center. On behalf of IDI, we have reviewed the comments and offer the following information in response to each comment:

Comments from Fire Chief:

1. It is our understanding that the City of Palmetto will respond to all fire emergencies at the site once annexation is complete. As a result, this comment does not apply to the proposed application.
2. It is our understanding that the City of Palmetto will respond to all fire emergencies at the site once annexation is complete. As a result, this comment does not apply to the proposed application.
3. IDI does not propose the warehousing of any hazardous material on the site.
4. A detailed Traffic Study has been performed for the project to identify and mitigate traffic impacts from the project. IDI will install traffic signalization at the main access road to the site and at the intersection of Collinsworth Road and Weldon Road to maintain safe and efficient travel.

Comments from the County Engineer:

1. The traffic impacts have been detailed in the Traffic Impact Study (TIS) (April 2006), which is a part of the GRTA DRI Review Package, with a copy sent to Coweta County. All of the traffic impacts can be readily mitigated. Civil design elements, such as horizontal and vertical alignment, potential sight distance problems, and roadway conditions, at least as they relate to site access points, will be addressed during the detailed design phase of the project. The site's driveway across from the EMC will be dedicated, and will be designed to appropriate engineering standards, including any necessary turning lanes. IDI will install traffic signalization at the main access road to the site and at the intersection of Collinsworth Road and Weldon Road.

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Mr. William Shell

May 5, 2006

Page 2

2. It is our understanding that the City of Palmetto will be responsible for the portion of Weldon Road bound by the proposed annexation and all permits will be issued through the City.
3. Should the development require revision of turn lane improvement and signalization plans that have previously been completed, additional cost of +said revision will be borne by the development. The annexation will cause part of this area to be within the responsibility of the City of Palmetto.
4. IDI will comply with the City of Palmetto ordinances and NPDES permitting requirements for the design and construction of the stormwater management system.
5. The developer is working closely with ARC and GRTA through the DRI process to identify traffic measures that will be required as well as the appropriate designs, funding methods and timing for the improvements.

Comments from the Transportation Planner:

1. This comment is informational and no response is warranted.
2. This comment is informational and no response is warranted.
3. This comment is informational and no response is warranted.
4. The developer will coordinate with all involved agencies as appropriate.
5. The developer will install traffic signalization at the main access road to the site and at the intersection of Collinsworth Road and Weldon Road.

Should you have any questions or require any additional information regarding this matter, please call me at 404-425-7122.

Sincerely,



Thomas M. Vill, PE, AICP
Municipal Manager
Prime Engineering, Inc.

cc: Mr. Gary J. Minor
file 1176-001



City Of Palmetto

P. O. Box 190
Palmetto, Georgia 30268
Area Code 770 / 463-3377

J. Clark Boddie
Mayor

May 5, 2006

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Re: Impervious Area in Small Water Supply Watershed Information for the
South Transit Distribution Center, Development of Regional Impact
Application #1055 (the "DRI Project")

Dear Mr. Alexander:

The City of Palmetto is in receipt of the enclosed letter from Prime Engineering, Inc., which is responsive to a request by the Atlanta Regional Commission staff as to the consistency of the DRI Project with the City of Palmetto's ordinance governing development in Small Water Supply Watersheds. While the DRI Project may contain up to 70% impervious surface as represented by the enclosed letter, the overall impact of the DRI Project to the balance of the watershed results in less than 17% impervious surface within the entire watershed, substantially less than the 25% ceiling contained in the City's ordinance.

The City of Palmetto accepts the information provided by Prime Engineering, Inc., in the enclosed letter as showing that the DRI Project is in compliance with the City's Small Water Supply Watershed Ordinance. Should you require anything further from the City of Palmetto, please do not hesitate to let me know.

Yours very truly,

J. Clark Boddie, Mayor

enclosure

PRIME ENGINEERING

INCORPORATED®

May 2, 2006

Mr. William Shell
City Manager
City of Palmetto
P.O. Box 190
Palmetto, GA 30268-0190

Re: Impervious Area in Small Water Supply Watershed
Development of Regional Impact Application #1055
South Transit Distribution Center
Applicant: IDI

Dear Mr. Shell:

We are in receipt of a copy of the Regional Review Notification from the Atlanta Regional Commission (ARC) for Development of Regional Impact (DRI) submittal for the South Transit Distribution Center. In addition, we met with the ARC staff on April 24, 2006 to review the report findings. The ARC seeks clarification of the consistency of the project with Article XVI of the City of Palmetto Code regarding protection of Small Water Supply Watersheds. This letter provides additional information showing that the proposed project is consistent with the Small Water Supply Watershed Protection requirements.

The proposed project is located within the watershed of Line Creek, which contains a public water supply intake meeting the regulatory definition of a Small Water Supply Watershed. The Georgia Department of Natural Resources has adopted minimum criteria for protection of Small Water Supply Watersheds. The criterion includes the following requirement:

"The impervious surface area, including all public and private structures, utilities, or facilities, of the entire water supply watershed shall be limited to twenty-five (25) percent, or existing use, whichever is greater."

Since the proposed project may contain up to 70% impervious area, the ARC recommended that an analysis be performed to determine the impervious area in the portion of the Line Creek Watershed in the City of Palmetto to demonstrate that this criteria will be met.

Based on my review of aerial photography and available development and proposed annexation data, I have estimated the impervious area to account for less than 17% of the total area of the Line Creek Watershed in the City of Palmetto. This estimate includes the maximum permissible impervious area of 70% within the proposed South Transit Distribution Center.

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ENGINEERING
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Mr. William Shell
May 2, 2006
Page 2

Should you have any questions or require any additional information regarding this matter, please call me at 404-425-7122.

Sincerely,

Thomas M. Vill

Thomas M. Vill, PE, AICP
Municipal Manager
Prime Engineering, Inc.

cc: Mr. Gary J. Minor
file 1176-001





REGIONAL REVIEW NOTIFICATION



DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: South Transit Distribution Center See the Preliminary Report.

Comments from affected party (attach additional sheets as needed):

Coweta County Planning Department
22 East Broad Street
Newman, GA 30263
(770) 254-2635

Submitted by Sandra R. Parker
April 24, 2006
sparker@coweta.ga.us

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: Apr 25 2006

Coweta County Planning Department

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

From: Sandra R. Parker, Comprehensive Planner

Date: April 21, 2006

Re: Review of South Transit Distribution Center
DRI # 1055

The subject property is located where the Future Land Use Map recommends low density single-family residential use. Existing uses adjacent to the subject property on the south, west, and north boundaries are low density single-family residential. A commercial district of approximately 19 acres and Interstate 85 are adjacent to the east boundary of the subject property. Opposite the property on the north right-of-way of Weldon Road is an industrial district occupied by the Coweta-Fayette EMC.

In October 2003, approximately 65 acres of the subject property was rezoned to LM-Light Industrial, along with adjacent tracts on Weldon and Collinsworth Roads to the east, that were rezoned to C-6 Commercial Major Shopping Center. The rezoning of this acreage was conditioned upon use of the light industrial district for office-type warehousing, compliance with site development standards, undisturbed buffers of 100 feet in depth where the industrial zone is adjacent to residential zoning districts, road access design suitable to the County Engineer, and several other requirements. (see attached Conditions of Zoning Approved 10/23/03 for Thomas A. Arnold, Jr.)

Subsequent to Coweta County staff review of the materials submitted for this proposed development of regional impact, the Planning Department received several comments. They are as follows:

Fire Chief:

I have concerns with the proposed project. The proposed annexation would bring the land within the city limits of Palmetto, but we provide fire protection currently for all of the city of Palmetto that lies within Coweta County.

With the limited information provided I am concerned with the following areas:

- 1.) Fire Protection--the proposed 5.1 million additional square feet of space will be protected by Stations #7 and Station #12. These are our 2 highest run stations. Thus additional call volume will impact these 2 areas.
- 2.) Building Construction--I am not aware of construction requirement and height restrictions imposed by the City of Palmetto. Construction material, sprinkler requirements and height restrictions have a major impact on our department when called to respond to emergencies in this area.
- 3.) Hazardous Materials--Warehousing of hazardous materials, transportation of

hazardous materials into and out of the area, and any hazardous materials used in the daily operations of industry poses a potential threat to the area and our personnel.

- 4.) Increased Traffic Accidents--the addition of this facility will increase the volume of traffic in the area. This additional traffic could affect our response time when responding through the area, and generate more traffic accidents.

County Engineer:

I have reviewed the information listed below and the following are my comments:

1) The proposed development will have a significant impact on the immediate area. I do not have a copy of the traffic study but in most cases the studies do not take into consideration of existing features such as horizontal and vertical alignment, potential sight distance problems and roadway conditions. The entrance to this development is located across from a drive connection into the EMC site. Will this development have dedicated roadways and will they mirror the directional traffic from the intersection for possible future signalization? If so who will be responsible for these improvements? Typically when DRI's are approved the jurisdiction which the roadway belongs is left with the responsibility of insuring the improvements are complete. In this case the property will be in the City of Palmetto and roadway in Coweta County.

2) With the annexation request, I am assuming that Weldon Road will remain under the maintenance of Coweta County and our permitting process. The applicant needs to be aware that ingress/egress will need to be address with Coweta County.

3) The intersection of Weldon and Collinsworth Roads is on our short term work program under our SPLOST program. Plans are prepared and in this office for improvements with turn lanes and traffic signal. The impact of this proposed project will change the design of this project and cause expenditures of funds for revised plans. I would like to see the revised cost of engineering and construction become a part of the proposed development.

4) Storm water/water quality along with stream buffers is addressed as part of the application. I assume that Palmetto has adopted the MNGWPD ordinances as they apply to the region. Even so, the District still requires interjurisdictional coordination between counties and cities for successful implementation of the strategies and development of a Memorandum of Agreement between the two.

5) Beyond the above mentioned improvements there will obviously be a need to improve Collinsworth Rd from Weldon Road to I-85 and the intersection of the ramp terminals, Tingle Lane and Canongate Rd.

If you need any additional information please advise.

Transportation Planner:

A traffic analysis was done by Streetsmarts for the South Transit Distribution Center DRI located on 414 acres in Coweta County but proposed for annexation into the City of Palmetto. The traffic study determined that 10,514 trips per day would be generated by the proposed 5.1 million square ft industrial and warehousing facility. Seventy-eight percent (78%) of cars and 89% of trucks from this development are projected to use I-85. Project build out is projected for 2012. The traffic study provides analysis of the following road segments and intersections as recommended by GRTA, ARC, Coweta County staff, and the City of Palmetto:

- Spine Road (to be aligned with the Coweta-Fayette EMC access road to create a four-way intersection).
- Roosevelt Highway (US 29) at Cascade Palmetto Highway (SR 154) (Palmetto)
- Roosevelt Highway (US 29) at Phipps Road (Palmetto)
- Fayetteville Road/Collinsworth Road at Phipps Road (Palmetto)
- Collinsworth Road at Weldon Road (and proposed location of commercial site access drive)
- Collinsworth Road at Tingle Lane
- Collinsworth Road at I-85 southbound ramps
- Collinsworth Road at I-85 northbound ramps
- Collinsworth Road at Canongate Road
- US 29 at Weldon Road

The traffic analysis identifies the following improvements needed in Coweta County to serve the DRI:

- Collinsworth Road at I-85 northbound ramps: Convert the westbound right-turn lane on Collinsworth Rd into a "free right turn" movement.
- Collinsworth Road at Tingle Lane: Add an eastbound left turn lane on Collinsworth Rd.
- Collinsworth Road at Weldon Road: Add a traffic signal; add a northbound left turn lane on the commercial site access drive and a southbound left turn lane on Collinsworth Road, both with protected-permissive signal phasing; add an eastbound left turn lane on Weldon Road and a westbound left turn lane on Collinsworth Road.
- US 29 at Weldon Road: Add a traffic signal; add a southbound left turn lane on US 29 with protected-permissive signal phasing.
- Weldon Road at EMC/Site Spine Road: Add a traffic signal; add a northbound right turn lane on Spine Road and an eastbound right turn lane on Weldon Road; add a westbound left turn lane on Weldon Road with protected-permissive signal phasing.

After reviewing the above referenced traffic analysis, I offer the following comments:

1. The proposed DRI will generate a high number of trips in this area of Coweta County (10,514 trips per day).
2. The intersection of US 29 at Weldon Road is proposed for operational improvements by the Georgia DOT with construction scheduled to begin this summer (2006). These improvements should address those required improvements indicated in the traffic study for this intersection.
3. Coordination with the Georgia DOT will be needed on the required improvements on Collinsworth Road at I-85 northbound ramps.

4. The required intersection improvements at Collinsworth Road/Tingle Lane, Collinsworth Road/Weldon Road/Site Access Drive, and Weldon Road/Spine Road/EMC Drive will need to be coordinated with the Coweta County Engineer to ensure that other considerations such as site distance, horizontal/vertical alignments, and roadway conditions are addressed accordingly.
5. The intersection of Collinsworth Road at Weldon Road is included in the 2007-2012 Coweta County SPLOST Program; however, given the traffic impacts of the DRI to this intersection, the developer should be required to provide financial participation in making these improvements. The developer will need to work with Coweta County and the City of Palmetto in providing other the necessary transportation system improvements in both jurisdictions associated with this DRI.

Water and Sewer Department Manager:

This project will only require water from Coweta County and supply should not be an issue.

c: Larry DeMoss, Commissioner District 3
L. Theron Gay
Roxie Clark
Eddie Whitlock
Mike Alexander, ARC

Thomas A. Arnold, Jr., Petition #007-03
Weldon Road & Collinsworth Road
85.67-acres
From RR to C-6 & LM

Conditions of Zoning Approved 10/23/03

- (1) Lighting shall be established so adjacent residential properties and roadways are not adversely affected, and so that no direct light is cast upon residential properties and roadways.
- (2) The applicant shall meet all applicable requirements of the Coweta County Flood Hazard and Wetlands Ordinances and shall provide a flood study to develop flood elevations in the area.
- (3) Submit a traffic study to the County Engineer of the proposed development to determine the potential volume of vehicular traffic and to analyze any impacts. In addition, the traffic engineer providing the report should include recommended improvements.
- (4) The owner agrees to negotiate, in good faith, to convey additional rights-of-way in accordance with future road improvements and widening projects at a cost, if any, to be negotiated at the time of conveyance.
- (5) Submit a soil analysis of the subject property with the site plan, performed by and bearing the seal of an engineer registered in Georgia who practices geo-technical engineering.
- (6) The subdivision of the property shall be according to the platting requirements specified under the *Coweta County Subdivision Regulations*.
- (7) The LM (Light Industrial) Zoning District shall be conditional for office-type warehouses without generating process water. (*Article 29. Amendments, Section 295. Conditional zoning, Item 2. That the rezoning is conditional upon the condition that the applicant or any successor in title may implement only those uses and only in such manner as is depicted upon any site plan submitted and approved with the application.*)
- (8) Access to the county road system must be designed to a standard suitable to the County Engineer.
- (9) An undisturbed buffer with a minimum width of seventy-five (75) feet shall be installed where the proposed C-6 (Commercial Minor Shopping) zoning district adjoins land zoned for single-family residential use, and a minimum width of one-hundred (100) feet where the proposed LM (Light Industrial) zoning district adjoins land zoned for single-family residential use.
- (10) The exterior wall material of all buildings within the LM (Light Industrial) district shall

April 24, 2006

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: South Transit Distribution Center – Palmetto, GA
Development of Regional Impact review

Dear Mike:

Thank you for providing us an opportunity to respond to the Regional Review Notification for the South Transit Distribution Center in Palmetto, GA. This appears to be an ambitious project, which will include 5.1 million SF of light industrial and warehouse buildings on 420 acres. It appears that access to the site will be from Weldon Road and the recently upgraded I-85/ Collinsworth Road interchange. It is our understanding the entire site will be annexed into the City of Palmetto.

The information you provided indicates the proposed development is located within the Line Creek Water Supply Watershed, which serves a portion of Fayette County and a significant portion of Peachtree City. Because of this and the impacts this development might have on our drinking water supply, we wholeheartedly support your recommendation that the site plan conform to the City of Palmetto's water supply watershed regulations and would strongly recommend that you require the City of Palmetto to provide you with documentation indicating they are permitting no more than 25 percent impervious surface area within their portion of the basin prior to making a recommendation on this proposal.

We appreciate your giving us the opportunity to comment on this important DRI application, and wish the City of Palmetto the best of luck with this development. Should you have any questions, please do not hesitate to contact David Rast, our City Planner, at (770) 487-5731.

Sincerely,



Harold K. Logsdon
Mayor

cc: Mayor and Council Members
Planning Commission
City Manager
Directors and Chiefs
City Planner
City Engineer
file



BOARD OF COMMISSIONERS

Gregory M. Dunn, Chairman
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Carol Chandler, Executive Assistant

Where Quality Is A Lifestyle

April 24, 2006

Ms. Haley Fleming
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: DRI – South Transit Distribution Center; DRI#1055

Dear Ms. Fleming:

We are in receipt of the above-referenced DRI Review Report for South Transit Distribution Center. Having examined the Review Report, Fayette County has the following concerns:

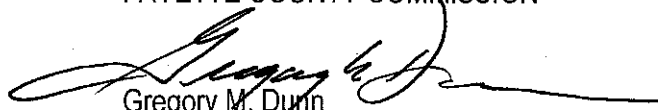
- The proposed project is located in the Line Creek watershed, which is a small water supply watershed for Fayette County. Stormwater drainage would be received by Persimmon Creek, a tributary of Line Creek. The ARC review states that the current site plan shows a total impervious surface area of 64 percent. We agree with the stated concerns of ARC staff in regards to the high level of impervious surface and the inconsistency with the City of Palmetto Water Supply Watershed District criteria. This project as currently designed is also in conflict with the ARC resolution adopted April 27, 2005, as included in the ARC Regional Review Notification package.
- The project site plans should clearly indicate how storm water runoff will be handled. Storm water management is an integral part of the development and should be adequately discussed at this stage of design. Failure to properly design, construct and maintain storm water control measures will have perpetual downstream impacts on erosion, flood control and water quality.
- Developments such as this, with large amounts of impervious surface (in this case 64 percent) will consume a greater proportion of the 25 percent impervious limit for the watershed, thus placing the burden on Fayette County to limit development in the county to offset intense development, such as this project. To protect this important water supply stream, we recommend that the City of Palmetto require larger buffers (i.e., greater than 75 feet) and place a limit on the impervious surface area for this project that is consistent with limits established by other jurisdictions sharing this watershed.

DRI #1055 Review Comments
April 24, 2006
Page 2

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

Sincerely,

FAYETTE COUNTY COMMISSION



Gregory M. Dunn
Chairman

cc: Fayette County Commission Members

Your DRI ID NUMBER for this submission is: **1055**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 2/21/2006 4:20:36 PM

DEVELOPMENT OF REGIONAL IMPACT

Coweta County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Palmetto
*Individual completing form and Mailing Address:	Bill Shell City of Palmetto P.O. Box 190 Palmetto, Ga. 30268
Telephone:	770-463-3377
Fax:	770-463-2890
E-mail (only one):	whshell@citypalmetto.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	South Transit Distribution Center	
Development Type	Description of Project	Thresholds
Wholesale & Distribution	5100000 s.f. of bulk distribution	View Thresholds
Developer / Applicant and Mailing Address:	Gary J. Minor IDI, Atlanta Region 1100 Satellite Blvd. Suwanee, Ga. 30024	
Telephone:	770-866-1117	
Fax:	770-232-1100	
Email:	gminor@idi.com	
Name of property owner(s) if different from developer/applicant:	Sabon, Guthrie, Grace Wingo, James Wingo, Scott wingo, Z.R. Wingo	
Provide Land-Lot-District Number:	LL81/112 D6, LL96/97 D7	
What are the principal streets or roads providing vehicular access to the site?	Collinsworth Rd.	
Provide name of nearest street(s) or intersection:	Collinsworth Rd./I-85	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	NR /	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	NR	
Is the proposed project entirely located within your local government's jurisdiction?	Y	
If yes, how close is the boundary of the nearest other local government?		

If no, provide the following information:	
In what additional jurisdictions is the project located?	Coweta County
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Palmetto, Ga. (annex pending) (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning, Other Annexation
What is the name of the water supplier for this site?	Coweta Water Authority
What is the name of the wastewater treatment supplier for this site?	City of Palmetto
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: FY 2012

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	Upon annex

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	N/A

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): See forthcoming GRTA/DRI package and traffic study	Y

Submitted on: 3/28/2006 3:20:50 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Palmetto
Individual completing form:	Bill Shell
Telephone:	770-463-3377
Fax:	770-463-2890
Email (only one):	WHShell@citypalmetto.com

Proposed Project Information

Name of Proposed Project:	South Transit Distribution Center
DRI ID Number:	1055
Developer/Applicant:	Gary J. Minor
Telephone:	770-866-1117
Fax:	770-232-1100
Email(s):	GMinor@idi.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	150,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	270,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Coweta Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.080
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, 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)?	.080
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	1.5

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.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See Traffic Impact Study prepared by Streetsmarts - April 2006	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	TBD
Is sufficient landfill capacity available to serve this proposed project?	
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	60%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: No impact	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:

1. Floodplains?

N

2. Historic resources?

N

3. Other environmentally sensitive resources?

N

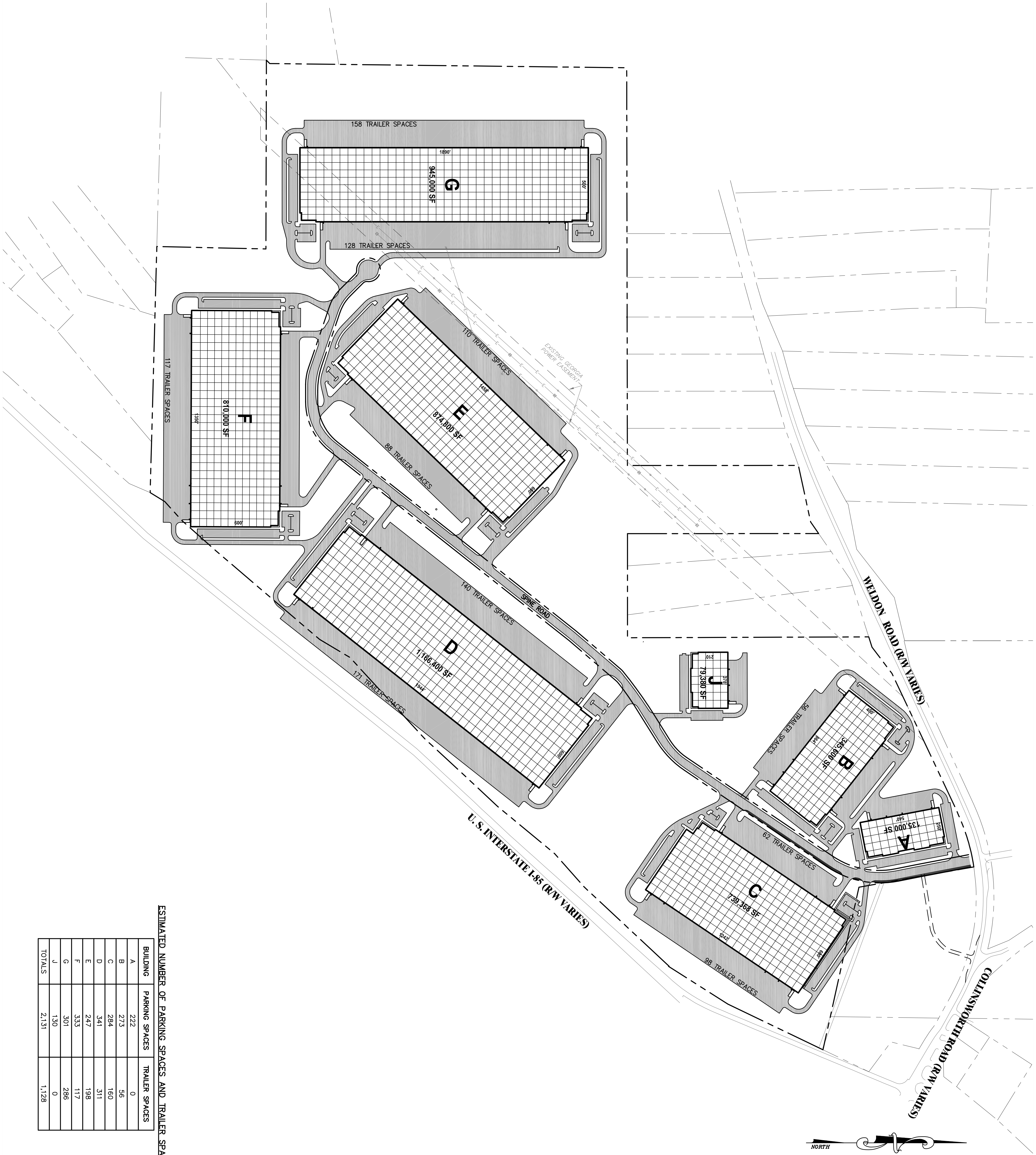
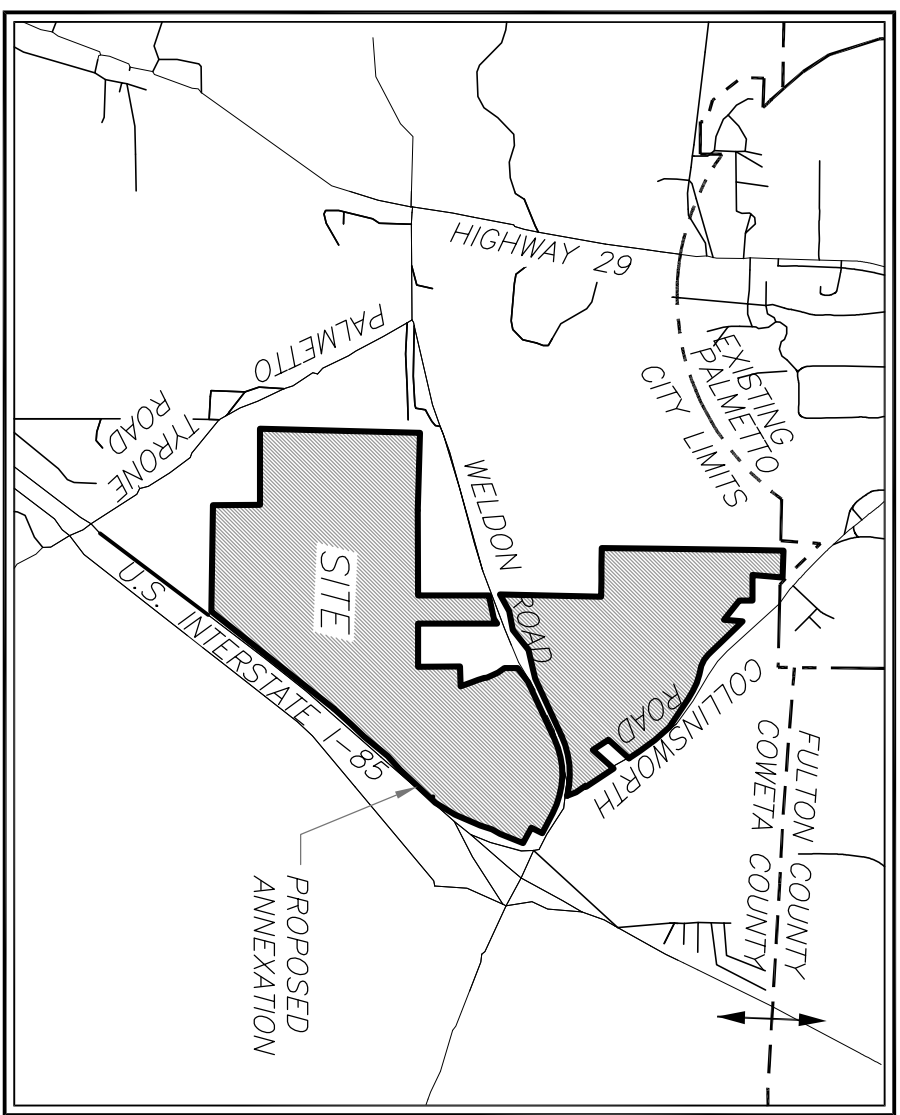
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

GENERAL NOTES:

1. CONTACT INFORMATION:
CLIENT: GARY J. MINOR
INDUSTRIAL DEVELOPMENT INTERNATIONAL, (ID)
1100 SATELLITE BOULEVARD
SUWANEE, GA 30024
PHONE: (770) 865-0117
FAX: (770) 232-7100
- PROJECT ENGINEER:
MR. PHILIP WILLIAMS, P.E.
PRIME ENGINEERING, INC.
1888 EMERY STREET NW
SUITE 300
DULUTH, GA 30097
PHONE: (404) 425-7100
FAX: (404) 425-7101
- SURVEYOR: JOHN C. BLOUNT, R.L.S.
PRIME ENGINEERING, INC.
1888 EMERY STREET NW
SUITE 300
DULUTH, GA 30097
PHONE: (404) 425-7100
FAX: (404) 425-7101
- TRAFFIC ENGINEER:
MR. GENE BAUMGARTNER, P.E.
STREET SMARTS
3080 PROUDERE PARKWAY
SUITE 200
DULUTH, GA 30097
PHONE: (770) 815-0882
FAX: (770) 815-0888
2. TOTAL PROPERTY AREA:
18,055,186 SQ.FT.
414.50 ACRES
3. TOTAL BUILDING AREA:
5,095,548 SQ.FT.
122.80 ACRES
4. NO BUILDING EXIST ON THE SITE
5. PROPOSED BUILDINGS WILL BE USED FOR LIGHT-INDUSTRIAL PURPOSES, (I.E. MANUFACTURING/DISTRIBUTION, ETC.)
6. WETLANDS SHOWN ON THE SITE WERE FIELD VERIFIED BY REGISTAR NELSON ENVIRONMENTAL CONSULTANTS ON DECEMBER 1, 2005.
7. ALL BUILDINGS TO BE ONE STORY WITH A HEIGHT OF ____ FT.

SYMBOLOLOGY LEGEND:

EXISTING	PROPOSED
ASPHALT PAVEMENT	BUILDING
CENTERLINE	100'-
CONTOUR, INTERMEDIATE	100'-
CONTOUR, MAIN	100'-
CREEK CENTERLINE	EARTH
EARTH	EASEMENT
PAVEMENT ARROW	PROPERTY LINE
RETAINING WALL	SLOPE ARROW
SPOT ELEVATION	TREE LINE
ELECTRICAL LINE (AERIAL)	FENCE
POWER POLE	STREAMS & BUFFER
FLOOD PLAN	WETLANDS



ESTIMATED NUMBER OF PARKING SPACES AND TRAILER SPACES

BUILDING	PARKING SPACES	TRAILER SPACES
A	222	0
B	273	56
C	284	160
D	341	311
E	247	198
F	333	117
G	393	286
J	130	0
TOTALS	2,131	1,128

OVERALL SITE PLAN

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SEAL
DATE:

REVISIONS		
NO.	DATE	DESCRIPTION

PROJECT: SOUTH TRANSIT DISTRIBUTION CENTER
CITY OF PALMETTO, GEORGIA
PREPARED FOR: IDI

PRIME ENGINEERING
INCORPORATED®
1888 EMERY STREET, N.W., SUITE 300
ATLANTA, GEORGIA 30318
404-425-7100

DRAWING DATE 03/28/06	DRAWN BY ESD
DRAWING SCALE 1" = 300'	DESIGNED BY TMV
PROJECT NUMBER 05-1176-001	CHECKED BY TMV
DRAWING NUMBER C-201	
NOT ISSUED FOR CONSTRUCTION	