



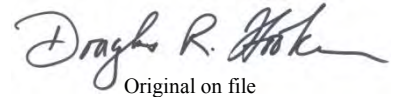
# REGIONAL REVIEW FINDING

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

DATE: July 8, 2015

ARC REVIEW CODE: R15061901

TO: Mayor Kasim Reed  
ATTN TO: Jonathan Lewis, Assistant Director of Planning – Transportation  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact Review

  
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.

**Name of Proposal:** Majestic Logistics Center

**Submitting Local Government:** City of Atlanta

**Review Type:** Development of Regional Impact    **Date Opened:** June 19, 2015    **Date Closed:** July 8, 2015

**Description:** This proposed development is located in the City of Atlanta, near Fulton County Airport–Brown Field. It will include 3,390,000 square feet of industrial distribution space.

**Comments:** According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Maturing Neighborhoods and Established Suburbs areas of the region. Additionally, the development is located within an Industrial and Logistics Area.

The RDG states that Maturing Neighborhoods are areas in the region characterized by older neighborhoods that include both single and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian–friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas where people are aging in place. These areas should integrate Lifelong Communities principles to ensure options for housing and transportation in the community that support older adults that want to remain in their communities for a lifetime.

The UGPM and RDG state that Established Suburbs are areas in the region where suburban development has occurred. These areas are characterized by strip commercial development, single family subdivisions, and office in limited locations. These areas represent the part of the region that has just recently reached “build out.” With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail/ commercial areas.

While there is still room for limited infill, these areas may begin to focus more on redevelopment over the next 30 years. Preservation of existing single family neighborhoods is important, and, wholesale change will most likely not occur in the single family subdivisions that make up a majority of these areas. However, infill and redevelopment should occur in areas of retail/commercial concentrations, especially commercial corridors. Within this area, infrastructure is built out with limited ability to expand, which may constrain the amount of additional growth that is possible.

Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

Additionally, GDOT District 7 staff identified concerns with the current proposed access to and from the site. An email referencing these concerns has been included in this review report. The City of Atlanta and the developer should work with GDOT to resolve these issues.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
COBB COUNTY  
GEORGIA CONSERVANCY

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
CITY OF SMYRNA

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
UPPER CHATTAHOOCHEE RIVERKEEPER

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Daniel Studdard, Transportation Access and Mobility Division

**DATE:** June 16<sup>th</sup>, 2015

**SUBJECT:** **Transportation Division Review of DRI # 2496**  
Project: Majestic Logistics Center  
County: Fulton (City of Atlanta)  
Location: Northeast of the Fulton County Airport, along Fulton Industrial Boulevard/SR 70  
Analysis:  
Expedited ☐  
Non-Expedited ☒

**cc:** David Haynes  
TAMD

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The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc. on behalf of Majestic Realty Company. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process.

The proposed development is planned for complete build-out by the year 2022. The approximately 355-acre site is in Fulton County located just northeast of the Fulton County Airport – Brown Field, bordered by SR 8/US 78/US 278 (Donald Lee Hollowell Parkway) to the north, Sandy Creek Road to the south, SR 70 (Fulton Industrial Boulevard) to the east, and the Chattahoochee River to the west.

The site is owned by Fulton County and will be ground-leased by Majestic Realty Company to develop the property. The proposed development will be an industrial warehouse facility with approximately 3,390,000 SF of warehousing space. The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to a preliminary Fulton County Airport Layout Plan and an anticipated future land disturbance permit.

### **INFRASTRUCTURE** **Transportation**

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

The proposed development will be served by three (3) full-movement driveways: one along SR 70 (Fulton Industrial Boulevard) and two along Sandy Creek Road.

Proposed Site Driveway A will be a new driveway connection along SR 70 (Fulton Industrial Boulevard) and will be located approximately 1970' north of Sandy Creek Road. Based on the site plan, this driveway connection is proposing a new median opening/break along SR 70 (Fulton Industrial Boulevard). It should be noted that the next median opening along SR 70 (Fulton Industrial Boulevard) is located approximately 1080' north of the Proposed Site Driveway A location.

Proposed Site Driveways B and C are along the existing Sandy Creek Road. At the intersection of Sandy Creek Road and SR 70 (Fulton Industrial Boulevard), a southbound right-turn lane and a northbound left-turn lane currently exist along SR 70 (Fulton Industrial Boulevard) at a median opening. Note: Sandy Creek Road is currently closed (gated) with no traffic using the roadway.

The proposed site driveways provides vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Parking will be provided throughout the development as follows:

- Employee Parking Provided: 953 spaces
- Trailer Parking Provided 880 spaces

**How much average daily traffic will be generated by the proposed project?**

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9<sup>th</sup> edition, was used to conduct trip generation for this development. The trip generation was based on ITE Land Use 152 – High Cube Warehouse. A total of 5,696 daily trips are projected for the proposed development. The calculated total trip generation for the proposed development is shown in Table 6 in the DRI transportation study.

Table 6: Net Trip Generation						
	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Employee (Car) Trips	2,136	2,136	233	104	101	227
Heavy Vehicle (Truck) Trips	712	712	78	35	34	76
<b>Net New Trips</b>	<b>2,848</b>	<b>2,848</b>	<b>311</b>	<b>139</b>	<b>135</b>	<b>303</b>

Source: *Majestic Logistics Center DRI #2496 Transportation Analysis*

## **Summarize the transportation improvements as recommended by the traffic study consultant**

The traffic analysis recommends the following transportation improvements based on the results of the projected 2022 Build analysis:

- SR 70 (Fulton Industrial Boulevard) at SR 8//US 78/US 278 (Donald Lee Hollowell Parkway)
  - Intersection 4:
    - Construct an additional westbound left-turn lane, resulting in dual left-turn lanes.
    - Allow the northbound right-turn lane to operate with permissive and overlap phasing.
    - Retime the signal for optimal splits and offsets.

Additionally, the eastbound approach of both unsignalized intersections along SR 70 (Fulton Industrial Boulevard) that serve the proposed development, including Sandy Creek Road and the proposed site driveways, operate at LOS F with long vehicular delays during the AM and PM Peak hours for Projected 2022 Build conditions. Low and failing LOS for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Site access is proposed via one driveway along SR 70 (Fulton Industrial Boulevard) and two driveways along Sandy Creek Road. The following improvements are recommended to provide vehicular access to SR 70 (Fulton Industrial Boulevard).

- Proposed Driveway A
  - Construct an eastbound left-turn lane and right-turn lane exiting the site.
  - Construct a southbound right-turn lane along SR 70 (Fulton Industrial Boulevard) with a minimum of 175' of storage and 100' of taper, per GDOT's Driveway Manual standards in Table 4-8 and Table 4-9.
  - Construct a northbound left-turn lane along SR 70 (Fulton Industrial Boulevard) with a minimum of 235' of storage and 100' of taper, per GDOT's Driveway Manual standards in Table 4-8 and Table 4-9.
    - Note: This will require a new median opening at Proposed Driveway A.
- Sandy Creek Road
  - Construct an eastbound left-turn lane and right-turn lane exiting on the approach from Sandy Creek Road to SR 70 (Fulton Industrial Boulevard).

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

The traffic consultant reviewed ARC's Transportation Improvement Program (TIP), GDOT Statewide TIP (STIP), Plan 2040 Regional Transportation Program (RTP), GDOT's Construction Work Program, and South Fulton County's Comprehensive Transportation Plan (CTP). This review showed the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in the table below.

Table 11: Programmed Improvements			
#	Year	Project Number	Project Description
1	2030	FS-003	SR 70 (Fulton Industrial Boulevard) widening (one additional general purpose lane) between SR 6 (Camp Creek Parkway) and I-20 West
2	2040+	ASP-AR-431	Western Corridor commuter rail service between Downtown Atlanta Multimodal Center to Douglasville
3	2040+	ASP-CO-414	SR 139 (Floyd Road/Mableton Parkway) widening from Dodgen Road to Discovery Boulevard
4	2040+	ASP-CO-427	SR 139 (Floyd Road/Mableton Parkway) widening from US 78/278 (Veterans Memorial Parkway) to Dodgen Road
5	2040+	ASP-AR-ML-800	I-20 West managed lanes from I-285 West to Bright Star Road
6	2040+	ASP-CO-175A	SR 280 (South Cobb Drive) widening from SR 5 (Atlanta Road) in Cobb County to SR 70 (Bolton Road) in City of Atlanta
7	2040+	ASP-AT-264	Bolton Road road diet from SR 280 (James Jackson Parkway) to Browntown Road
8	2040+	ASP-AR-ML-210	I-285 West managed lanes between I-20 West and I-75 North
9	2040+	ASP-AR-ML-220	I-285 South managed lanes between I-20 West and I-20 East (0 existing lanes, 2 proposed)
10	2040+	ASP-AR-ML-230	I-285 South managed lanes between I-20 West and I-20 East (2 existing lanes, 4 proposed)
11	2020	AT-272	Martin Luther King Jr. Drive complete street retrofit

Source: *Majestic Logistics Center DRI #2496 Transportation Analysis*

**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?**

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken. Three MARTA bus routes are in the general vicinity of the proposed project site.

- Route 58 stops approximately 0.5 miles from the proposed site at the intersection of SR 8/US 78/US 278 (Donald Lee Hollowell Parkway) at SR 70 (Fulton Industrial Boulevard).
- Route 50 stops approximately 0.7 miles from the proposed site at the intersection of SR 70 (Fulton Industrial Boulevard) at Amber Place.
- Route 73 stops approximately 1.3 miles from the proposed site at the intersection of SR 70 (Fulton Industrial Boulevard) at MLK Jr Drive/SR 139.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The proposed site driveway on SR 70 (Fulton Industrial Boulevard) shall meet all GDOT design requirements.

A traffic signal should be constructed, if/when warranted, at the intersection of SR 70 (Fulton Industrial Boulevard) at Sandy Creek Road. The proposed development may not generate enough development to warrant a traffic signal at this intersection. However, this is a 4-leg intersection, with the east and west legs currently closed. Construction of the proposed development will require opening the west leg of this intersection. Opening of the east leg of the intersection may result in additional traffic volumes turning at this intersection and potentially warrant a traffic signal.

The applicant should ensure that adequate truck parking is located on-site. Truck parking is needed at each building for loading/unloading. Additionally, adequate parking is needed for trucks that are waiting to load/unload at the warehouse. A lack of parking for trucks that are waiting to access a warehouse is an issue at some existing developments, and results in trucks parking on the side of nearby roadways to wait. This creates potential congestion and safety issues along these roadways. Providing adequate on-site parking for these trucks will help mitigate this issue.

Sidewalks should be constructed along all frontage of the proposed project's site along the west side of SR 70 (Fulton Industrial Boulevard). Sidewalks should also be constructed along the frontage of Sandy Creek Road between SR 70 (Fulton Industrial Boulevard) and each of the proposed site driveways. The City of Atlanta is a highly urbanized area with significant amounts of existing residential, industrial, and commercial development near the proposed project. MARTA local bus routes serve a number of roadways in the vicinity of the proposed project. Therefore, adequately serving pedestrians is essential for new developments within the City. Additionally, GDOT adopted a Complete Streets policy in 2012, showing the need for accommodating alternative travel modes along state roadways.

#### ARC's Policy and Investment Networks

The applicant should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is along or near the following:

- Regional Thoroughfare Network Level 1:
  - SR 70 (Fulton Industrial Boulevard)
- Regional Thoroughfare Network Level 2:
  - SR 8/US 78/US 278 (Donald Lee Hollowell Parkway)
  - MLK Jr Drive/SR 139

**MAJESTIC LOGISTICS CENTER DRI**  
**City of Atlanta**  
**Natural Resources Division Review Comments**  
**June 15, 2015**

**Metropolitan River Protection Act and Chattahoochee Corridor Plan**

A large portion of the project property is within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The Corridor portion of the property includes most of Warehouse Building A, a portion of the parking and loading area between Warehouse Buildings A and B, and a portion of Warehouse Building C and a portion of its parking and loading areas. The property has not been submitted for review for consistency with the Chattahoochee Corridor Plan, and must be reviewed for consistency with all applicable Corridor Plan Standards before any land disturbance or construction in the Corridor can start. If the future expansion area indicated on the submitted plan is within the Corridor; that should be included in the Corridor review. The submitted plans show a 500-foot undisturbed buffer along the river. Under the Chattahoochee Corridor Plan, this is an optional buffer that allows higher amounts of land disturbance and impervious surface than would otherwise be allowed.

**Watershed Protection and Stream Buffers**

The entire project property is within in the Chattahoochee River Corridor watershed. As this property is downstream of Peachtree Creek, it is in the portion of the Corridor Watershed that is not classified as a water supply watershed, so no Part 5 Water Supply Watershed Criteria apply. The USGS coverage for the project area shows no blue line streams on the project property. One blue-line stream, Sandy Creek is located just south of the property, as shown on the submitted plans, but it appears that this project will not affect it. If Sandy Creek is affected, any work near the creek will be subject to the City of Atlanta's stream buffer ordinance. Any unmapped streams on the property that meet City of Atlanta ordinance criteria will be also be subject to the City's stream buffer ordinance requirements, as well as the State Sediment and Erosion Control 25-foot buffer. Any other state waters on the property will be subject to the State 25-foot Sediment and Erosion Control buffer requirements.

**Stormwater/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 impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Based on the coverages of the proposed uses, heavy industrial and forest/open were used to calculate the numbers for this project, with land use areas estimated from the submitted plans. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:



**Estimated Pounds of Pollutants per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Forest/Open	147.31	11.78	88.39	1325.79	34617.85	0.00	0.00
Heavy Industrial	192.59	279.26	3705.43	24651.52	153109.05	319.70	40.44
<b>TOTAL</b>	<b>339.90</b>	<b>291.04</b>	<b>3793.82</b>	<b>25977.31</b>	<b>187726.90</b>	<b>319.70</b>	<b>40.44</b>

**Total impervious: 46%**

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://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.

We would also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

**Instructions:** The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient 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 RC on or before the specified return deadline.

Preliminary Findings of the RDC: **Majestic Logistics Center** *See the Preliminary Report.*

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

Per the Georgia Department of Transportation Office of Planning's review, the Majestic Logistics Center DRI (DRI #2496) does not appear to affect any GDOT projects currently programmed in the immediate area, other than those already mentioned in the preliminary DRI report.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT, Office of Planning

Telephone: ( 404 ) 631-1774

Signature:

Date: July 1, 2015

**Please return this form to:**

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Return Date: *July 3, 2015*

# Developments of Regional Impact

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**DRI #2496**

## 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:	Atlanta
Individual completing form:	Jonathan Lewis
Telephone:	4048658593
E-mail:	JLewis@Atlantaga.gov

\*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:	Majestic Logistics Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	3925 Aviation Cir, Atlanta, GA 30336 Fulton County Airport
Brief Description of Project:	Majestic Realty will ground lease approximately 341 acres of land from Fulton County. Majestic Realty will develop 2,768,000 sf of industrial distribution space.

#### 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.):	2,768,000 sf		
Developer:	Majestic Realty		
Mailing Address:	3940 Piedmont Rd		
Address 2:	Suite 210		
	City:Atlanta State: ga Zip:30305		
Telephone:	4044675245		
Email:	sbrown@majesticrealty.com		
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No		
If yes, property owner:	Fulton County		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No		
If no, in what additional jurisdictions is the project located?	Fulton County		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No		
If yes, provide the following information:	Project Name: Unknown		
	Project ID:		
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other		
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No		
If yes, what percent of the overall project does this project/phase represent?	Unknown		
Estimated Project Completion Dates:	This project/phase: 2016 Overall project: 2022		
<a href="#">Back to Top</a>			

# Developments of Regional Impact

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**DRI #2496**

## 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:	Atlanta
Individual completing form:	Jonathan Lewis
Telephone:	4048658593
Email:	JLewis@Atlantaga.gov

### Project Information

Name of Proposed Project:	Majestic Logistics Center
DRI ID Number:	2496
Developer/Applicant:	Majestic Realty
Telephone:	4044675245
Email(s):	sbrown@majesticrealty.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
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If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out:	\$120 million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2 million
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): <hr/> <hr/>	
<b>Water Supply</b>	
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)?	0.049 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: <hr/> <hr/>	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? <hr/> <hr/>	
<b>Wastewater Disposal</b>	
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)?	0.042 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: <hr/> <hr/>	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required?0.75 miles <hr/> <hr/>	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per	5695 total daily trips, 449 AM peak hour trips, 437 PM peak hour trips

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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:See DRI traffic study prepared by Kimley Horn, dated May 2015	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	2,254 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	Approximately 42%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Water quality channel protection and detention will be provided in addition to a 500' undisturbed buffer adjacent to the Chattahoochee River to mitigate storm impacts.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: 3. All wetland impacts will be mitigated and permitted. 5. Project is located in the Chattahoochee River corridor. All impacts will be in accordance with ARC regulations. 7. An on site cemetery will be relocated.</p>	
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