



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: 4/2/2005

ARC REVIEW CODE: R503031

TO: Mayor Ralph Moore
ATTN TO: Ann Lippmann, Director of Planning and Economic Development
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 Union City
Name of Proposal: Majestic Airport Center III

Review Type: Development of Regional Impact

Date Opened: 3/3/2005

Date Closed: 4/2/2005

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 State.

Additional Comments: The original site plan submitted for the review conflicted with Mobility 2030 Project FS 202A: extension of Oakley Industrial Boulevard from Jonesboro Road to Buffington Road near the intersection of Flat Shoals Road. Through discussions with the developer, the site plan has been modified to allow for a potential roadway through the site that is of the standards of the existing Oakley Industrial Boulevard.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
SOUTH FULTON COMMUNITY IMPROVEMENT DISTRICT
CLAYTON COUNTY

ARC TRANSPORTATION PLANNING
GEORGIA ENV. FACILITIES AUTHORITY
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF FAIRBURN

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
FULTON COUNTY
FAYETTE COUNTY

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.

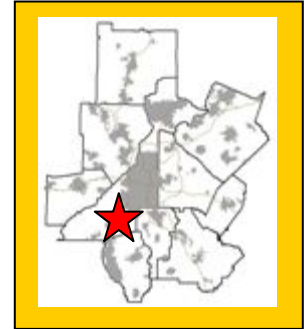
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	March 3, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Majestic Airport Center III # 705
Final Report Due:	April 2, 2005		Comments Due By:	March 17, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Majestic Airport Center III is located on 192.54 acres in the City of Union City north of Jonesboro Road at the intersection of Oakley and Industrial Boulevard. The proposed development will consist of 2,300,000 square feet of warehouse and distribution space. Access to the development is proposed at two locations along Jonesboro Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2007.

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 M-1 (light industrial). Rezoning is not required for the development. The DRI review was triggered by a land disturbance permit request from the applicant. Information submitted for the review states that the proposed development is consistent with Union City's Future Land Use Plan, which designates the area as light industrial.

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

No comments were received during the review concerning inconsistencies with affected local government's comprehensive plans.

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

No comments were received during the review concerning the implementation of any local government's short term work program.

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?

Yes, it is recommended that a traffic signal be installed at the intersection of Jonesboro Road and the existing site driveway in the future background condition. However, it is also recommended that a full

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signal warrant analysis be performed in the future after build out and prior to any change in traffic control.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	Oakley Township Expansion
2004	Goodson Rd Distribution Center
2003	Southpark, Building 2, Phase 3
2003	Southpark Mixed Use
2002	Oakley Township
1999	Flat Shoals MUD
1986	Royal 85 South
1985	Southpark
1985	C&S Bank Center

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 undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

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

The original site plan submitted for the review conflicted with Mobility 2030 Project FS 202A: extension of Oakley Industrial Boulevard from Jonesboro Road to Buffington Road near the intersection of Flat Shoals Road. Through discussions with the developer, the site plan has been modified to allow for a potential roadway through the site that is of the standards of the existing Oakley Industrial Boulevard.

Mobility 230 Project AR-H-152 I-85 HOV Lanes from I-285 South to SR 74 in Fulton County proposed the addition one HOV lanes in both directions. Dedicated HOV ramps will be provided but have not yet been determined at the time. However, the HOV System Implementation Plan for the Atlanta region, done in April 2002 and commissioned by GDOT, proposes an HOV full drop ramp interchange between Jonesboro Road and Flat Shoals Road. The developer should coordinate with GDOT to ensure full build out of the HOV lanes and interchange is possible along this section of the corridor.

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Grading of the site should be kept to a minimum where possible. 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. The developer should consider pervious pavement and reflective roofing where possible. It is recommended that resources and information from the U.S Green Building Council, American Planning Association, U.S. EPA, Cool Communities, 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.

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

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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.”

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.

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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 site is located the City of Union City, adjacent to Fulton 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.

The proposed development is entirely within the City of Union City. The proposed development is 300 mile from the Fulton County line, across Interstate 85. The City of Fairburn is approximately two miles southwest of the proposed development.

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 proposed development is located close to other similar land uses that are compatible with light industrial and distribution operations.

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 \$69,000,000 with an expected \$1,600,000 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.

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

Yes.

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

The proposed development will provide additional employment to the area. The proposed development is ideally located adjacent to the interstate which will minimize the impact of heavy truck traffic on the local roads.

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.

Stream and Watershed Protection

The proposed project is in the Flint River Water Supply Watershed, a water supply source for Fayette and Clayton Counties. The watershed is greater than 100 square miles above the intake and there is no reservoir directly on the Flint within this watershed area. Therefore, the only criteria applicable in such watersheds under the Georgia Planning Act's Part 5 minimum water supply watershed criteria apply to the handling and storage of hazardous materials and hazardous waste. No other water supply watershed criteria apply.

A stream runs across the northern portion of the property partly within the existing utility easements. No buffers are shown along the stream. The 25-foot buffer required under the State Erosion and Sedimentation Act, as well as any required City stream buffers should be shown on the project plans, even when no development activity is proposed near the stream. In addition, all waters of the state on the property, not just the stream, are subject to the State 25-foot Erosion and Sedimentation Act buffers. These buffers are administered by the Environmental Protection Division of the Georgia Department of Natural Resources. Any work within the Erosion and Sedimentation buffers will require a variance from EPD.

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 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). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. 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
Office/Light Industrial	193.00	248.97	3306.09	22002.00	136644.00	285.64	36.67
TOTAL	193.00	248.97	3306.09	22002.00	136644.00	285.64	36.67

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Total % impervious	70%						

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) 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. Some measures to consider include:

- Ensuring that the proposed stormwater facility is a permanent pool wet pond design adequate to treat site stormwater runoff and provide detention storage for downstream channel protection and the 25-year storm event (peak flow attenuation) per Manual guidelines.
- Use of bioretention facilities located in parking lot islands to treat and detain a portion of the runoff from the site (this would reduce the required size of the wet pond).
- Use of porous pavers or porous concrete per the Manual Guidelines in low traffic/load areas where contributing drainage areas are impervious.
- Leaving the northeast corner of the site in an undisturbed natural state as greenspace in a permanent conservation easement.

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

Georgia Regional Transportation Authority Review Findings

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

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Access to the development is proposed at two locations along Jonesboro Road. Primary signalized access will be provided via the northern extension of Oakley Industrial Boulevard, which will terminate in the development and is signalized at Jonesboro Road. Secondary access will be provided via an existing driveway located approximately 1,200 feet west of Oakley Industrial Boulevard

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

URS 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
Warehouse 2,300,000 sq ft	347	76	423	107	320	427	4,848
TOTAL NEW TRIPS	347	76	423	107	320	427	4,848

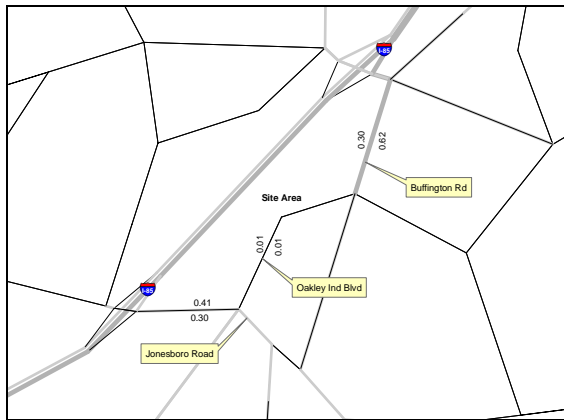
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

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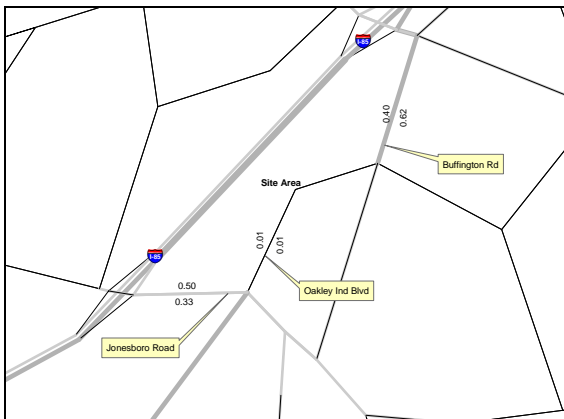
V/C Ratios



2005 AM Peak



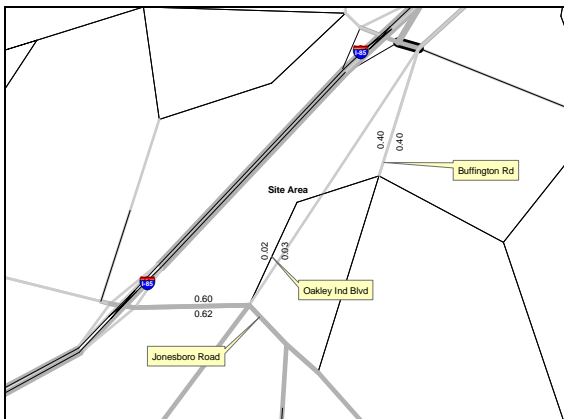
2005 PM Peak



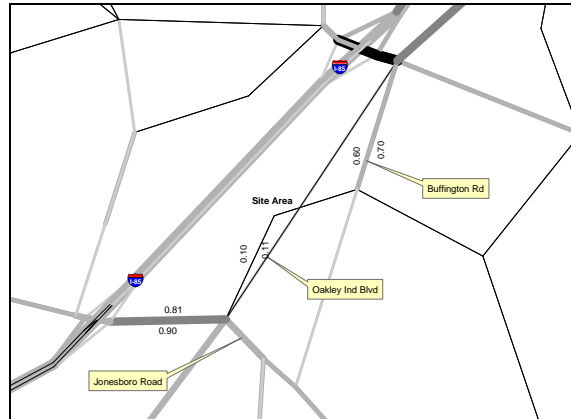
2010 AM Peak



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, adopted in December 2004. 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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-AR-BP065	SR 138 (JONESBORO ROAD) BIKE LANES	Bicycle Facility	2008
AR-430	I-85 SOUTH ATMS COMMUNICATIONS / SURVEILLANCE	Roadway Operations	2007
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-202A	OAKLEY INDUSTRIAL BOULEVARD EXTENSION	Roadway Capacity	2020

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Majestic Airport Center III.

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.

Jonesboro Road at I-85 Southbound Ramp

- Widen the eastbound approach to provide a right turn lane.

Jonesboro Road at I-85 Northbound Ramp

- Add a westbound free-flow right-turn lane onto I-85 northbound.
- Widen Jonesboro Road to allow a right-turn lane.
- Widen I-85 entrance ramp to allow free-flow lane.
- Add a protective dividing island.

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.

Jonesboro Road at I-85 Southbound Ramp

- Widen the west leg of Jonesboro Road to allow the southbound right-turn from I-85 to operate as free-flow.

Jonesboro Road at Existing Driveway

- Perform a full signal warrant analysis after build out of the site and prior to any change in traffic control.

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Jonesboro Road at Oakley Industrial Boulevard

- Addition of a northbound left-turn lane onto Jonesboro Road.
- Widen Oakley Industrial Boulevard to add a left-turn lane.

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?

No transit service is available.

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 to land uses within and adjoining the site	4%	4%
Total		14%

The proposed development does not pass the Air Quality Benchmark Test; however, by including a parking management program such as preferred spaces for carpool vehicles, the development would clearly pass the Benchmark Test. It is strongly encouraged that the developer seeks such parking management programs for the development.

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

This site provides a good location for industrial development that will be served by heavy truck movement. Access to the site is provided via two locations off Jonesboro Road which connects to I-85. This close proximity to I-85 provides efficient regional connectivity while minimizing the impact of truck traffic on local roadways, however, access to the interstate could be improved. The majority of the traffic traveling between the site and I-85 will be using the Jonesboro Road exit/entrance ramps on and off I-85. Access to Flat Shoals Road will aid in flow of truck traffic attempting to access I-85.

The project, as originally proposed, was in conflict with Oakley Industrial Boulevard Extension project, RTP # FS-202A. Through discussions with the developer and Union City, the conflict was resolved and a revised site plan was submitted.

Through the study of four intersections in the area surrounding Majestic Airport Center III, it has been determined that three intersections will be performing at LOS D while one intersection will perform at LOS B upon completion of the project and recommended improvements. It is strongly recommended

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that appropriate improvements be made to intersections and roadway segments in question in order to mitigate congestion and traffic flow issues.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1058 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Camp Creek plant will provide wastewater treatment for the proposed development.

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

The capacity of Camp Creek is listed below

PERMITTED CAPACITY MMF, MGD₁	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 0.1058 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.

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INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 4197.5 tons of solid waste per year.

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.

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.)?**

None were determined during the review.

AGING

Does the development address population needs by age?

Not applicable.

What is the age demographic in the immediate area of the development?



Preliminary Report:	March 3, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Majestic Airport Center III # 705
Final Report Due:	April 2, 2005		Comments Due By:	March 17, 2005

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

Yes, the proposed development will create demand for additional housing in the areas.

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 Tracts 105.1. This tract had a 26.3percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 76 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

* 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.



March 18, 2005

Atlanta Regional Commission
40 Courtland Street
Atlanta, Georgia 30303

Attention: Ms. Haley Fleming

**Regarding: Majestic Airport Center III
Site Plan Amendment
Union City, Georgia**

Dear Ms. Fleming:

Attached is the amended site plan for the Majestic Airport Center III development. This amendment was developed based on discussions during the meeting held at the Atlanta Regional Commission yesterday and reflects agreements reached. As shown on the site plan, Building A has been shifted to the south to allow approximately 125-feet of separation between Building A and the Building C parking lot.

This separation is adequate to allow a potential roadway of up to 5 lanes in cross section to pass between the two buildings while still maintaining required buffers and set backs. If you have any questions, please call me at 678-808-8814.

Sincerely,

URS Corporation

A handwritten signature in black ink, appearing to read "Steven J. Cassell", is written over the URS Corporation name.

Steven J. Cassell, P.E.
Project Manager

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, N.E.
Suite 900
Atlanta, GA 30328
Tel: 678.808.8800
Fax: 678.808.8400

Your DRI ID NUMBER for this submission is: **705**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/11/2005 3:07:27 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton 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 Union City
*Individual completing form and Mailing Address:	Ann Lippmann, AICP Director of Planning & Economic Development 5047 Union Street Union City, GA 30291
Telephone:	770-969-9266
Fax:	770-969-8795
E-mail (only one):	alippmann@unioncityga.org

*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 Airport Center III	
Development Type	Description of Project	Thresholds
Wholesale & Distribution	2300000 square feet of warehouse space in +/- 4 buildings	View Thresholds
Developer / Applicant and Mailing Address:	James Gaddy Majestic Realty Co. One Securities Center 3490 Piedmont Road NE, Suite 210 Atlanta, GA 30305	
Telephone:	404-467-5255	
Fax:	404-467-5256	
Email:	jgaddy@majesticrealty.com	
Name of property owner(s) if different from developer/applicant:	Shi Shailendra	
Provide Land-Lot-District Number:	Land Lots 61,62 and 80 District 9F	
What are the principal streets or roads providing vehicular access to the site?	Jonesboro Road (SR 138) & Oakley Industrial Boulevard	
Provide name of nearest street(s) or intersection:	Jonesboro Road (SR 138) & Oakley Industrial Boulevard	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
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.):	http://www.mapblast.com/(1ewtjt2pkthamd45zouctdq1)/map.aspx?L=USA&C=33.56720%2c-84.52351&A=7.16667&P= 33.56720%2c-84.52351 1 Oakley+Industrial+Blvd%2c+Union+City%2c+GA+30291 L1 	

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?	300 feet across I-85 to unincorporated Fulton County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
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:	Other Site Analysis
What is the name of the water supplier for this site?	Union City
What is the name of the wastewater treatment supplier for this site?	Union City
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: January 2007

Local Government Comprehensive Plan

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

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?	

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?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	

Other (Please Describe):
to be identified after the traffic study is complete

Y

Your DRI ID NUMBER for this submission is: **705**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/11/2005 3:07:27 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton County Initial DRI Information (Form1b)

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*Individual completing form and Mailing Address:	Ann Lippmann, AICP Director of Planning & Economic Development 5047 Union Street Union City, GA 30291
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E-mail (only one):	alippmann@unioncityga.org

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Fax:	404-467-5256	
Email:	jgaddy@majesticrealty.com	
Name of property owner(s) if different from developer/applicant:	Shi Shailendra	
Provide Land-Lot-District Number:	Land Lots 61,62 and 80 District 9F	
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Provide name of nearest street(s) or intersection:	Jonesboro Road (SR 138) & Oakley Industrial Boulevard	
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Service Delivery Strategy

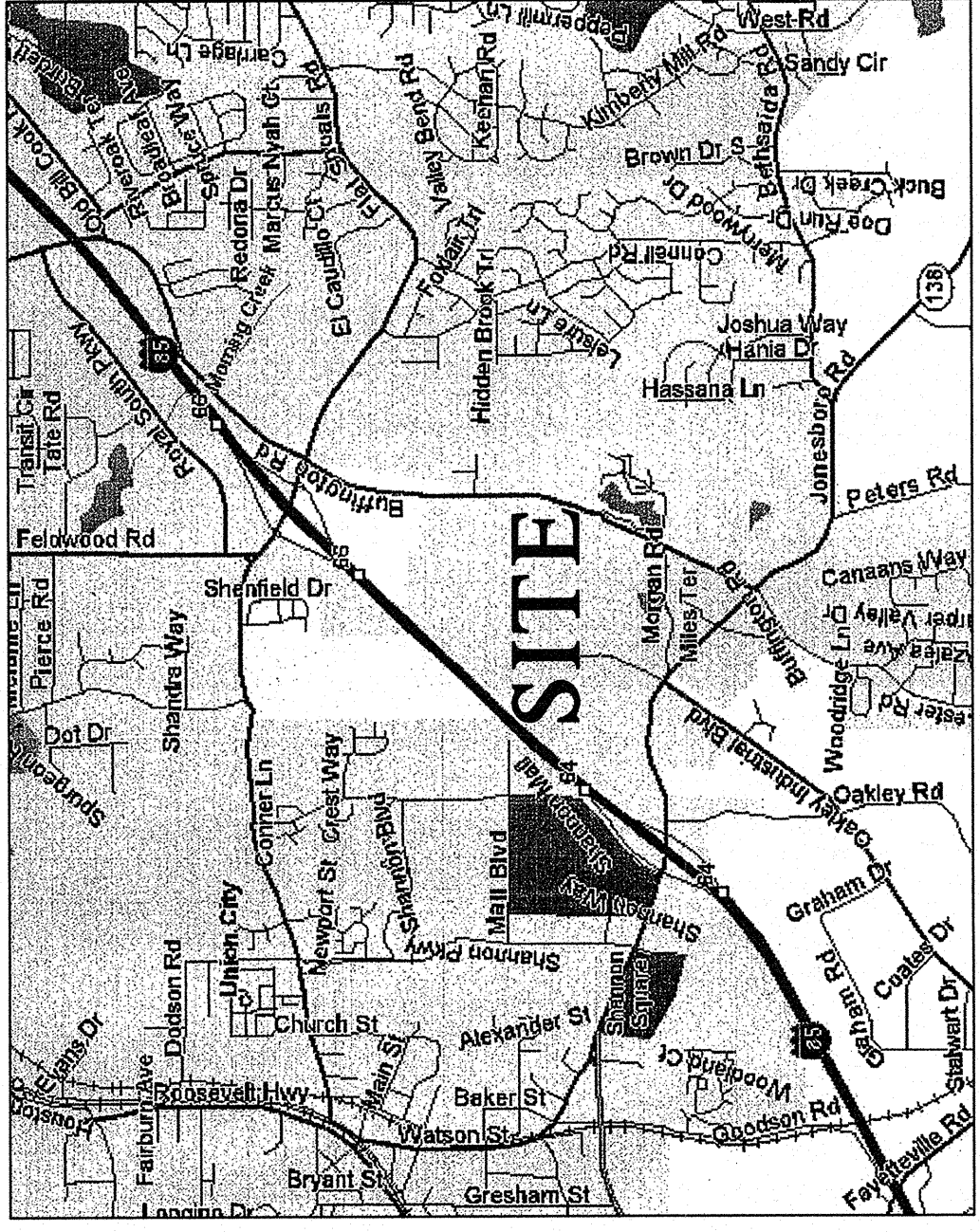
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Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	

Other (Please Describe):
to be identified after the traffic study is complete

Y



VICINITY MAP

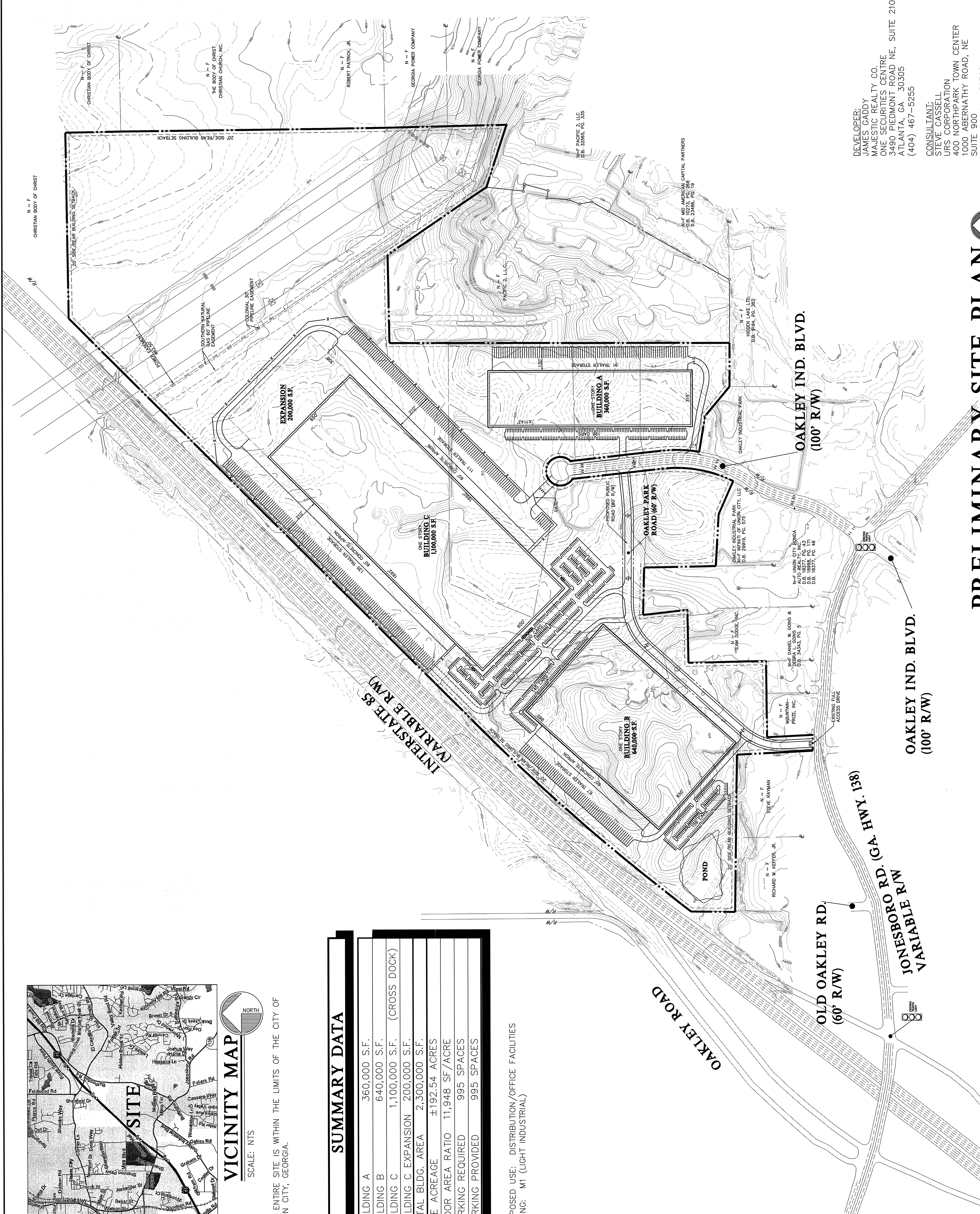
SCALE: NTS

THIS ENTIRE SITE IS WITHIN THE LIMITS OF THE CITY OF UNION CITY, GEORGIA.

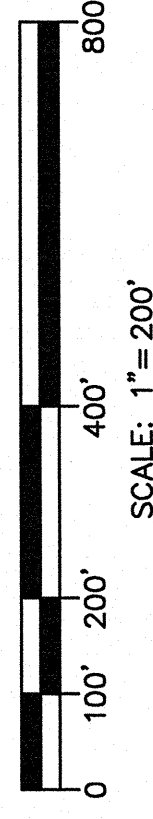
SUMMARY DATA

BUILDING A	360,000 S.F.
BUILDING B	640,000 S.F.
BUILDING C	1,100,000 S.F. (CROSS DOCK)
BUILDING C EXPANSION	200,000 S.F.
TOTAL BLDG. AREA	2,300,000 S.F.
SITE ACREAGE	±192.54 ACRES
FLOOR AREA RATIO	11,948 SF/ACRE
PARKING REQUIRED	995 SPACES
PARKING PROVIDED	995 SPACES

PROPOSED USE: DISTRIBUTION/OFFICE FACILITIES
ZONING: M1 (LIGHT INDUSTRIAL)



PRELIMINARY SITE PLAN



DEVELOPER:
JAMES GADDY
MAESTIC REALTY CO.
ONE SECURITIES CENTRE
3490 PIEDMONT ROAD NE, SUITE 210
ATLANTA, GA 30305
(404) 467-5255

CONSULTANT:
STEVE CASSELL
URS CORPORATION
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, NE
SUITE 900
ATLANTA, GA 30328
(678) 808-8814

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PAULSON MITCHELL
INCORPORATED

FOR:

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