



REGIONAL REVIEW NOTIFICATION

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

DATE: Jan 11 2007

ARC REVIEW CODE: R701111

TO: Chairman Jason Harper
ATTN TO: Jessica Guinn, Planning and Zoning
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Majestic Realty Company
Review Type: Development of Regional Impact

Description: The proposed Majestic Realty Company wholesale and distribution project is located on 163 acres in Henry County and will consist of 2,884,000 gross square feet. The proposed development is located along State Route 42. Site access is proposed at three locations along State Route 42 and two locations along King Mill Road. The site is bound on the western side by a Norfolk Southern rail line, which will have a spur into the back of the development.

Submitting Local Government: Henry County
Date Opened: Jan 11 2007
Deadline for Comments: Jan 25 2007
Earliest the Regional Review can be Completed: Feb 10 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF McDONOUGH

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LOCUST GROVE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-01-25 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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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: **Majestic Realty Company** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

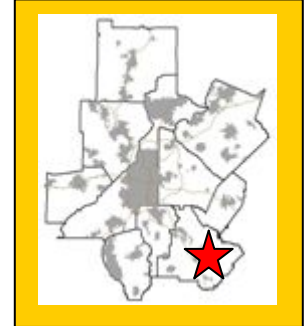
Return Date: *Jan 25 2007*

Preliminary Report:	January 11, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Majestic Realty Company #1284
Final Report Due:	February 10, 2007		Comments Due By:	January 25, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Majestic Realty Company wholesale and distribution project is located on 163 acres in Henry County and will consist of 2,884,000 gross square feet. The proposed development is located along State Route 42. Site access is proposed at three locations along State Route 42 and two locations along King Mill Road. The site is bound on the western side by a Norfolk Southern rail line, which will have a spur into the back of the development.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2008.

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-2, heavy manufacturing district and RA, residential agricultural district. The RA portion of the site is proposed to be rezoned to M-2. The future land use plan for Henry County designates the area as industrial and wholesale.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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?

No, the proposed development would not increase the need for services in the area.

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

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR NAME

2006 Gateway 75 Industrial Park
2003 Liberty Industrial Park
2001 Creekside Industrial Park
2000 Williamsburg Plantation
1999 Panattoni Industrial Park
1996 Racetrack Road PUC
1992 Nestle's Distribution 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, there is currently a single family residence and agricultural uses 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?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as suburban development that recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. However, the proposed development is adjacent to a railroad and is surrounding by other industrial uses that have been designated as freight corridors. The proposed development further promotes industrial and warehouse distribution use in a strategic regional location based surrounding industrial uses and adjacent railroad.

ARC strongly supports the tie-in to the railroad and the development. Information submitted for the review states that 20% of all materials entering the site will arrive via rail.

The proposed development is located in an area that is primarily dominated by other industrial and warehouse uses as well as undeveloped land within the County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.

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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.

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.

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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.

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 development is located in the northwest quadrant of State Route 42 and King Mill Road in Henry 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 County’s jurisdiction. The proposed development is less than a mile from the City of McDonough.

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.

This will be determined based on comments received from potentially impacted local governments.

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 \$130,000,000 with an expected \$1,100,000 in annual local tax revenues.

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



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Short-term jobs will depend upon construction schedule.

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?

To be 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 in the head waters of the Tussahaw Creek Water Supply Watershed, which is a proposed small (less than 100-square mile) water supply watershed that will serve Henry County when the reservoir is completed. The County has developed a watershed protection district for Tussahaw Creek under Article VIII, Section 3-7-159 of the Henry County Code. The project will need to conform to all County Watershed District requirements.

For all streams on the property, the project must meet the requirements of the County's Stream Buffer Ordinance, which has been adopted as one of the stormwater ordinances required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. Any work in the County buffers must meet ordinance requirements or a variance must be approved by the County.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those 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 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. Actual loadings will vary with the actual project design and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

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Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Heavy Industrial	163.00	236.35	3136.12	20864.00	129585.00	270.58	34.23
TOTAL	163.00	236.35	3136.12	20864.00	129585.00	270.58	34.23

Total Estimated Impervious: 80% 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?

A total of five vehicular access points will be provided into the proposed development.

- Three access points will be located along S.R. 42.
- Two access points will be located along King Mill Road.

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Direct rail access will be provided via a spur off the Norfolk Southern rail line which runs along the site's western border.

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

URS Corporation 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
2,884,000 sq ft Warehouse Space	367	80	447	115	345	460	5427
TOTAL NEW TRIPS	367	80	447	115	345	460	5427

*Due to the use proposed for this development, no reductions have been taken.

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.

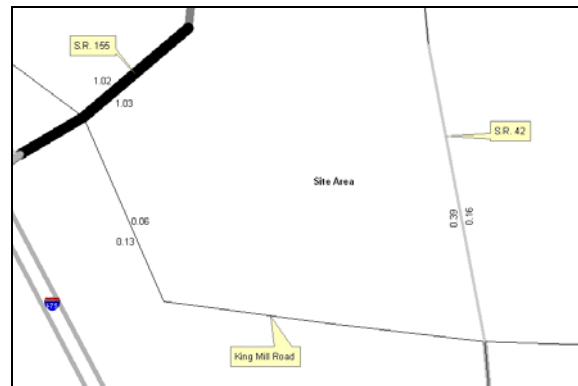
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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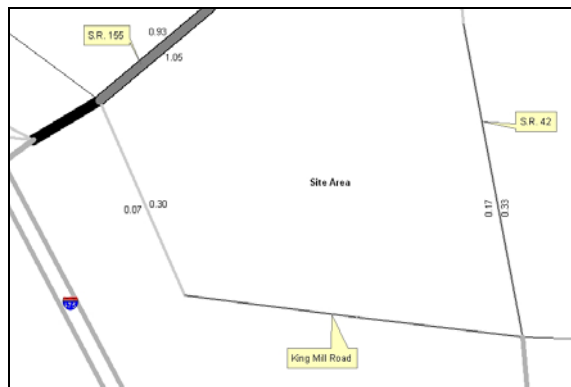
V/C Ratios



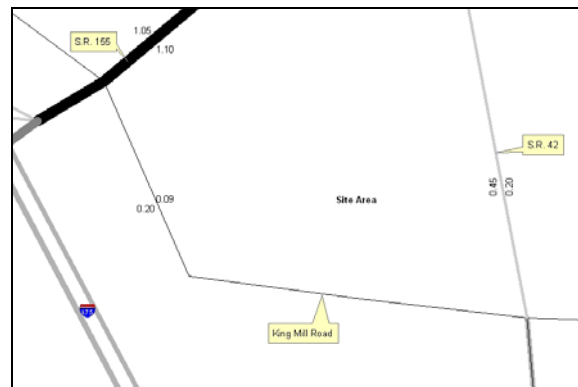
2005 AM Peak



2005 PM Peak



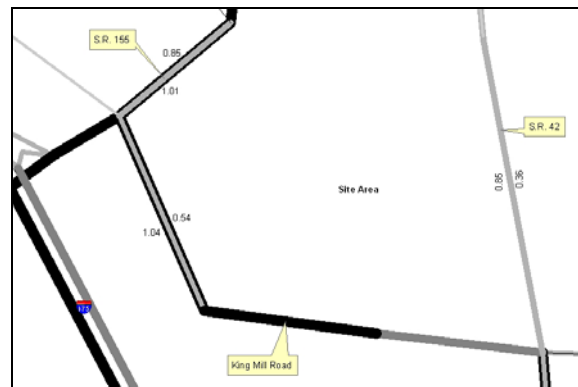
2010 AM Peak



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 2006-2011 TIP, approved in March of 2006. 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.

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2006-2011 TIP*

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

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-113	SR 155	Roadway Capacity	2030

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Allen/Lambert Warehouse Development S.R. 42 at King Mill Road.

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.

S.R. 155 at King Mill Road/ Industrial Boulevard

- Modify intersection to include dual left-turn lanes on northbound King Mill Road and a shared through/right-turn lane.
- Provide protected-permissive left-turn phasing for southbound approach of Industrial Boulevard.

S.R. 42 at Bill Gardner Parkway

- Modify traffic signal to include eastbound right-turn overlap phasing.

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.

I-75 Southbound ramps at S.R. 155

- Add a second left-turn lane.
- Add an additional through receiving lane onto I-75 northbound.

S.R. 155 at King Mill Road

- Add an additional eastbound through lane on S.R. 155.

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?

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No local transit service is currently available or planned. Although express transit service is available within a reasonable distance of the proposed site, this type of transit service does not cater to the use proposed for this development.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>Industrial</i>		
Rail-served	10%	10%
Clean-fueled vehicles 2% per ea.10% of fleet	2%	2%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		16%

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background traffic condition and three intersections will operate below the acceptable level of service in the future year total traffic condition without implementing the recommended improvements. Implementing the recommended improvements allows all intersections to operate at the acceptable level of service. It is suggested that all recommended improvements be implemented prior to completion of construction.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.043 MGD.

Which facility will treat wastewater from the project?

The Walnut 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 Walnut 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
4	4	0		0		New Plant. Projected in-service date of early 2004.

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?

Not applicable.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.043 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 with the review 35 tons of solid waste per year and the waste will be disposed of in Henry County.

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



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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.)?**

To be determined during the review.

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?

Given the minimal number of employees, no housing impact analysis is necessary.

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

N/A

* 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.

Your DRI ID NUMBER for this submission is: **1284**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/7/2006 9:32:06 AM

DEVELOPMENT OF REGIONAL IMPACT

Henry 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:	Henry County
*Individual completing form and Mailing Address:	Jessica Guinn 140 Henry Parkway McDonough, GA 30253
Telephone:	770-288-7526
Fax:	770-954-2958
E-mail (only one):	jguinn@co.henry.ga.us

*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 Realty Company
Development Type	Description of Project	Thresholds
Wholesale & Distribution	Applicant is proposing to develop large scale warehouse distribution buildings totaling 2884000 gross square feet on 163 acres.	View Thresholds
Developer / Applicant and Mailing Address:		Majestic Realty Company c/o Dillard & Galloway, LLC 3500 Lenox Road, Suite 760 Atlanta, GA 30326
Telephone:		404-965-3680
Fax:		404-965-3670
Email:		woodyg@DandGLaw.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		198 and 219 of the 7th District
What are the principal streets or roads providing vehicular access to the site?		State Route 42 and King Mill Road
Provide name of nearest street(s) or intersection:		State Route 42 and King Mill Road
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.):		
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?	approximately 3 miles
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:	Rezoning
What is the name of the water supplier for this site?	Henry County Water and Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Henry County Water and Sewer Authority
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: Fall 2009

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?	N
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):	

Submitted on: 1/8/2007 2:25:21 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Henry County Planning and Zoning
Individual completing form:	Jessica Guinn
Telephone:	(770) 288-7526
Fax:	(770) 954-2958
Email (only one):	jguinn@co.henry.ga.us

Proposed Project Information

Name of Proposed Project:	Majestic Realty Company
DRI ID Number:	1284
Developer/Applicant:	Majestic Realty Company c/o Dillard & Galloway
Telephone:	(404) 965-3680
Fax:	(404) 965-3670
Email(s):	woodyg@DandGLaw.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:	\$130,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,100,000
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): Currently undeveloped	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Henry County Water and Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.043 MGD
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:	Henry County Water and Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.043 MGD
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?	

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.)	460
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	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	35 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
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:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	69%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Indian Creek and Tussahaw Reservior Watershed Districts	
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?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
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:	
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:

LEGAL DESCRIPTIONS:

TRACT 1

All that tract or parcel of land lying and being in Land Lots 198 and 219 of the 7th District, Henry County, Georgia and being more particularly described as follows:

Beginning at a 4" rebar found at the intersection of the northerly right of way line of King Mill Road (R/W Varies) and the Easterly right of way line of the Norfolk Southern Corporation Railroad (apparent 150' R/W), THENCE North 15 degrees 37 minutes 16 seconds West along said easterly right of way line for a distance of 1218.16 feet to a point;

THENCE continue on said easterly right of way line along a curve to the right having a radius of 3383.63 feet and an arc length of 317.72 feet, being subtended by a chord of North 12 degrees 55 minutes 52 seconds West for a distance of 317.60 feet to a point;

THENCE continue North 10 degrees 14 minutes 34 seconds West for a distance of 2070.11 feet to a 4" rebar found;

THENCE leaving said easterly right of way line of the Norfolk Southern Railroad, South 89 degrees 41 minutes 51 seconds East for a distance of 23.12 feet to a 4" rebar found;

THENCE South 10 degrees 14 minutes 34 seconds East for a distance of 897.37 feet to a 4" rebar found on the apparent Land Lot Line common to Land Lots 198 and 219;

THENCE along said apparent Land Lot line common to Land Lots 198 and 219 South 89 degrees 41 minutes 16 seconds East for a distance of 1002.99 feet to a 4" rebar found;

THENCE leaving said Land lot line and proceed South 00 degrees 17 minutes 24 seconds East for a distance of 1600.04 feet to a 4" rebar found;

THENCE South 00 degrees 16 minutes 54 seconds East for a distance of 1008.93 feet to a point on the northerly right of way line of King Mill Road;

THENCE North 89 degrees 35 minutes 00 seconds West along said northerly right of way line for a distance of 429.07 feet to a 4" rebar found, said 4" rebar being the TRUE POINT OF BEGINNING.

Said property contains 46.015 acres more or less.

TRACT 2

All that tract or parcel of land lying and being in Land Lot 219 of the 7th District, Henry County, Georgia and being more particularly described as follows:

Commencing at a 4" rebar found at the intersection of the northerly right of way line of King Mill Road (R/W Varies) and the Easterly right of way line of the Norfolk Southern Corporation Railroad (apparent 150' R/W), THENCE North 15 degrees 37 minutes 16 seconds West along said easterly right of way line for a distance of 1218.16 feet to a point, said point being the TRUE POINT OF BEGINNING.

From the TRUE POINT OF BEGINNING as thus established and leaving said right of way line and proceed North 00 degrees 16 minutes 54 seconds East for a distance of 1008.93 feet to a 4" rebar found;

THENCE South 82 degrees 11 minutes 58 seconds East for a distance of 120.06 feet to a point;

THENCE North 89 degrees 23 minutes 20 seconds East for a distance of 418.03 feet to a 4" rebar found;

THENCE leaving said easterly right of way line of the Norfolk Southern Railroad, South 89 degrees 41 minutes 51 seconds East for a distance of 23.12 feet to a 4" rebar found;

THENCE South 10 degrees 14 minutes 34 seconds East for a distance of 897.37 feet to a 4" rebar found on the apparent Land Lot Line common to Land Lots 198 and 219;

THENCE along said apparent Land Lot line common to Land Lots 198 and 219 South 89 degrees 41 minutes 16 seconds East for a distance of 1002.99 feet to a 4" rebar found;

THENCE leaving said Land lot line and proceed South 00 degrees 17 minutes 24 seconds East for a distance of 1600.04 feet to a 4" rebar found;

THENCE South 00 degrees 16 minutes 54 seconds East for a distance of 1008.93 feet to a point on the northerly right of way line of King Mill Road;

THENCE North 89 degrees 35 minutes 00 seconds West along said northerly right of way line for a distance of 429.07 feet to a 4" rebar found, said 4" rebar being the TRUE POINT OF BEGINNING.

Said property contains 25.930 acres more or less.

TRACT 3

All that tract or parcel of land lying and being in Land Lots 198 and 219 of the 7th District, Henry County, Georgia and being more particularly described as follows:

Commencing at a 4" rebar found at the intersection of the northerly right of way line of King Mill Road (R/W Varies) and the Easterly right of way line of the Norfolk Southern Corporation Railroad (apparent 150' R/W), THENCE North 15 degrees 37 minutes 16 seconds West along said easterly right of way line for a distance of 1218.16 feet to a point;

THENCE continue on said easterly right of way line along a curve to the right having a radius of 3383.63 feet and an arc length of 317.72 feet, being subtended by a chord of North 12 degrees 55 minutes 52 seconds West for a distance of 317.60 feet to a point;

THENCE continue North 10 degrees 14 minutes 34 seconds West for a distance of 2070.11 feet to a 4" rebar found, said rebar being the TRUE POINT OF BEGINNING.

From the TRUE POINT OF BEGINNING as thus established continue along said easterly right of way line of Norfolk Southern Railroad North 11 degrees 59 minutes 16 seconds West for a distance of 444.71 feet to a 4" rebar found;

THENCE leaving said right of way line and proceed South 89 degrees 33 minutes 39 seconds East for a distance of 1837.26 feet to a 4" rebar found on the westerly right of way line of State Route 42;

THENCE along said westerly right of way line South 11 degrees 09 minutes 06 seconds East for a distance of 701.18 feet to a point;

THENCE continue along said right of way line South 11 degrees 08 minutes 46 seconds East for a distance of 1462.88 feet to a point;

THENCE continue along a curve to the right having a radius of 5157.83 feet and an arc length of 423.72 feet, being subtended by a chord of South 08 degrees 54 minutes 28 seconds East for a distance of 423.60 feet to a point;

THENCE proceed on said right of way line South 06 degrees 16 minutes 05 seconds East for a distance of 361.47 feet to a 4" rebar found;

THENCE leaving said right of way line of State Route 42 and proceed South 88 degrees 09 minutes 22 seconds West for a distance of 541.96 feet to a 4" rebar found;

THENCE South 89 degrees 23 minutes 20 seconds West for a distance of 418.03 feet to a point;

THENCE North 82 degrees 11 minutes 58 seconds West for a distance of 120.06 feet to a 4" rebar found;

THENCE North 00 degrees 17 minutes 24 seconds West for a distance of 1600.04 feet to a 4" rebar found on the approximate Land Lot Line common to Land Lots 198 and 219;

THENCE proceed along said land lot line North 88 degrees 14 minutes 15 seconds East for a distance of 1002.99 feet to a 4" rebar found;

THENCE North 10 degrees 14 minutes 34 seconds West for a distance of 897.37 feet to a 4" rebar found;

THENCE North 89 degrees 41 minutes 51 seconds West for a distance of 21.12 feet to a 4" rebar found on the easterly right of way line of the Norfolk Southern Railroad, said rebar being the TRUE POINT OF BEGINNING.

Said property contains 91.298 acres more or less.

LEGAL DESCRIPTIONS:

OVERALL BOUNDARY (TRACTS 1, 2, & 3)

All that tract or parcel of land lying and being in Land Lots 198 and 219 of the 7th District, Henry County, Georgia and being more particularly described as follows:

Beginning at a 4" rebar found at the intersection of the northerly right of way line of King Mill Road (R/W Varies) and the Easterly right of way line of the Norfolk Southern Corporation Railroad (apparent 150' R/W), THENCE North 15 degrees 37 minutes 16 seconds West along said easterly right of way line for a distance of 1218.16 feet to a point;

THENCE continue on said easterly right of way line along a curve to the right having a radius of 3383.63 feet and an arc length of 317.72 feet, being subtended by a chord of North 12 degrees 55 minutes 52 seconds West for a distance of 317.60 feet to a point;

THENCE continue North 10 degrees 14 minutes 34 seconds West for a distance of 2070.11 feet to a 4" rebar found;

THENCE leaving said easterly right of way line of the Norfolk Southern Railroad North 11 degrees 59 minutes 16 seconds West for a distance of 444.71 feet to a 4" rebar found;

THENCE leaving said right of way line and proceed South 89 degrees 33 minutes 39 seconds East for a distance of 1837.26 feet to a 4" rebar found on the westerly right of way line of State Route 42;

THENCE along said westerly right of way line South 11 degrees 09 minutes 06 seconds East for a distance of 701.18 feet to a point;

THENCE continue along said right of way line South 11 degrees 08 minutes 46 seconds East for a distance of 1462.88 feet to a point;

THENCE continue along a curve to the right having a radius of 5157.83 feet and an arc length of 423.72 feet, being subtended by a chord of South 08 degrees 54 minutes 28 seconds East for a distance of 423.60 feet to a point;

THENCE proceed on said right of way line South 06 degrees 16 minutes 05 seconds East for a distance of 361.47 feet to a 4" rebar found;

THENCE leaving said right of way line of State Route 42 and proceed South 88 degrees 09 minutes 22 seconds West for a distance of 541.96 feet to a 4" rebar found;

THENCE South 89 degrees 23 minutes 20 seconds West for a distance of 418.03 feet to a point;

THENCE North 82 degrees 11 minutes 58 seconds West for a distance of 120.06 feet to a 4" rebar found;

THENCE North 00 degrees 17 minutes 24 seconds West for a distance of 1600.04 feet to a 4" rebar found on the approximate Land Lot Line common to Land Lots 198 and 219;

THENCE proceed along said land lot line North 88 degrees 14 minutes 15 seconds East for a distance of 1002.99 feet to a 4" rebar found;

THENCE North 10 degrees 14 minutes 34 seconds West for a distance of 897.37 feet to a 4" rebar found;

THENCE North 89 degrees 41 minutes 51 seconds West for a distance of 21.12 feet to a 4" rebar found on the easterly right of way line of the Norfolk Southern Railroad, said rebar being the TRUE POINT OF BEGINNING.

Said property contains 163.243 acres more or less.

THENCE along said northerly right to way line of King Mill Road South 84 degrees 01 minutes 16 seconds West for a distance of 37.82 feet to a point;

THENCE continue South 80 degrees 45 minutes 02 seconds West for a distance of 175.29 feet to a point;

THENCE continue along a curve to the right having a radius of 480.87 feet and an arc length of 260.88 feet, being subtended by a chord of North 80 degrees 26 minutes 58 seconds West for a distance of 297.69 feet to a 4" rebar found;

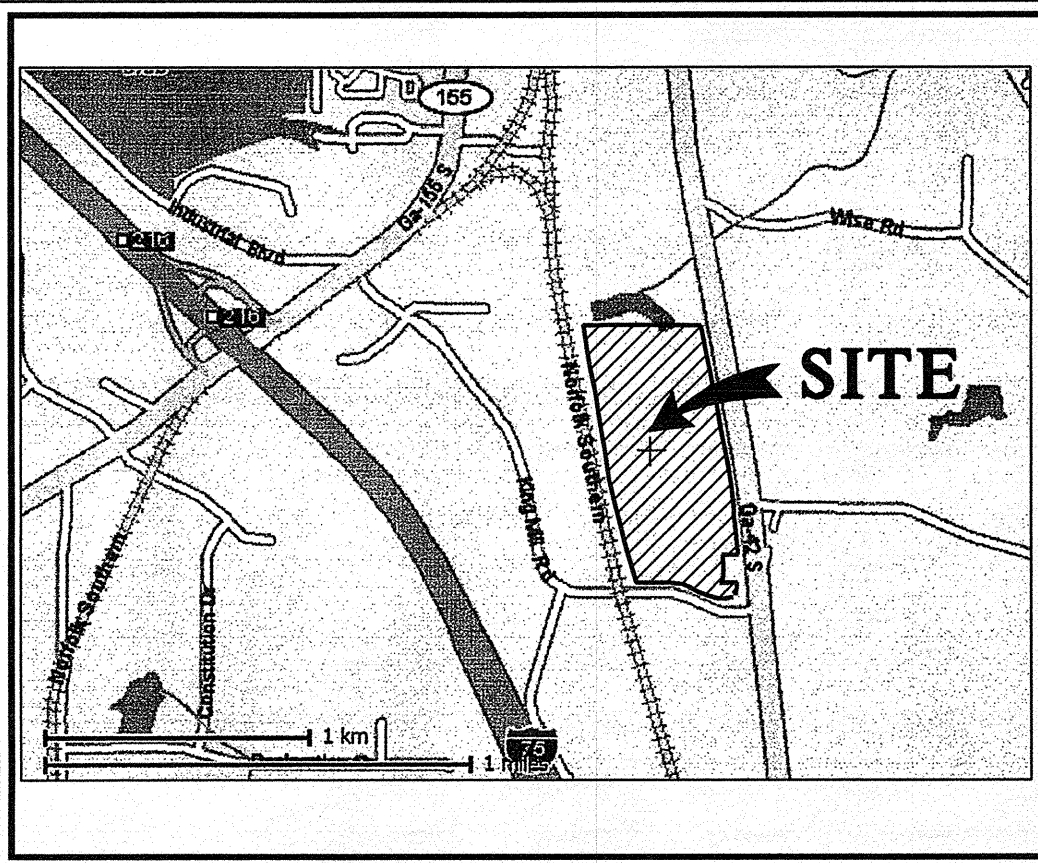
THENCE continue North 64 degrees 51 minutes 33 seconds West for a distance of 314.58 feet to a 4" rebar found;

THENCE continue along a curve to the left having a radius of 560.87 feet and an arc length of 241.57 feet, being subtended by a chord of North 77 degrees 13 minutes 01 seconds West for a distance of 239.71 feet to a 4" rebar found;

THENCE continue along said northerly right of way line of King Mill Road, North 89 degrees 35 minutes 00 seconds West for a distance of 150.77 feet to a point;

THENCE North 89 degrees 35 minutes 00 seconds West for a distance of 429.08 feet to a 4" rebar found at the intersection of the northerly right of way line of King Mill Road and the easterly right of way line of Norfolk Southern Railroad, said rebar being the TRUE POINT OF BEGINNING.

Said property contains 163.243 acres more or less.

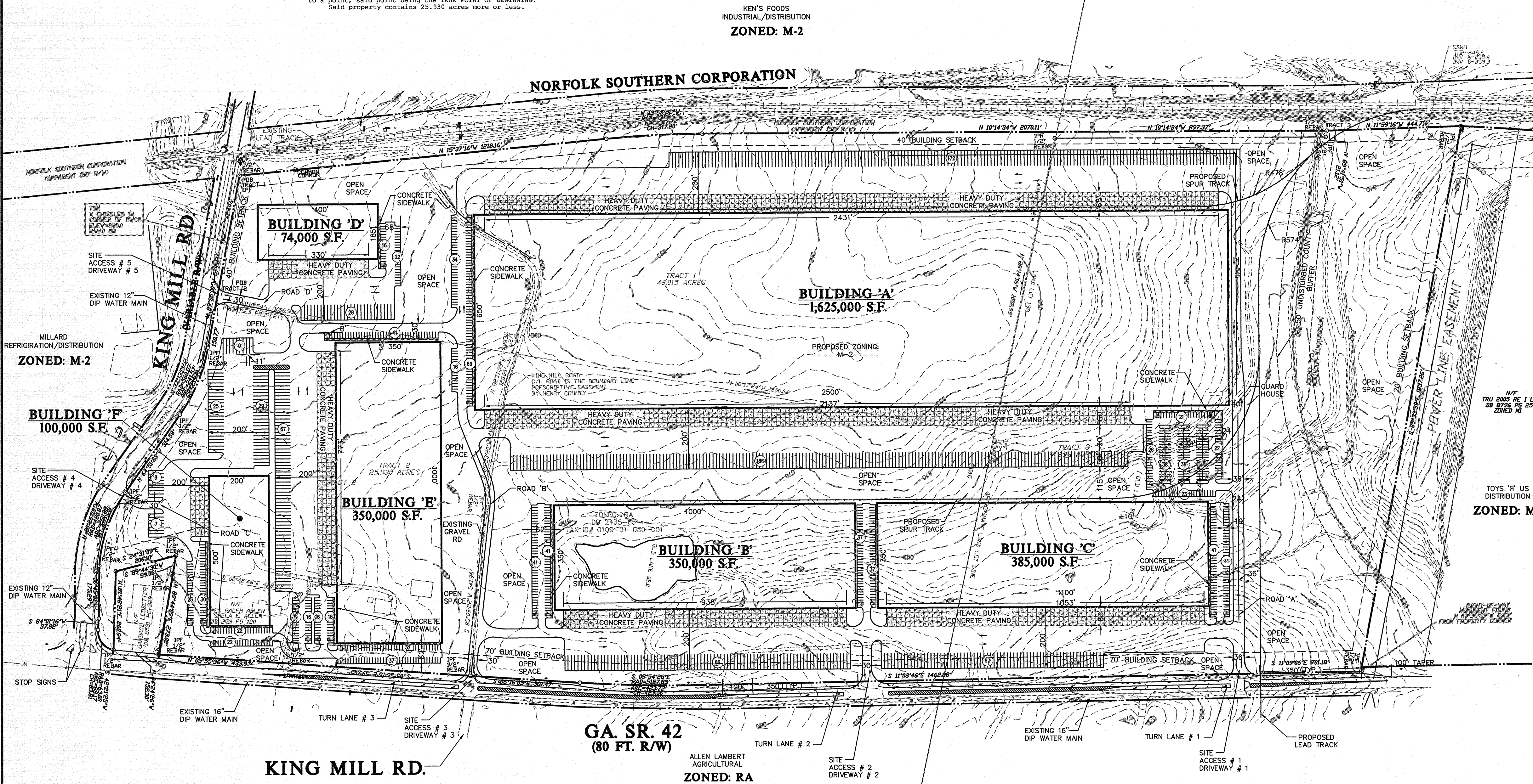


VICINITY MAP

SCALE: NONE

NOTES:

1. THE PROPERTY IS WITHIN A PROTECTED WATERSHED DISTRICT.
2. IMPERVIOUS SURFACE AREA = 111.9 ACRES/69%

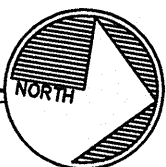


GA. SR. 42
(80 FT. R/W)

ALLEN LAMBERT
AGRICULTURAL
ZONED: RA

ZONING PLAN

0 100' 200' 400' 800'
SCALE: 1"= 200'



REQUIRED:

WAREHOUSE (678,000SF):
4 SPA PER FIRST 5000SF (30,000) = 24 SPACES
- 1 SPA/5000SF THERE AFTER x 2,854,000SF = 570 SPACES

- 1 SPA/EMPLOYEE (ASSUME 20 EMPLOYEE PER BLDG)
TOTAL SPACES REQUIRED = 120 SPACES
-OF THESE 6 H.C & 1 VAN ACCESSIBLE

-TOTAL REQUIRED = 714 SPACES

PROVIDED:

-TOTAL SPACES PROVIDED = 878 SPACES

SITE ANALYSIS

BUILDING 'A' AREA	1,625,000 S.F.
CAR PARKING PROVIDED	325 SPACES
TRAILER PARKING PROVIDED	358 SPACES
BUILDING 'B' AREA	350,000 S.F.
CAR PARKING PROVIDED	119 SPACES
TRAILER PARKING PROVIDED	86 SPACES
BUILDING 'C' AREA	385,000 S.F.
CAR PARKING PROVIDED	119 SPACES
TRAILER PARKING PROVIDED	67 SPACES
BUILDING 'D' AREA	74,000 S.F.
CAR PARKING PROVIDED	38 SPACES
TRAILER PARKING PROVIDED	28 SPACES
BUILDING 'E' AREA	350,000 S.F.
CAR PARKING PROVIDED	180 SPACES
TRAILER PARKING PROVIDED	76 SPACES
BUILDING 'F' AREA	100,000 S.F.
CAR PARKING PROVIDED	97 SPACES
TRAILER PARKING PROVIDED	69 SPACES
TOTAL BUILDING AREA	2,884.00 S.F.
TOTAL PARKING PROVIDED	878 SPACES
TOTAL TRAILER PARKING PROVIDED	684 SPACES
TOTAL AREA	±163 ACRES

LAND PLANNERS
ENGINEERS • SURVEYORS
TRANSPORTATION
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85-A MILL STREET
SUITE 200
ROSSWELL, GEORGIA 30075

VOICE 770.650.7685
FAX 770.650.7684
WWW.PAULSONMITCHELL.COM

PAULSON MITCHELL
INCORPORATED

PROJECT:

ALLEN
LAMBERT
PROPOSED
WAREHOUSE
DEVELOPMENT

L.L. 198 & 219
7TH DISTRICT
HENRY COUNTY, GA

FOR:

MAJESTIC
REALTY

ONE SECURITIES CENTER
3490 PIEDMONT RD.
SUITE 210
ATLANTA, GA 30305

REVISIONS

2006340ZP8.dwg

01.02.07

ZONING
PLAN

Z.8