



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: 3/11/2005

ARC REVIEW CODE: R503111

TO: Mayor Ralph Moore

ATTN TO: Ann Lippmann, Director, Planning and Economic Development

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: Opus South Corp Royal 85

Review Type: Development of Regional Impact

Description: The proposed Opus South Corp- Royal 85 is located on 126.56 acres in the City of Union City on both sides of Royal South Parkway. The proposed development is a mixed use development that will consist of 625,000 square feet of light industrial/distribution space in five buildings, 308 multifamily units, 131 townhomes, and 300,000 square feet of office space. There are swim and clubhouse amenities planned for the multifamily units, and swim, tennis, and clubhouse amenities planned for the townhome units. Access to the development is proposed at ten locations on Royal South Parkway.

Submitting Local Government: City of Union City

Date Opened: 3/11/2005

Deadline for Comments: 3/25/2005

Earliest the Regional Review can be Completed: 4/11/2005

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 FAIRBURN
CLAYTON COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
FAYETTE COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS
SOUTH FULTON CID

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 3/25/2005, 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/qualitygrowth/reviews.html> .



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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 of 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: **Opus South Corp Royal 85** *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:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

malexander@atlantaregional.com

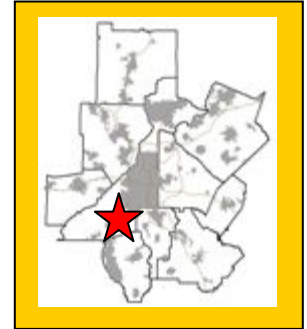
Return Date: 3/25/2005

Preliminary Report:	March 11, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Opus South Royal Corp # 722
Final Report Due:	April 11, 2005		Comments Due By:	March 25, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Opus South Corp- Royal 85 is located on 126.56 acres in the City of Union City on both sides of Royal South Parkway. The proposed development is a mixed use development that will consist of 625,000 square feet of light industrial/distribution space in five buildings, 308 multifamily units, 131 townhomes, and 300,000 square feet of office space. There are swim and clubhouse amenities planned for the multifamily units, and swim, tennis, and clubhouse amenities planned for the townhome units. Access to the development is proposed at ten locations on Royal South Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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) and O-I (office institutional). The warehouse and office portions of the site do not need to be rezoned. The proposed zoning for the townhome portion of the site is RM (residential multifamily). The proposed zoning for the multifamily portion of the site is TCMF (town center multifamily). The site was annexed last year into the city; therefore, it was not part of the future land use plan. Information submitted for the review states that when the future land use plan is updated, the site will be in conformance.

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?

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Yes, total employment for the proposed development is estimated to be 1,104. Based on the assumption that one household will be established for each housing units, the number of site households will be 439.

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	Majestic Airport Center III
2004	Goodson 1 Distribution Center
2001	Oakley Township
2000	IDI Buffington Industrial Development
1999	Flat Shoals Crossing
1999	Flat Shoals MUD
1997	Majestic Industrial Park 1
1996	Eastern International Speedway
1986	Royal 85 South
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 development proposes residential, industrial, and office uses on a 126.56 acre site that has been recently annexed into the City of Union City. Based on staff review and pending comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies.

The proposed zoning, TCMF, for the multifamily portion of the site is a new zoning district that was approved in late 2004. The intent of the zoning is to create "pedestrian friendly residential uses and accessory non residential uses complete with quality urban design regulations." The multifamily portion of the site is not reflective of the intent of this zoning district at this time.

There are also several concerns about the quality of the buffers around the warehouse development. ARC staff has several questions about the buffer along the Interstate. It is desired that the buffer be well covered with vegetation to block the view of the truck courts. The truck court and buffer for Building 5 is also of concern due to its proximity to the residential amenity areas. ARC staff would

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like to discuss if the building can be oriented differently so that the truck court is not adjacent to the amenity center.

Information submitted for the review states that in the agreement of the annexation of the site into Union City, the greenspace proposed for the site would be put into a conservation easement. It is recommended that this agreement is followed through and that the greenspace is placed into a conservation easement or dedicated to the City or Fulton County as park space.

The proposed development also received a score of 5 out of a required 15 points on ARC's Air Quality Benchmark Test.

ARC's staff recommendation at this time is undetermined. ARC staff would like to discuss with the developer and Union City possible alternative site plan options that would better meet the goal of the proposed zoning district, better incorporate the office portion into the overall development, and consider the inclusion of neighborhood retail services, so that the proposed development better meets the policies in the Regional Development Plan.

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PRELIMINARY 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

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.

To be determined during the review.

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 \$135 million with an expected \$1.65 million 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.

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.

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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.

Morning Creek runs roughly north-south through the middle of the property, between the office buildings and the residential and industrial areas. A tributary to Morning Creek also runs through the residential portion of the site. A 25-foot buffer appears to be shown on both banks of Morning Creek and its tributary, but it is not clearly identified as the 25-foot buffer required under the State Erosion and Sedimentation Act. Any other waters of the state on the property, in addition to the indicated streams, 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.

Any other buffers required by the City should also be shown on the project plans. This includes buffers required under any ordinance already adopted by the City as its stream buffer ordinance as required by the District-wide Watershed Management Plan adopted by the Metropolitan North Georgia Water Planning District in September, 2003.

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
Forest/Open	19.68	1.57	11.81	177.12	4624.80	0.00	0.00
Office/Light Industrial	74.25	95.78	1271.90	8464.50	52569.00	109.89	14.11
Townhouse/Apartment	38.63	40.56	413.73	2588.21	23371.15	29.36	5.41

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TOTAL	132.56	137.92	1697.44	11229.83	80564.95	139.25	19.52
Total % impervious	53%						

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:

- Reducing impervious cover by replacing parking lots with parking decks for the office buildings and the apartments. This would also allow for the preservation of more greenspace and reduce clearing and grading costs.
- Using porous concrete or pavers in areas of low traffic / load where contributing drainage areas are impervious.
- Ensuring that adequate stormwater facilities are provided to treat stormwater runoff from the entire site as well as for detention storage for downstream channel protection and the 25-year storm event (peak flow attenuation) per guidelines in the Georgia Stormwater Management Manual. Detention ponds should be designed as multi-purpose (water quality and detention) facilities wherever possible and incorporated into the sign design as amenities. The submitted site plan shows only one stormwater quality structural control (BMP).
- For surface parking areas, using bio-retention facilities in parking lot islands to treat and detain a portion of the runoff from the site. This would reduce the required size of the stormwater wet ponds and/or detention basins. In addition, enhanced swales and/or grass channels could be used to convey and treat stormwater runoff in landscaped areas adjacent to the warehouse facilities and Royal South Parkway.
- Using undisturbed buffers for stormwater treatment per guidelines in the Georgia Stormwater Management Manual.
- Minimizing clearing and grading where possible, particularly adjacent to stream buffers and natural drainage ways.

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.

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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?

This site will have ten access driveways on Royal South Parkway. The following list describes the proposed access points in more detail:

- **West Office Driveway** is the westernmost site driveway. It will serve the office portion of the site on the north side of Royal South Parkway.
- **East Office Driveway** is the next site driveway east of West Office Driveway. It will also serve the office portion of the site on the north side of Royal South Parkway.
- **Buildings 1 & 2 Driveway** is the next site driveway east of East Office Driveway. It will serve Buildings 1 and 2 (both warehouse) on the south side of Royal South Parkway. Buildings 1 & 2 Driveway will align with West Apartment Driveway across the street.
- **West Apartment Driveway** is directly across from Buildings 1 & 2 Driveway on the north side of Royal South Parkway. It will serve the multi-family portion of the site on the north side of Royal South Parkway.
- **East Apartment Driveway** is the next site driveway east of Buildings 1 & 2 Driveway and West Apartment Driveway. It will also serve the multi-family portion of the site on the north side of Royal South Parkway.
- **Building 3 Driveway** is the next site driveway east of East Apartment Driveway. It will serve Building 3 (warehouse) on the south side of Royal South Parkway.
- **Townhouses Driveway** is the next site driveway east of Building 3 Driveway. It will serve the townhome portion of the site on the north side of Royal South Parkway.
- **Building 4 Driveway** is the next site driveway east of Townhouses Driveway. It will serve Building 4 (warehouse) on the south side of Royal South Parkway. Building 4 Driveway will align with Building 5 Truck Driveway across the street.

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- **Building 5 Truck Driveway** is directly across from the Building 4 Driveway on the north side of Royal South Parkway. It will serve as the access driveway for trucks for Building 5 (warehouse) on the north side of Royal South Parkway.
- **Building 5 Car Driveway** is the easternmost site driveway. It will serve as the access driveway for employees for Building 5 (warehouse) on the north side of Royal South Parkway.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Warehousing 625,000 sq ft	138	30	168	39	115	154	1,458
Apartments 308 units	31	124	155	122	65	187	2,001
Townhouses 131 units	11	53	64	50	25	75	807
Office 300,000 sq ft	398	54	452	71	344	415	3,109
TOTAL NEW TRIPS	578	261	839	282	549	831	7,375

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. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

To be determined during the review.

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

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2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-AR-BP087A,B	BUFFINGTON ROAD: SEGMENT 1,2	Multi-Use Bike/Ped Facility	2007
AR-430	I-85 SOUTH ATMS COMMUNICATIONS / SURVEILLANCE	Roadway Operations	2007
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025
FS-142	BUFFINGTON ROAD	Bridge Upgrade	2008
FS-196	SR 14 SPUR (SOUTH FULTON PARKWAY) ACCESS MANAGEMENT PLAN	Study	2006

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-026	OAKLEY ROAD	Roadway Capacity	2030
FS-202A	OAKLEY INDUSTRIAL BOULEVARD EXTENSION	Roadway Capacity	2020
FS-030	US 29 (ROOSEVELT HIGHWAY)	Roadway Capacity	2030

*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 Royal 85.

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. Fulton Parkway WB Off-ramp and Buffington Road

- Addition of a traffic signal at the intersection of the South Fulton Parkway westbound off-ramp and Buffington Road.

Royal South Parkway and Buffington Road

- Addition of a traffic signal at the intersection of Royal South Parkway and Buffington Road.

Old Bill Cook Road and Buffington Road

- Addition of a separate westbound left turn lane on Old Bill Cook Road at Buffington Road.

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.

Royal South Parkway and Feldwood Road

- Addition of a traffic signal at the intersection of Royal South Parkway and Feldwood Road.

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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There is a MARTA park and ride lot on the south side of Royal South Parkway just west of the office portion of the proposed development. There are two MARTA bus routes in the vicinity of the site, both servicing the MARTA park and ride lot. Routes 89 and 289 stop at the park and ride lot and run from Fairburn on the southern end of their routes to the College Park MARTA rail station in the northeastern end of their routes. Headways on Route 89 are every forty minutes while headways on Route 289 are every twenty minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
Bike/ped networks connecting uses w/in the site		2%
Total		5%

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

The Royal 85 project has good proximity to I-85 which provides the potential for efficient regional connectivity. Although the site is located near I-85, accessibility to the Interstate is limited to the use of the Flat Shoals Road interchange. The roadway network in this area suffers from high peak hour volume. The addition of the project's traffic onto the roadway network challenges the existing capacity. Despite the location of the MARTA Park and Ride lot nearby, the character of the development does not promote the use of transit to the site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.14 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



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

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.14 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 7,375 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.

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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.)?**

To be determined during the review.

AGING

Does the development address population needs by age?

To be determined during the review.

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 439 additional residential units.

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

Yes. The site is located in the City of Union City and near by the City of Fairburn.

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

The site proposed for the development is located in Census Tracts 105.11. This tract had a 13.8 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and

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Housing Report. The report shows that 77 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.

Your DRI ID NUMBER for this submission is: **722**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/26/2005 9:59:22 AM

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 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:	Opus South Corp Royal 85	
Development Type	Description of Project	Thresholds
Mixed Use	625000 of industrial use; 131 townhouses; 304 multifamily units	View Thresholds
Developer / Applicant and Mailing Address:	Steve Franks Opus South Corporation 925 North Point Parkway, Suite 150 Alpharetta, GA 30005	
Telephone:	770-740-7140	
Fax:	770-521-0046	
Email:	steve.franks@opusouth.com	
Name of property owner(s) if different from developer/applicant:	Ivan Allen Company	
Provide Land-Lot-District Number:	LL 87 & 128, District 13	
What are the principal streets or roads providing vehicular access to the site?	Royal South Parkway, Interstate-85, Buffington Road & Flat Shoals Road	
Provide name of nearest street(s) or intersection:	Royal South Parkway	
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/(swxxudajxlcmdf55ysixlsna)/map.aspx?L=USA&C=33.58770%2c-84.51584&A=7.16667&P=[33.58770%2c-84.51584 1 Royal+South+Pkwy%2c+Atlanta%2c+GA+30349 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?	property borders unincorporated Fulton County directly
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?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	Fulton County
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: 2010 Overall project:

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	the property was annexed and is not shown on our current FLUM - the city is currently updating our plan and a new map will be available this summer

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)?	<input type="checkbox"/>
Developer/Applicant has identified needed improvements?	<input type="checkbox"/>
Other (Please Describe):	<input type="checkbox"/>

Submitted on: 2/23/2005 9:54:42 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Union City
Individual completing form:	Ann Lippmann
Telephone:	770-969-9266
Fax:	770-969-8795
Email (only one):	alippmann@unioncityga.org

Proposed Project Information

Name of Proposed Project:	Opus South Corp - Royal 85
DRI ID Number:	722
Developer/Applicant:	Opus South Corporation
Telephone:	770-740-7140
Fax:	770-521-0046
Email(s):	steve.franks@opusouth.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:	\$135,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1.65 million
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14
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:	Fulton County
--	---------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14
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.)	7,375
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 GRTA DRI Review package prepared by Street Smarts dated March 2005.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2070
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?	65%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds will be used to mitigate the impacts on stormwater.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands have been identified on this property. Opus South Corp. will work with the Army Corp of Engineers to mitigate the wetlands if necessary	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

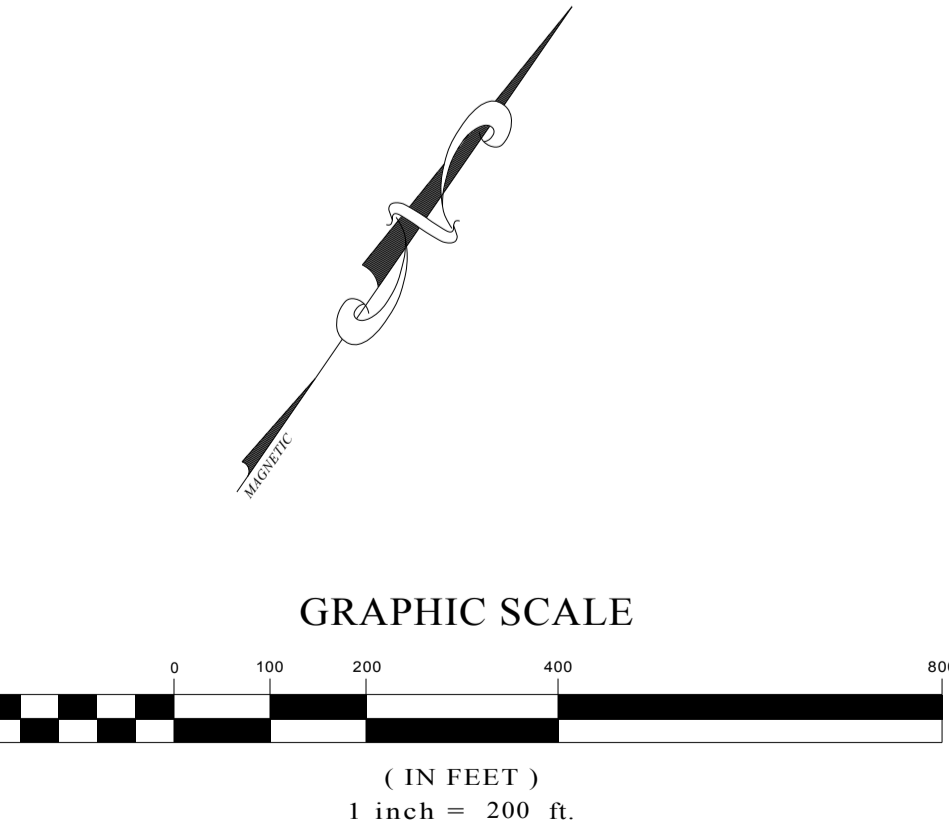
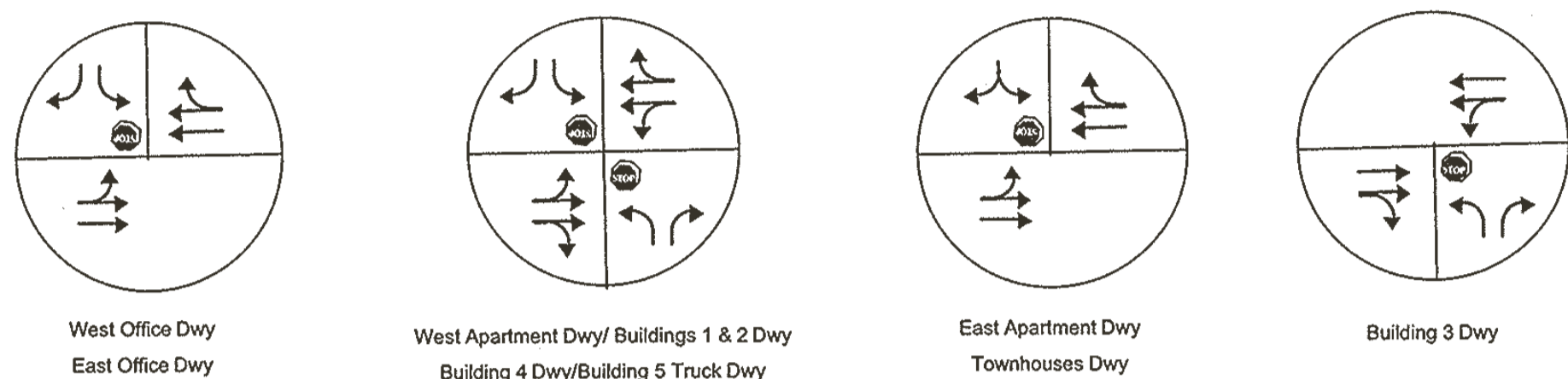
Is the development located within, or likely to affect any of the following:

1. Floodplains?	Y
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:

There is a 100-year floodplain on Morning Creek. Precautions are being taken during site planning so that development doesn't take place within the 100-year floodplain.

ROYAL 85 PROPERTY



TOWNHOMES

SITE DATA

TOTAL ACREAGE: 16.79
TOTAL UNITS: 131
TOTAL SF: 255,450
GROSS SITE DENSITY: 7.80 UNITS PER ACRE

PARKING DATA

PARKING REQUIRED: 262 SPACES
PARKING PROVIDED: 322 SPACES

TOTAL SITE AREA

TOTAL ACREAGE DEVELOPED: 106.88 ACRES
TOTAL GREENSPACE ACREAGE: 19.68 ACRES
TOTAL: 126.56 ACRES

MULTI-FAMILY HOUSING

SITE DATA

TOTAL ACREAGE: 21.84
TOTAL UNITS: 308
TOTAL SF: 533,670
GROSS SITE DENSITY: 14.10 UNITS PER ACRE

PARKING DATA

PARKING REQUIRED: 635 SPACES
PARKING PROVIDED: 663 SPACES

OFFICE

SITE DATA

TOTAL ACREAGE: 29.39
PRESENT ZONING: O-I
TOTAL BLDG. ACREAGE: 300,000SF
FLOOR AREA = 23.4% OF THE SITE

PARKING DATA

PARKING REQUIRED: *SEE NOTE 1A
PARKING PROVIDED: 1,278 SPACES

INDUSTRIAL FACILITIES

SITE DATA

TOTAL ACREAGE: 44.86
PRESENT ZONING: M-1
TOTAL BUILDING ACREAGE = 625,000 S.F.
FLOOR AREA = 32% OF THE SITE

PARKING DATA

PARKING REQUIRED: *SEE NOTE 1B
PARKING PROVIDED: 503 SPACES

CLIENT CONTACT INFORMATION

MR. STEVE FRANKS
OPUS SOUTH CORPORATION
925 NORTH POINT PARKWAY
SUITE 150
ALPHARETTA, GA 30005
PHONE: 770-521-0045

CONSULTANT CONTACT INFORMATION

JASON COPENHAVER/DUSTIN ATWATER
EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GA 30345
PHONE: 770-452-7849

PARKING REQUIREMENTS

1A.OFFICE: 1 SPACE PER 300 S.F. OF GROSS FLOOR AREA.

1B. INDUSTRIAL OR MANUFACTURING ESTABLISHMENT. 1 SPACE FOR EACH EMPLOYEE ON SHIFT OF GREATEST EMPLOYMENT, PLUS 1 SPACE FOR EACH VEHICLE USED DIRECTLY IN THE CONDUCT OF BUSINESS.

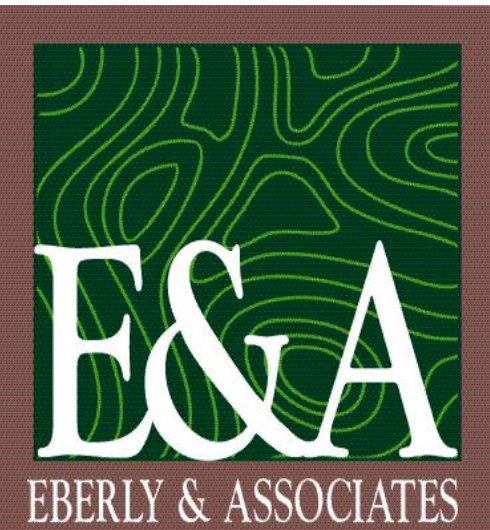
PROJECT:
OPUS SOUTH CORP.
ROYAL 85
LAND LOT 87 & 128
13th DISTRICT
UNION CITY
FULTON COUNTY, GEORGIA

REVISIONS:	
01-25-05	METHODOLOGY MEETING
01-31-05	PREAPP. MEETING
02-10-05	GRTA REVISION

CONCEPTUAL PLAN	
SCALE:	1" = 200'
DATE:	01-31-05
DRAWN BY:	DUSTIN ATWATER
PROJECT MANAGER:	JASON COPENHAVER
QA/QC CHECK:	SCOTT GARDNER

PROJECT NO.
05-002

C-1



TEL: 770.452.7849 FAX: 770.452.0086
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE