



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

June 2, 2004

Honorable Karen Handel, Chairwoman  
Fulton County Commission  
141 Pryor Street, SW R  
Atlanta, Georgia 30303

RE: Development of Regional Impact Review  
Gables at Stonewall Tell

Dear Chairwoman Handel:

I am writing to let you know that the submittal of the Development of Regional Impact (DRI) known as the Gables at Stonewall Tell is certified complete and that we are initiating review of the project. As a part of our review, we are notifying the following agencies of the review— City of Atlanta, City of East Point, City of College Park, City of Fairburn, City of Union City, Douglas County, Fulton County Schools, Metropolitan Atlanta Rapid Transit Authority, Georgia Regional Transportation Authority, and Georgia Departments of Transportation, Natural Resources, and Community Affairs—to afford all an opportunity to comment.

Enclosed is a copy of our preliminary report. The 45-day DRI review period ends on July 16, 2004, but we will complete the review as soon as possible. In the meantime, please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Charles Krautler'. The signature is fluid and cursive.

Charles Krautler  
Director

CK/mhf

Enclosures

C: Ms. Morgan Ellington, Fulton County  
Mr. Stephen F. Fusco, Developer



## 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: The Gables at Stonewall Tell *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  
hfleming@atlantaregional.com

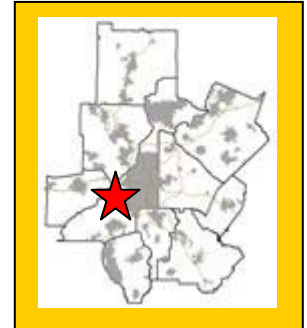
**Return Date: June 16, 2004**

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

## PRELIMINARY REPORT SUMMARY

### **PROPOSED DEVELOPMENT:**

The Gables at Stonewall Tell is a mixed use development on 87.3 acres of land in south Fulton County that includes a variety of residential and retail uses. The proposed development include approximately 249,576 square feet of retail space, 34 single family detached homes, 162 townhomes, and 308 apartment units. The proposed development also incorporates 21.9 acres of open space. The proposed development is located within the northwestern, northeastern, and southeastern quadrants of the intersection of Stonewall Tell Road and South Fulton Parkway. Primary access is proposed along Stonewall Tell Road. Additional access points are proposed by the applicant along South Fulton Parkway and Scarborough Road, which is proposing to be realigned.



### **PROJECT PHASING:**

The project build out date is 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 AG-1. The project is proposing a MIX (Mixed Use) classification to allow for the additional proposed residential and commercial uses. The future land use plan for Fulton County shows the proposed site suitable for "Living-Working commercial" use.

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

To be determined during the review.

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

To be determined during the review.

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

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

<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

**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 a two-mile radius of the proposed project.

Year	Name
2001	Accolades at Stonewall Tell
2000	Majestic III Industrial Park
1999	Majestic II Industrial Park
1998	Park Lake
1997	Majestic Industrial Park I
1990	Hearthstone Village

**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 generally undeveloped; however, it will displace a few low density residences. The site is surrounded by agriculturally and residentially zoned property with some commercial designations along Stonewall Tell Road.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The proposed development is consistent with the majority of regional plans and policies. The proposed development proposes a mix of uses and clustered development to allow for opportunities for shorter travel distances from home to commercial and work activities, and preservation of environmentally sensitive areas and open space. The proposed development also allows for live-work opportunities, promoting for the emergence of an activity center. Pedestrian connections, such as sidewalks, are provided, encouraging an alternative mode of transportation and circulation throughout the development and reducing short travel distances.

Although the development does promote a mix of uses, many of the commercial outparcels are typical of traditional strip development and sprawl. It is recommended the commercial development reflect more a clustered commercial village concept rather than adding to the existing nature of sprawling commercial development. Shared and consolidated parking opportunities should be considered and applied where possible.

During the review process, the access points along South Fulton Parkway will be evaluated against existing policy for South Fulton Parkway.

Although the proposed development does protect environmental sensitive areas on this site, the pockets of open space are separated and disconnected from each other and from other portions of the site. It is strongly encouraged an open space plan be developed that allows for connectivity of green space to throughout the site and for possible future connections to adjacent sites. The ARC Conservation Subdivision and Greenspace toolkits recommend maximizes open space to provide a greater sense of community and recreational opportunities.

<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

## **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.

<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

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.

<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

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 south Fulton County within the northwestern, northeastern, and southeastern quadrants of the intersection of Stonewall Tell Road and South Fulton Parkway, generally west of Atlanta.

### **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 site is entirely within Fulton County. Located in southern half of the county, the proposed development site is within 5 to 10 miles of the City of Union City and the City of Fairburn.

### **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 \$85,362,600/00 with an expected \$1,192,857.00 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.

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

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

The proposed development will increase employment opportunities and the need for services to the area. However, the proposed development will also provide many of these services through the proposed retail and commercial uses. Based on information submitted during the review, it is estimated that by full build out in 2008, the proposed project could accommodate 509 employment positions. The jobs that will be generated from this project are expected to provide an income that would make the existing and most of the proposed housing affordable.

## **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.**

### **Watershed Protection**

The proposed project site drains partly into the Deep Creek basin and partly into the Wolf Creek Basin, both of which are tributaries of the Chattahoochee River. No blue line (perennial) streams are shown on the proposed project property as indicated on the Fairburn USGS 1:24,000 quad sheet. Therefore, the property is not subject to the requirements of South Fulton Tributary Buffer Ordinance, which is required under the Metropolitan River Protection Act and requires a 75-foot buffer along perennial (blue-line) streams. All state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. The project design needs to meet the requirements of these buffer regulations and all buffers need to be shown and clearly identified on the site plan. Buffers about 100 feet wide are shown along two streams and the lake on the property, but are not identified. This project is not in the watershed of the proposed South Fulton Municipal Regional Water and Sewer Authority Reservoir on Bear Creek and is not subject to the Part 5 water supply watershed criteria.

### **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. Because no loading factor was developed for single-family residential on lots of less than ¼-acre, the proposed cluster houses are combined with multi-family. Where multiple uses were proposed, the densest use was chosen. Open space has been factored out of each pod's acreage and is addressed separately. Actual loading factors will depend on the amount of impervious surface in the specific project design. The following table summarizes the results of the analysis:

### **Estimated Pounds of Pollutants Per Year:**



<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Commercial	34.5	59.00	600.30	3726.00	33913.50	42.44	7.59
Forest/Open	21.9	1.75	13.14	197.10	5146.50	0.00	0.00
Townhouse/Apartment	30.9	32.45	330.94	2070.30	18694.50	23.48	4.33
<b>TOTAL</b>	<b>87.3</b>	<b>93.19</b>	<b>944.38</b>	<b>5993.40</b>	<b>57754.50</b>	<b>65.92</b>	<b>11.92</b>

Total % impervious 51%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

#### **Georgia Regional Transportation Authority Review Findings**

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will consist of two phases. Phase I will contain townhouses, single-family units, shopping, a high turnover restaurant, tire store and fast food restaurant. Phase II will contain apartments, a pharmacy, day care, retail/office space, shopping center, gas station and high turnover restaurant. Phase I is scheduled for completion in 2005 with full build-out anticipated in 2008.

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

Marc R. Acampora, PE, LLC 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



<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

the rates published in the 6<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	P.M. Peak Hour			Saturday Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments (Pod A) 308 units	115	54	169	70	71	141	1,841
Pharmacy (Pod B) 8,400 sq. ft.	14	14	28	29	29	58	475
Daycare (Pod B) 8,000 sq. ft.	35	38	73	9	5	14	570
Townhouses (Pod C) 162 units							
Single-Family Homes (Pod D) 34 units	67	5	72	27	22	49	462
Small Shopping Center (Pod E) 12,000 sq. ft.	48	54	102	91	80	171	1,364
Main Shopping Center (Pods E & F) 134,886 sq. ft.	222	247	469	396	326	722	5,665
Sit Down Restaurant (Pod E) 6,300 sq. ft.							
Sit Down Restaurant (Pod E) 6,960 sq. ft.							
Tire Store (Pod E) 7,600 sq. ft.							
Sit Down Restaurant (Pod E) 5,105 sq. ft.							
Fast Food Restaurant (Pod E) 3,500 sq. ft.	90	73	163	148	104	252	1,854
Shopping Center (Pod G) 58,875 sq. ft.	114	124	238	314	190	404	3,169
Convenience Store/Gasoline Store (Pod G) 1,950 sq. ft.							
Sit Down Restaurant (Pod G) 4,000 sq. ft.	58	53	111	64	57	121	992
<b>TOTAL NEW TRIPS</b>	<b>763</b>	<b>662</b>	<b>1,425</b>	<b>1,148</b>	<b>884</b>	<b>1,932</b>	<b>16,392</b>

### **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 "C", 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 1.0, 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 0.8 or above are considered congested.

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

## V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
Stonewall Tell Road (North of S. Fulton Parkway)													
2005	1	2,090	1,140	950	0.29	0.32	0.26	3,140	1,090	2,050	0.44	0.30	0.57
2010	1	2,440	1,220	1,220	0.34	0.34	0.34	2,990	1,060	1,930	0.42	0.29	0.54
2025	1	3,570	1,680	1,890	0.50	0.47	0.52	4,920	2,300	2,620	0.69	0.64	0.73
% Change 2005-2010		16.7%	7.0%	28.4%	17.2%	6.3%	30.8%	-4.8%	-2.8%	-5.9%	-4.6%	-3.3%	-5.3%
% Change 2010-2025		46.3%	37.7%	54.9%	45.6%	38.2%	52.9%	64.5%	117.0%	35.8%	65.1%	120.7%	35.2%
% Change 2005-2025		70.8%	47.4%	98.9%	70.7%	46.9%	100.0%	56.7%	111.0%	27.8%	57.5%	113.3%	28.1%
Stonewall Tell Road (South of S. Fulton Parkway)													
2005	1	860	710	150	0.12	0.20	0.04	1,190	780	410	0.17	0.22	0.11
2010	1	960	760	200	0.14	0.21	0.06	960	760	200	0.14	0.21	0.06
2025	1	1,260	900	360	0.19	0.28	0.10	1,730	1,060	670	0.24	0.29	0.19
% Change 2005-2010		11.6%	7.0%	33.3%	12.5%	5.0%	50.0%	-19.3%	-2.6%	-51.2%	-18.2%	-4.5%	-45.5%
% Change 2010-2025		31.3%	18.4%	80.0%	40.7%	33.3%	66.7%	80.2%	39.5%	235.0%	77.8%	38.1%	216.7%
% Change 2005-2025		46.5%	26.8%	140.0%	58.3%	40.0%	150.0%	45.4%	35.9%	63.4%	45.5%	31.8%	72.7%
South Fulton Parkway (West of Stonewall Tell Road)													
2005	2	6,690	5,210	1,480	0.21	0.33	0.09	8,490	2,350	6,140	0.27	0.15	0.38
2010	2	8,550	6,840	1,710	0.27	0.43	0.11	8,550	6,840	1,710	0.31	0.43	0.18
2025	2	10,430	7,960	2,470	0.33	0.50	0.15	13,090	3,630	9,460	0.41	0.23	0.59
% Change 2005-2010		27.8%	31.3%	15.5%	28.6%	30.3%	22.2%	0.7%	191.1%	-72.1%	15.1%	186.7%	-52.6%
% Change 2010-2025		22.0%	16.4%	44.4%	20.4%	16.3%	36.4%	53.1%	-46.9%	453.2%	34.4%	-46.5%	227.8%
% Change 2005-2025		55.9%	52.8%	66.9%	54.8%	51.5%	66.7%	54.2%	54.5%	54.1%	54.7%	53.3%	55.3%
South Fulton Parkway (East of Stonewall Tell Road)													
2005	2	8,300	5,830	2,470	0.26	0.36	0.15	10,970	2,920	8,050	0.34	0.18	0.50
2010	2	10,370	7,470	2,900	0.33	0.47	0.18	10,370	7,470	2,900	0.33	0.47	0.18
2025	2	12,700	8,670	4,030	0.40	0.54	0.25	16,290	4,870	11,420	0.51	0.30	0.71
% Change 2005-2010		24.9%	28.1%	17.4%	27.5%	30.6%	20.0%	-5.5%	155.8%	-64.0%	-4.4%	161.1%	-64.0%
% Change 2010-2025		22.5%	16.1%	39.0%	21.5%	14.9%	38.9%	57.1%	-34.8%	293.8%	55.4%	-36.2%	294.4%
% Change 2005-2025		53.0%	48.7%	63.2%	54.9%	50.0%	66.7%	48.5%	66.8%	41.9%	48.5%	66.7%	42.0%

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?**

#### 2003-2005 TIP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-036A	South Fulton Pkwy from SR 154 to Cochran Mill Road	Roadway Capacity	2007

#### 2025 RTP Limited Update\*

ARC Number	Route-	Type of Improvement	Scheduled Completion Year
AR-246	Commuter Rail – Atlanta to Senoia	Fixed Guideway Transit Capital	2025
FS-026	Oakley Road Extension from Flat Shoals Road to Stonewall Tell Road	Roadway Capacity	
FS-075	Union Road at Old Fairburn Road	Roadway Operations	
FS-AR-BP067B	US 29 – Roosevelt Highway Bike Lane/Sidewalk – Phase 2 from Welcome All Road to Camp Drive	Multi-Use Facility	2006

*\*The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

**Impacts of The Gables at Stonewall Tell: What are the recommended transportation improvements based on the traffic study done by the applicant?**

For future **background** year for Phases I and II, all intersections and roadway operations analyzed in the consultant's traffic study met the stated LOS C. Therefore, there were no recommendations for mitigation.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. As a result, the transportation consultant has indicated improvement recommendations to allow for an upgrade of the existing level of service to occur. Such improvements will establish an adequate level of service for the area and are as follows for Phase I:

- Widening of Stonewall Tell Road to two lanes in each direction if no access is provided from the site to South Fulton Parkway.

For future **total** year for Phase II, the consultant has recommended the following improvements:

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

- Provide exclusive left turn lanes at major intersections on northbound and southbound Stonewall Tell Road between Butner Road and Union Road.
- Widening of Stonewall Tell Road from two to four lanes with exclusive left turn lanes at major intersections from Union Road to South Fulton Parkway. However, widening north of the site to Union Road is not recommended due to stakeholder and governmental opposition.
- Widening of Stonewall Tell Road from two to four lanes with exclusive left turn lanes at major intersections from South Fulton Parkway to southern site access at Pod G.
- Provide exclusive left turn lanes at major intersections and site access points along Stonewall Tell Road between southern site access to Pod G and Roosevelt Highway.
- Provide an eastbound exclusive left turn lane on Scarborough Road at Welcome All Road/Jailette Road; exclusive left turn lanes should be provided along Scarborough Road at entrances to any new major developments under construction.
- Re-striping of southbound Jailette Road at Welcome All Road into exclusive right turn lane; existing striping for through and left turn movements.
- Union Road and Stonewall Tell Road will require signalization.
- Widening of Stonewall Tell Road to four lanes between Pod G site access and Koweta Road.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

The proposed project will not be located in an existing rapid transit station area.

**Is the site served by transit? If so, describe type and level of service.**

The site is currently not served by transit within the immediate area. However, bus service is available along Roosevelt Highway. MARTA bus route 180 operates from Fairburn/Palmetto Road to the College Park MARTA rail station.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

GRTA Xpress bus route 455 will offer immediate service to the site along South Fulton Parkway. Offering service from South Fulton to Hartsfield-Jackson International Airport, this particular route is scheduled to begin operating between 2007 and 2010. Although not within close proximity to the proposed development, the Atlanta to Senoia commuter rail will service the South Fulton area. This will allow access to alternate modes of transportation to those commuting around the Atlanta metropolitan region.

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

None proposed.

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
<b>Mixed Use Targets (w/sidewalks)</b>			
Where Residential is dominant, 10% Retail and 10% Office	Yes	9%	9%
<b>Transportation Service Enhancements (choose one)</b>			
TMA or Parking Management Program	Yes	3%	3%
<b>Bicycle or Pedestrian facilities within the site (choose one)</b>			
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	Yes	5%	5%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>		<b>17%</b>	<b>17%</b>

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

The area surrounding the Gables at Stonewall Tell is currently seeing a growth in new developments. Although the site area's roadway networks are not severely congested, there are a number of improvements needed to be made in order to address potential congestion issues. It is urged that the various recommendations pointed out by the consultant be carried out to allow for better site access as well as efficient traffic movement around the site area. Realignment of Scarborough Road to pass through the center of the proposed site will allow for better access for the residential component of the project. If such an improvement is carried out, it will prevent any conflicts between residential and commercial traffic.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Wastewater is estimated at 0.159 MGD based on information submitted for the review.

**Which facility will treat wastewater from the project?**

<b>Preliminary Report:</b>	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Gables at Stonewall Tell #214
<b>Final Report Due:</b>	June 16, 2004		<b>Comments Due By:</b>	May 31, 2004

Information submitted with the review state that Hemphill Treatment 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 the Camp Creek Plant is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
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.*

<sup>1</sup> 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 0.183 MGD based on information submitted for the review.

**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 211,804 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

No.

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

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

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

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

Information submitted for the review states that approximately 160 students will be added to the school district. However, recent completion of new elementary and middle schools will accommodate existing and new students. Also, a new high school for 1850 students is in the early planning stages, and the existing high school in the area is scheduled for reconstruction and expansion.

## **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?**



Preliminary Report:	May 17, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Gables at Stonewall Tell #214
Final Report Due:	June 16, 2004		Comments Due By:	May 31, 2004

To be determined during the review.

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

Yes, once developed, this project will provide housing and employment into an existing employment center. The proposed development is within 5 to 10 miles of the City of Union City and the City of Fairburn. The proposed development is also within a mile of the Majestic Industrial Park that has been through the DRI Review process for the different phases.

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

The site proposed for the development is located in Census Tracts 105.13 and 103.04. These tracts had a 26.6 and 13.4 percent increase in number of housing units from 2000 to 2003, respectively, according to ARC's Population and Housing Report. The report shows that 63 and 99 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety 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 the 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.



## CERTIFICATION OF COMPLETENESS

June 2, 2004

Mr. Chris Doughtie  
Hallmark Developers  
2920 Woodbine Hill Way  
Norcross, GA 30071

RE: Certification of Completeness regarding DRI #214, Gables at Stonewall Tell  
Located in Fulton County – GRTA Non-Expedited Review

Dear Mr. Doughtie:

This letter is to inform you that GRTA received DCA Form 2, the DRI Review Initiation Request on May 12, 2004, your GRTA DRI Review Package on May 12, 2004, the revised site plan on May 25, 2004, and the revised criteria discussion on June 2, 2004. GRTA staff have reviewed the materials and determined, pursuant to Section 2-205 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, that your submittal is:

- ☒ **Complete.** No further submissions are required at this time. GRTA will begin conducting its formal review of your application promptly upon receipt of a Certification of Completeness from the Regional Development Council.

As the technical submittal package has been certified complete, please have your consultant now forward one copy of the GRTA submittal (traffic study and site plan) to the GDOT District Office and the local government traffic engineering group (contact information provided below). GRTA shall be copied on each of the transmittal letters.

GDOT District 7 Traffic Operations	Fulton County Department of Public Works
Mr. Harry Graham District Traffic Operations Manager 5025 New Peachtree Road Chamblee, GA 30341	Ms. Nicole Hall Dept. of Public Works, Fulton County 141 Pryor St., S.W. Atlanta, Georgia 30303

Based on the submittal of the technical package to GRTA on June 2, 2004, and subsequent determination of completeness by ARC, the milestones for the GRTA DRI review process will meet the following schedule:

### GRTA DRI Review Milestones

Certification of Completeness: June 2, 2004  
Technical Analysis Transmittal: June 17, 2004  
Staff Report & Recommendations: June 28, 2004  
Notice of Decision: July 7, 2004

Based on the above timeline, a meeting to discuss the GRTA Staff Report & Recommendations is scheduled for July 2, 2004, 10:00 am at the GRTA offices. This meeting is provided as a courtesy to the applicant and local government to allow discussion of any proposed conditions presented in the GRTA Staff Report & Recommendations. If upon contact from the local government and applicant indicating that a meeting is not necessary to address any proposed conditions, or if there are no proposed conditions, this meeting may be cancelled. This meeting is being scheduled now to maximize attendance. Therefore; please place the meeting on your calendars at this time. If there is currently a known conflict with this meeting time, please email me at [dri@grta.org](mailto:dri@grta.org) prior to June 28, 2004 to suggest an alternative time and/or day.

If you have any questions, please feel free to contact me at 404-463-3007 ([mwilley@grta.org](mailto:mwilley@grta.org)).

Sincerely,



Mark R. Willey  
DRI Program Administrator

cc:

Kirk Fjelstul, GRTA  
Brian Borden, GRTA  
Elizabeth Smith, DCA  
Mike Alexander, ARC  
Steve Walker, GDOT  
Harry Graham, GDOT District 7

Nicole Hall, Fulton County Public Works  
Kathy Zickert, Smith, Gambrell, Russell  
Stephen Fusco, Smith Gambrell, Russel  
Marc Acampora, MRA, LLC  
John Gaskin, Hughes Good O-Leary & Ryan  
Joellen Wilson, Hughes Good O-Leary & Ryan

Your DRI ID NUMBER for this submission is: 214  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 2/4/2002 9:41:28 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:	Fulton County
*Individual completing form and Mailing Address:	Kathryn M. Zickert, Linda I. Dunlavy, Stephen F. Fusco, SEYFARTH SHAW, One Peachtree Pointe, 1545 Peachtree Street, N.E., Suite 700, Atlanta, Georgia 30309
Telephone:	404-892-6758
Fax:	404-892-7056
E-mail (only one):	sfusco@seyfarth.com

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

#### Proposed Project Information

Name of Proposed Project: Gables at Stonewall Tell		
<b>Development Type</b>	<b>Description of Project</b>	<b>Thresholds</b>
Mixed Use	400 apartments; 200 townhomes; 10000 sf/acre commercial; total square feet 3800434	View Thresholds
Developer / Applicant and Mailing Address:		Gables at Stonetell, LLC, PO BOX 856, Duluth, GA 30096
Telephone:		770-242-9877 x 12
Fax:		770-446-6846
Email:		sfusco@seyfarth.com
Name of property owner(s) if different from developer/applicant:		Gables at Stonewall Tell, LLC
Provide Land-Lot-District Number:		134, District 9F
What are the principal streets or roads providing vehicular access to the site?		Stonewall Tell Road, South Fulton Parkway, Scarborough Road
Provide name of nearest street(s) or intersection:		
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?		5-10 miles, Union City
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, Variance, Sewer, Water
What is the name of the water supplier for this site?	United Water, 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: Overall project:

### 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?	Y
Other (Please Describe):	
Developer intends to seek abandonment of Scarborough Road and has begun the process with the Land Department of Fulton County to secure the necessary documents.	Y

Submitted on: 5/12/2004 10:34:59 AM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington (please also include Nicole Hall (traffic) on your list Nicole.Hall@co.fulton.ga.us Thnks
Telephone:	404-730-8049
Fax:	404-730-7818
Email (only one):	Morgan.Ellington@co.fulton.ga.us

### Proposed Project Information

Name of Proposed Project:	Gables at Stonewall Tell Road
DRI ID Number:	214
Developer/Applicant:	Kathy Zickert & Stephen Fusco at Smith, Gambrell, & Russell
Telephone:	Kathy (404-815-3704, Stephen (404-815-3736
Fax:	Kathy (404-685-7004)
Email(s):	kmzickert@sgrlaw.com, SFFUSCO@sgrlaw.com, acamporatraffic@myspeedworks.com; jgaskin@hgor.com; jwilson@hgor.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	\$85,362,600.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,192,857.00
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): N/A The site is currently undeveloped. See supplemental info for details.	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	City of Atlanta, Camp Creek WTP
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.183 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?	n/a water is available along Stonewall Tell Rd

#### Wastewater Disposal

Name of wastewater treatment provider for this site:	Hemphill Treatment Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.159 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?	Approx. 1,500 extension to sewer at Wolf Creek



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.)	1,425 pm peak trips
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: All recommended transportation improvements are described in the traffic study for the project, as a supplement to this form.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	211,804 tons/yr
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?	59 percent
Is the site located in a water supply watershed?	
If yes, list the watershed(s) name(s) below: Chattahoochee River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: This site includes stream buffers and stormwater detention measures as required by the local government. See supplemental info for details.	
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: Approx. 3 acres of wetlands have been estimated and will be delineated as the project progresses. See supplemental info for details.	
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: Some 100 yr floodplain has been identified on site. However, no impacts are anticipated. See supplemental info for details.	

**1111** **3,4,5-trimethoxyphenyl 2-methyl-2-propyl-3-oxobutanoate** **1** was prepared by the reaction of 3,4,5-trimethoxyphenol (1.0 g, 6.5 mmol) with 2-methyl-2-propyl-3-oxobutanoic acid (1.0 g, 6.5 mmol) in the presence of DCC (1.5 g, 7.2 mmol) in CH<sub>2</sub>Cl<sub>2</sub> at 0 °C for 2 h. The mixture was then allowed to warm to room temperature and stirred for 24 h. The mixture was then poured into water and extracted with CH<sub>2</sub>Cl<sub>2</sub>. The organic layer was dried over anhydrous Na<sub>2</sub>SO<sub>4</sub> and concentrated under reduced pressure to give a white solid (0.8 g, 45% yield). mp 45–46 °C. <sup>1</sup>H NMR (CDCl<sub>3</sub>) δ: 1.1 (t, 3H, CH<sub>3</sub>), 1.6 (s, 3H, CH<sub>3</sub>), 2.3 (s, 3H, CH<sub>3</sub>), 2.4 (s, 3H, CH<sub>3</sub>), 3.8 (s, 3H, OCH<sub>3</sub>), 3.9 (s, 3H, OCH<sub>3</sub>), 4.0 (s, 3H, OCH<sub>3</sub>), 6.1 (d, 1H, H-6), 6.2 (d, 1H, H-6), 6.3 (d, 1H, H-6), 6.4 (d, 1H, H-6), 6.5 (d, 1H, H-6), 6.6 (d, 1H, H-6), 6.7 (d, 1H, H-6), 6.8 (d, 1H, H-6), 6.9 (d, 1H, H-6), 7.0 (d, 1H, H-6), 7.1 (d, 1H, H-6), 7.2 (d, 1H, H-6), 7.3 (d, 1H, H-6), 7.4 (d, 1H, H-6), 7.5 (d, 1H, H-6), 7.6 (d, 1H, H-6), 7.7 (d, 1H, H-6), 7.8 (d, 1H, H-6), 7.9 (d, 1H, H-6), 8.0 (d, 1H, H-6), 8.1 (d, 1H, H-6), 8.2 (d, 1H, H-6), 8.3 (d, 1H, H-6), 8.4 (d, 1H, H-6), 8.5 (d, 1H, H-6), 8.6 (d, 1H, H-6), 8.7 (d, 1H, H-6), 8.8 (d, 1H, H-6), 8.9 (d, 1H, H-6), 9.0 (d, 1H, H-6), 9.1 (d, 1H, H-6), 9.2 (d, 1H, H-6), 9.3 (d, 1H, H-6), 9.4 (d, 1H, H-6), 9.5 (d, 1H, H-6), 9.6 (d, 1H, H-6), 9.7 (d, 1H, H-6), 9.8 (d, 1H, H-6), 9.9 (d, 1H, H-6), 10.0 (d, 1H, H-6), 10.1 (d, 1H, H-6), 10.2 (d, 1H, H-6), 10.3 (d, 1H, H-6), 10.4 (d, 1H, H-6), 10.5 (d, 1H, H-6), 10.6 (d, 1H, H-6), 10.7 (d, 1H, H-6), 10.8 (d, 1H, H-6), 10.9 (d, 1H, H-6), 11.0 (d, 1H, H-6), 11.1 (d, 1H, H-6), 11.2 (d, 1H, H-6), 11.3 (d, 1H, H-6), 11.4 (d, 1H, H-6), 11.5 (d, 1H, H-6), 11.6 (d, 1H, H-6), 11.7 (d, 1H, H-6), 11.8 (d, 1H, H-6), 11.9 (d, 1H, H-6), 12.0 (d, 1H, H-6), 12.1 (d, 1H, H-6), 12.2 (d, 1H, H-6), 12.3 (d, 1H, H-6), 12.4 (d, 1H, H-6), 12.5 (d, 1H, H-6), 12.6 (d, 1H, H-6), 12.7 (d, 1H, H-6), 12.8 (d, 1H, H-6), 12.9 (d, 1H, H-6), 13.0 (d, 1H, H-6), 13.1 (d, 1H, H-6), 13.2 (d, 1H, H-6), 13.3 (d, 1H, H-6), 13.4 (d, 1H, H-6), 13.5 (d, 1H, H-6), 13.6 (d, 1H, H-6), 13.7 (d, 1H, H-6), 13.8 (d, 1H, H-6), 13.9 (d, 1H, H-6), 14.0 (d, 1H, H-6), 14.1 (d, 1H, H-6), 14.2 (d, 1H, H-6), 14.3 (d, 1H, H-6), 14.4 (d, 1H, H-6), 14.5 (d, 1H, H-6), 14.6 (d, 1H, H-6), 14.7 (d, 1H, H-6), 14.8 (d, 1H, H-6), 14.9 (d, 1H, H-6), 15.0 (d, 1H, H-6), 15.1 (d, 1H, H-6), 15.2 (d, 1H, H-6), 15.3 (d, 1H, H-6), 15.4 (d, 1H, H-6), 15.5 (d, 1H, H-6), 15.6 (d, 1H, H-6), 15.7 (d, 1H, H-6), 15.8 (d, 1H, H-6), 15.9 (d, 1H, H-6), 16.0 (d, 1H, H-6), 16.1 (d, 1H, H-6), 16.2 (d, 1H, H-6), 16.3 (d, 1H, H-6), 16.4 (d, 1H, H-6), 16.5 (d, 1H, H-6), 16.6 (d, 1H, H-6), 16.7 (d, 1H, H-6), 16.8 (d, 1H, H-6), 16.9 (d, 1H, H-6), 17.0 (d, 1H, H-6), 17.1 (d, 1H, H-6), 17.2 (d, 1H, H-6), 17.3 (d, 1H, H-6), 17.4 (d, 1H, H-6), 17.5 (d, 1H, H-6), 17.6 (d, 1H, H-6), 17.7 (d, 1H, H-6), 17.8 (d, 1H, H-6), 17.9 (d, 1H, H-6), 18.0 (d, 1H, H-6), 18.1 (d, 1H, H-6), 18.2 (d, 1H, H-6), 18.3 (d, 1H, H-6), 18.4 (d, 1H, H-6), 18.5 (d, 1H, H-6), 18.6 (d, 1H, H-6), 18.7 (d, 1H, H-6), 18.8 (d, 1H, H-6), 18.9 (d, 1H, H-6), 19.0 (d, 1H, H-6), 19.1 (d, 1H, H-6), 19.2 (d, 1H, H-6), 19.3 (d, 1H, H-6), 19.4 (d, 1H, H-6), 19.5 (d, 1H, H-6), 19.6 (d, 1H, H-6), 19.7 (d, 1H, H-6), 19.8 (d, 1H, H-6), 19.9 (d, 1H, H-6), 20.0 (d, 1H, H-6), 20.1 (d, 1H, H-6), 20.2 (d, 1H, H-6), 20.3 (d, 1H, H-6), 20.4 (d, 1H, H-6), 20.5 (d, 1H, H-6), 20.6 (d, 1H, H-6), 20.7 (d, 1H, H-6), 20.8 (d, 1H, H-6), 20.9 (d, 1H, H-6), 21.0 (d, 1H, H-6), 21.1 (d, 1H, H-6), 21.2 (d, 1H, H-6), 21.3 (d, 1H, H-6), 21.4 (d, 1H, H-6), 21.5 (d, 1H, H-6), 21.6 (d, 1H, H-6), 21.7 (d, 1H, H-6), 21.8 (d, 1H, H-6), 21.9 (d, 1H, H-6), 22.0 (d, 1H, H-6), 22.1 (d, 1H, H-6), 22.2 (d, 1H, H-6), 22.3 (d, 1H, H-6), 22.4 (d, 1H, H-6), 22.5 (d, 1H, H-6), 22.6 (d, 1H, H-6), 22.7 (d, 1H, H-6), 22.8 (d, 1H, H-6), 22.9 (d, 1H, H-6), 23.0 (d, 1H, H-6), 23.1 (d, 1H, H-6), 23.2 (d, 1H, H-6), 23.3 (d, 1H, H-6), 23.4 (d, 1H, H-6), 23.5 (d, 1H, H-6), 23.6 (d, 1H, H-6), 23.7 (d, 1H, H-6), 23.8 (d, 1H, H-6), 23.9 (d, 1H, H-6), 24.0 (d, 1H, H-6), 24.1 (d, 1H, H-6), 24.2 (d, 1H, H-6), 24.3 (d, 1H, H-6), 24.4 (d, 1H, H-6), 24.5 (d, 1H, H-6), 24.6 (d, 1H, H-6), 24.7 (d, 1H, H-6), 24.8 (d, 1H, H-6), 24.9 (d, 1H, H-6), 25.0 (d, 1H, H-6), 25.1 (d, 1H, H-6), 25.2 (d, 1H, H-6), 25.3 (d, 1H, H-6), 25.4 (d, 1H, H-6), 25.5 (d, 1H, H-6), 25.6 (d, 1H, H-6), 25.7 (d, 1H, H-6), 25.8 (d, 1H, H-6), 25.9 (d, 1H, H-6), 26.0 (d, 1H, H-6), 26.1 (d, 1H, H-6), 26.2 (d, 1H, H-6), 26.3 (d, 1H, H-6), 26.4 (d, 1H, H-6), 26.5 (d, 1H, H-6), 26.6 (d, 1H, H-6), 26.7 (d, 1H, H-6), 26.8 (d, 1H, H-6), 26.9 (d, 1H, H-6), 27.0 (d, 1H, H-6), 27.1 (d, 1H, H-6), 27.2 (d, 1H, H-6), 27.3 (d, 1H, H-6), 27.4 (d, 1H, H-6), 27.5 (d, 1H, H-6), 27.6 (d, 1H, H-6), 27.7 (d, 1H, H-6), 27.8 (d, 1H, H-6), 27.9 (d, 1H, H-6), 28.0 (d, 1H, H-6), 28.1 (d, 1H, H-6), 28.2 (d, 1H, H-6), 28.3 (d, 1H, H-6), 28.4 (d, 1H, H-6), 28.5 (d, 1H, H-6), 28.6 (d, 1H, H-6), 28.7 (d, 1H, H-6), 28.8 (d, 1H, H-6), 28.9 (d, 1H, H-6), 29.0 (d, 1H, H-6), 29.1 (d, 1H, H-6), 29.2 (d, 1H, H-6



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