REGIONAL REVIEW FINDING

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

DATE: Oct 24 2008 **ARC REVIEW CODE**: R809242

TO: Chairman Phillip Beard
ATTN TO: Kim Wolfe, City Clerk
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Buford
Name of Proposal: **Big Creek**

Review Type: Development of Regional Impact	**Date Opened:** Sep 24 2008	**Date Closed:** Oct 24 2008

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as Suburban Neighborhoods. This designation recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use.

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

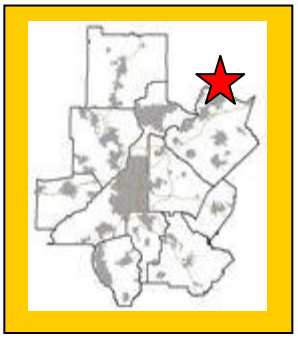
ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
HALL COUNTY
UPPER CHATTAHOOCHEE RIVERKEEPER
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY
GEORGIA MOUNTAINS RDC
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
U.S. ARMY CORPS OF ENGINEERS

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

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

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Big Creek development is a mixed use Resort Community on 88 acres in the City of Buford and Hall County. The proposed development will include 30,000 square feet of retail, 64 single family homes and 620 recreational homes. The project site is located on Lake Lanier and bounded by Holiday Road and North Waterworks Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date in 2014.

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 R-100 for the 35 acres in the City of Buford and AR-3 for the 53 acres in Hall County. The Hall County portion of the site is proposed to be annexed and the entire site rezoned to R-100 and C-2. A Special Use Permit is also being applied for to allow residential above commercial. The draft future land use plan for the City of Buford designates the area as Lakeside Area. This designation calls for single-family residential and commercial and envisions the area as a "resort destination with vibrant neighborhoods and commercial areas that serve both residents and visitors." The future land use plan for Hall County designates this area as Residential. This designation calls for "single-family residential development at moderate densities" with a "range of categories that allows for larger lots served with septic systems as well as smaller lots served by sanitary sewers."

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received identifying inconsistencies with any potentially affected local short-term work program.

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

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2001	Hamilton Mill Business Center
2000	Lanier Filtration Plant Expansion
1999	Richland Creek C&D

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, there is currently a boat storage facility and a restaurant on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as Suburban Neighborhoods. This designation recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. The development is also located within a large water supply watershed, adjacent to a major regional water source. Because of this, ARC would like to see more preserved greenspace and urges the applicant to use pervious materials for paved surfaces within the site, where feasible.

ARC would like to see better and more direct bicycle and pedestrian connections between the various uses on and adjacent to the site. Multiuse paths or bike lanes as well as sidewalks on both sides of all internal roadways should be provided.

ARC has concerns with the intensity of the site. It is located in a low density area made up mostly of single family homes and undeveloped land. The proposed development will add a significant amount of housing units to this area. The applicant should place taller buildings at the center of the site and place buildings more in scale with surrounding uses at the proposed development's edges. Proper vegetative buffering should be used as well to limit the impacts on adjacent uses.

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located west of North Waterworks Road and east of Lee Circle between Lake Lanier and Holiday Road.

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 located in the City of Buford and Hall County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The site is surrounded by low density residential and commercial uses as well as undeveloped land.

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 $150,000,000 with an expected $175,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development would add to the tourism industry around Lake Lanier as well as add commercial uses to the area.

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 Buffers, Wetlands and Watershed Protection

No streams are shown on the USGS coverage for the project area. However, the submitted plans show a stream and its tributary along the eastern edge of the property as well as a stream on the western end of the site. For both streams, the plans show the 25-foot state sediment and erosion control buffer as well as the 50-foot buffer and additional 25-foot setback required in the City of Buford's stream buffer ordinance. No intrusions are shown within the buffers. Any other streams on the property may be subject to City buffer ordinance. Any other state waters on the property will be subject to the state erosion and sedimentation control buffer.

The Lake Lanier is a water-supply source and its basin is a large water supply watershed. As a Corps of Engineers lake, it is exempt from the State's Part 5 Minimum Planning Criteria for water supply watersheds.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. No breakdown in residential densities was provided. Given the number of units in the

proposed project, townhouse/apartment was chosen as the overall use for the property. 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
Townhouse/Apartment	88.00	92.40	942.48	5896.00	53240.00	66.88	12.32
TOTAL	88.00	92.40	942.48	5896.00	53240.00	66.88	12.32

Total impervious: 48%

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.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development is proposed at one location along SR 347 (Holiday Road). The full movement driveway is proposed along SR 347 (Holiday Road) near Whidby Road and approximately 785 feet west of North Waterworks Road.

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

Kimley-Horn and Associates, Inc. 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:

	A.M. Peak Hour			P.M. Peak Hour			24-Hour
Land Use	**Enter**	**Exit**	**2-Way**	**Enter**	**Exit**	**2-Way**	**2-Way**
Single Family Detached 64 Units	14	40	54	45	27	72	690
Recreational Homes 620 Units	66	33	99	66	95	161	1,960
Shopping Center 20,000 SF	13	8	21	36	39	75	860
Quality Restaurant 10,000 SF	4	4	8	50	25	75	900
Mixed-Use Reductions	-	-	*0*	*-20*	*-19*	*-39*	*-352*
Alternative Mode Reductions	-	-	*0*	-	-	*0*	*0*
Pass-By Reductions	-	-	*0*	*-21*	*-20*	*-41*	*-1,224*
Total New Trips	**97**	**85**	**182**	**156**	**147**	**303**	**2,834**

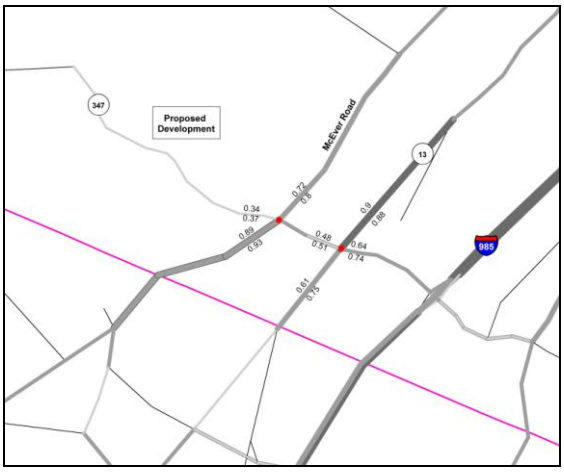
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

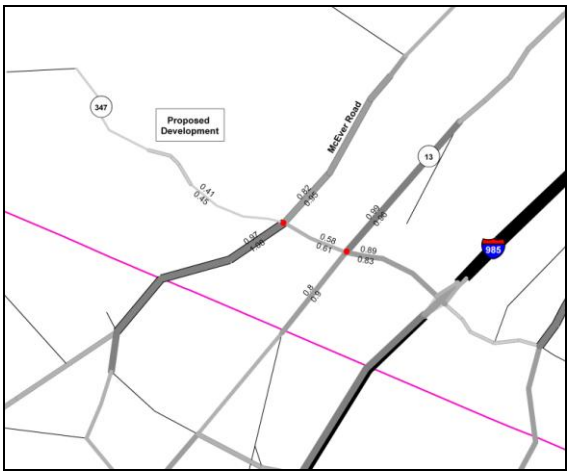
V/C Ratios

2010 AM Peak



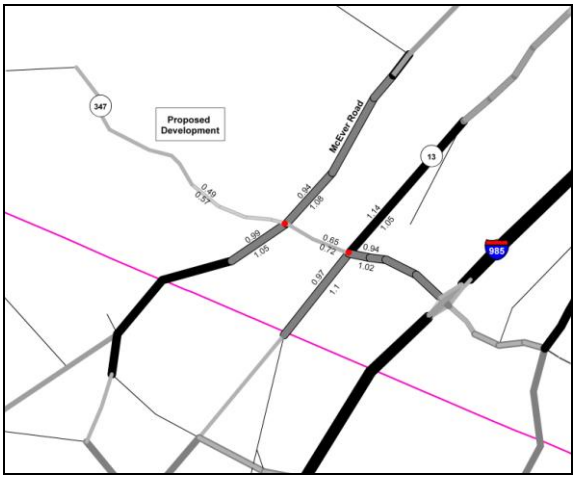
2010 PM Peak

2020 AM Peak



2020 PM Peak

2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
GW-099C	US 23 (Buford Highway) from Sawnee Ave in Gwinnett County to SR 347 (Friendship Road) in Hall County *ROW only phase in TIP. CST in Long Range.*	General Purpose Roadway Capacity	2030

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
	No Long Range Projects in Vicinity		

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Big Creek.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for driveway improvements to be carried out in order to upgrade the existing level of service.
The proposed project driveway is expected to operate at an acceptable level of service.
The following recommendations are made at the proposed project driveway:

- Install a westbound right-turn deceleration lane along SR 374 (Holiday Road).
- Install an eastbound left-turn lane along SR 374 (Holiday Road).
- Install a separate left-turn lane and right-turn lane exiting the site along the proposed driveway.

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?

The site is not served by transit.

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
Bike/ped networks connecting uses w/in the site	2%	2%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total	6%	**6%**

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the current transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Sidewalks should be provided on both sides of all internal streets and along all frontage on public right-of-way.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .12 MGD.

Which facility will treat wastewater from the project?

The Westside facility will provide wastewater treatment for the proposed development.

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

The capacity of the Westside facility is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
.25	.25	.17	.20	.05	None	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

Not applicable.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .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 1200 tons of solid waste per year and the waste will be disposed of in Hall County.

Will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 684 new housing units.

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

No.

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

The site proposed for the development is located in Census Tract 15.00. This tract had a 17 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 88 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.

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.

HALL COUNTY GOVERNMENT
Planning Department
440 Prior Street, S.E.
Gainesville GA 30501

Mailing Address: P O Box 1435, Gainesville, GA 30503

To: Jonathan Tuley, Review Coordinator, Atlanta Regional Commission (ARC)

From: Randy Knighton, AICP, Planning Director

Subject: DRI Review - Big Creek Development Project

Date: October 8, 2008

The County has reviewed the information provided regarding the proposed Big Creek Development of Regional Impact (DRI). The following comments result from the County's review.

1. The subject site contains approximately 53 acres in unincorporated Hall County. This property is currently zoned AR-III (Agriculture-Residential). The future land use designation is "Residential". In this future land use category residential development is dictated by minimum lot size based upon the infrastructure provision. For those properties with public water, but utilizing septic tanks, development is anticipated at on minimum one-acre lots. With public water and sewer, the future land use permits 0.5-acre lots (two units per acre). The proposed development is significantly more intense than the County future land use designation would permit. The proposed density of the project is approximately 8 dwelling units per acre. This is inconsistent with the County land use designation of two dwelling units per acre (with sewer). The proposed development is not compatible with the surrounding established single-family developments. In addition the 30,000 square feet of proposed commercial development will increase traffic in the area. The potential impact to surrounding residential properties in the area is of concern. Appropriate mitigation measures should be employed to protect surrounding residential properties.

2. The DRI application shows that a traffic study has been conducted. Please provide a copy for our review. The analysis provided in the DRI Report mentions that V/C ratios are "to be determined". Clarification is needed and may be provided in the full traffic study.

3. The design of the proposed development is not described. In particular, architectural design is not specifically mentioned. The County has instituted Gateway Corridor design standards for its major highways. Design standards at this level or greater are encouraged. Building height mentioned for the subject property ranges from 4 – 6 stories. Buildings this large on the edge of the

development could provide a compatibility concern with the existing development pattern. In addition, it is difficult to ascertain on the concept plan the amount of buffering of adjacent residential property.

4. It is not clear from the information provided how the term “recreational homes” is defined. Will this include owner-occupied homes, townhomes, timeshares, etc.? Will there be boat docks, a marina, boat storage as a component of the development?

5. There are number of creeks and streams on the property which should be defined and protected.

The County encourages and supports sustainable developments which complement the surrounding established communities and Lake Lanier. This project as presented provides questions which warrant clarification and additional review. Due to the aforementioned items, we look forward to the opportunity to gain additional information and reserve additional comment until this is provided at the review meeting tomorrow and/or through supplemental materials.

Developments of Regional Impact

DRI #1885

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Buford
Individual completing form:	Kim Wolfe
Telephone:	770-945-6761
E-mail:	kwolfe@cityofbuford.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:	Big Creek
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Assemblage at Lat 34.1592 Long 83.9934: 3041/3050 Big Creek Road, 3174/3288 Whidby Road,
Brief Description of Project:	Mixed Use Resort Community consisting of 30,000 SF retail and 684 units of varying type

Development Type:

- ○ (not selected)
- ○ Office
- ○ Commercial
- ○ Wholesale & Distribution
- ○ Hospitals and Health Care Facilities
- ○ Housing
- ○ Industrial
- ○ Hotels
- ● Mixed Use
- ○ Airports
- ○ Attractions & Recreational Facilities
- ○ Post-Secondary Schools
- ○ Waste Handling Facilities
- ○ Quarries, Asphalt & Cement Plants
- ○ Wastewater Treatment Facilities
- ○ Petroleum Storage Facilities
- ○ Water Supply Intakes/Reservoirs
- ○ Intermodal Terminals
- ○ Truck Stops
- ○ Any other development types

If other development type, describe:

Project Size (# of units, floor area, etc.):	684 residential
Developer:	Big Creek Resort
Mailing Address:	c/o Mill Creek Consulting
Address 2:	4460 Commerce Drive
	City:Buford State: GA Zip:30518
Telephone:	770-614-6511
Email:	millcreek@bellsouth.net
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	Hall County-proposed for annexation
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2014 Overall project: 2014

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Developments of Regional Impact

DRI #1885

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Buford
Individual completing form:	Kim Wolfe
Telephone:	770-945-6761
Email:	kwolfe@cityofbuford.com

Project Information

Name of Proposed Project:	Big Creek
DRI ID Number:	1885
Developer/Applicant:	Big Creek Resort
Telephone:	770-614-6511
Email(s):	millcreek@bellsouth.net

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected) Yes No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$150,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$175,000
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace	

any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	

Water Supply

Name of water supply provider for this site:	City of Buford
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14 mgd
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Buford
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.12 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?1.2 miles	

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.)	344 peak pm (182 peak hour am)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:Yes - please see traffic study prepared by Kimley Horn and Associates	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1200 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stream buffers of 50 feet with impervious setbacks of 75 feet from stream channel are planned. Metro standards for channel protection and water quality will be used.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected: The proposed Big Creek development is adjacent along much of its perimeter to US Army Corps of Engineer property which adjoins Lake Lanier, which is a water supply for several jurisdictions. Development standards for Big Creek are similar to those of the Lake Lanier Islands redevelopment, which is wholly surrounded by Corps property. No adverse impacts are anticipated.	

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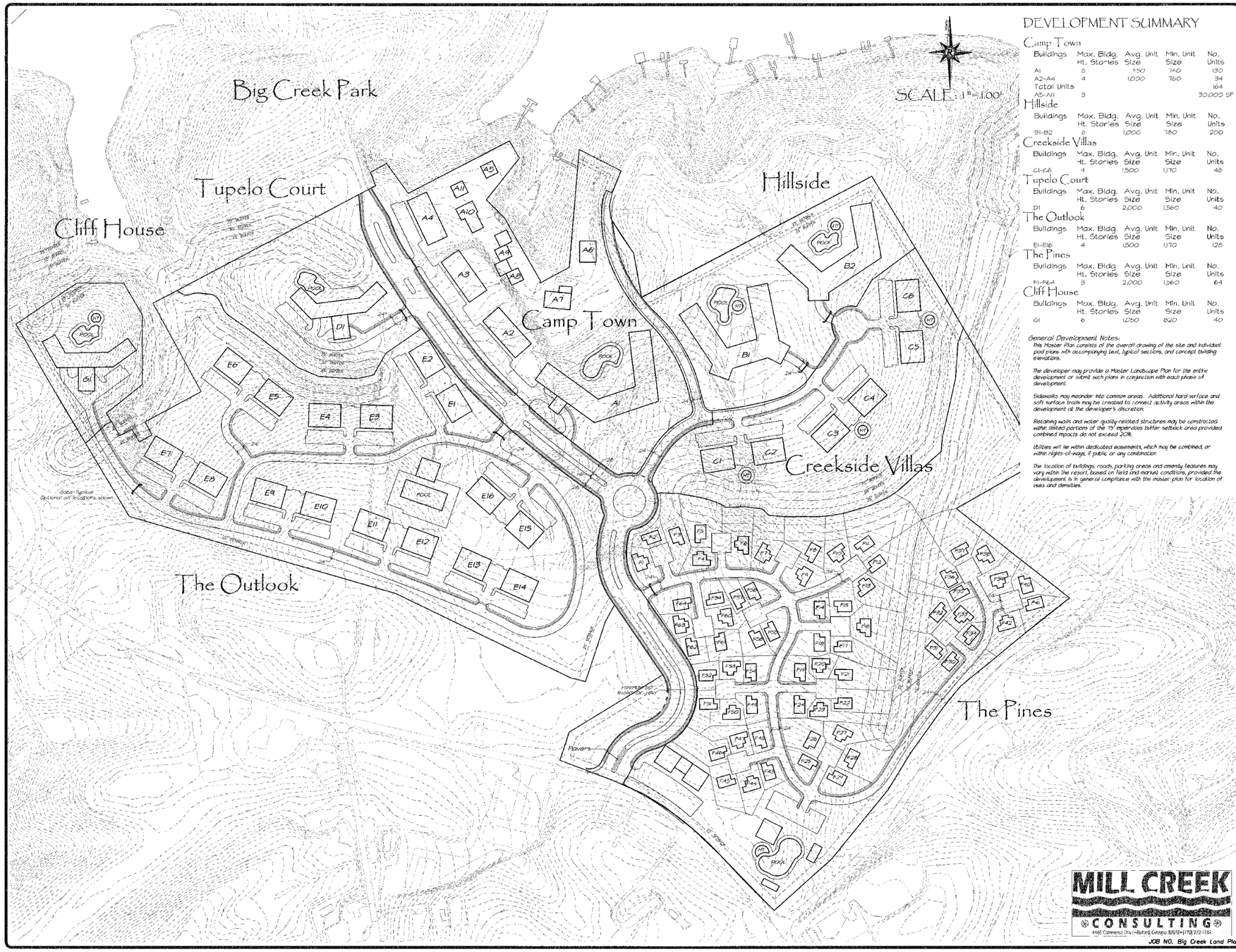

DEVELOPMENT SUMMARY

Camp Town

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
A1	5	550	740	130
A2-A4	4	1,000	780	34
Total Units				164
A5-A11	3			30,000 SF

Hillside

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
B1-B2	6	1,000	780	200

Creekside Villas

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
C1-C8	4	1,500	1,170	48

Tupelo Court

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
D1	6	2,000	1,560	40

The Outlook

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
E1-E16	4	1,500	1,170	128

The Pines

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
F1-F64	3	2,000	1,560	64

Cliff House

Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units
G1	6	1,050	820	40

General Development Notes:

This Master Plan consists of the overall drawing of the site and individual pod plans with accompanying text, typical sections, and concept building elevations.

The developer may provide a Master Landscape Plan for the entire development or submit such plans in conjunction with each phase of development.

Sidewalks may meander into common areas. Additional hard surface and soft surface trails may be created to connect activity areas within the development at the developer's discretion.

Retaining walls and water quality-related structures may be constructed within limited portions of the 75' impervious buffer setback area provided combined impacts do not exceed 20%.

Utilities will lie within dedicated easements, which may be combined, or within rights-of-ways, if public or any combination.

The location of buildings, roads, parking areas and amenity features may vary within the resort, based on field and market conditions, provided the development is in general compliance with the master plan for location of uses and densities.

MILL CREEK CONSULTING
4486 Commerce Drive • Buford, Georgia 30518 • (770) 932-1351

JOB NO. Big Creek Land Plan

Rochester & Associates, Inc.
425 Oak Street N.W. Gainesville, Georgia 30501
(770)718.0600 (770)718.9093 Fax www.rochester-assoc.com

BIG CREEK LAND PLAN

Lake Lanier Islands Resort

Buford, Georgia

NO.	DATE	DESCRIPTION

REVISIONS

NO.	DATE	DESCRIPTION

REVISIONS

THIS PLAN IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTERED ENGINEER OR ARCHITECT IN SEAL

GRAPHIC SCALE 0 50 100 200 300

SHEET 1 OF 8

DATE: 04/22/08
SCALE: 1"=100'
JOB NO. 020624.01R
DRAWN BY: MFJ
DWG NO.