



REGIONAL REVIEW NOTIFICATION

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

DATE: Sep 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.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Big Creek

Review Type: Development of Regional Impact

Meeting Date: October 9, 2008

Time: 3:00pm

Location: Buford City Hall

Description: 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.

Submitting Local Government: City of Buford

Date Opened: Sep 24 2008

Deadline for Comments: Oct 8 2008

Earliest the Regional Review can be Completed: Oct 24 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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, Review Coordinator, at (404) 463-3309.



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

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Review Type: Development of Regional Impact

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U.S. ARMY CORPS OF ENGINEERS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-5581. If the ARC staff does not receive comments from you by Oct 8 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Big Creek** *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:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: Oct 8 2008

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Sep 24 2008

ARC REVIEW CODE: R809242

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Review Coordinator, Extension: 3-3309

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Transportation: Kray, Michael

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Big Creek

Review Type: Development of Regional Impact

Description: 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.

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Date Opened: Sep 24 2008

Deadline for Comments: Oct 8 2008

Earliest the Regional Review can be Completed: Oct 24 2008

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

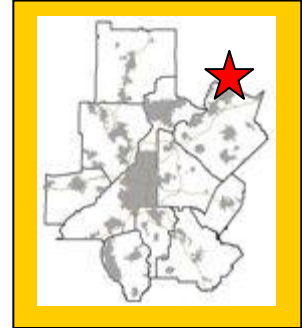
COMMENTS:

Preliminary Report:	September 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Big Creek #1885
Final Report Due:	September 24, 2008		Comments Due By:	October 8, 2008

PRELIMINARY 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.

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

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

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

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**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 to 1991) 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

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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.

ARC staff would like to further discuss the concerns and issues identified above with the applicant, the City of Buford and Hall County.

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PRELIMINARY REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

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

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located 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.

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

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$150,000,000 with an expected \$175,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

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:

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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.

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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:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	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
<i>Mixed-Use Reductions</i>	-	-	0	-20	-19	-39	-352
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-	-	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 – To be determined during review

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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.

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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.

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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, MGD₁	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.

Preliminary Report:	September 24, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Big Creek #1885
Final Report Due:	September 24, 2008		Comments Due By:	October 8, 2008

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.)?**

To be 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.

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**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)☐ Hotels☐ Wastewater Treatment Facilities☐ Office☒ Mixed Use☐ Petroleum Storage Facilities☐ Commercial☐ Airports☐ Water Supply Intakes/Reservoirs☐ Wholesale & Distribution☐ Attractions & Recreational Facilities☐ Intermodal Terminals☐ Hospitals and Health Care Facilities☐ Post-Secondary Schools☐ Truck Stops☐ Housing☐ Waste Handling Facilities☐ Any other development types☐ Industrial☐ Quarries, Asphalt & Cement Plants

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?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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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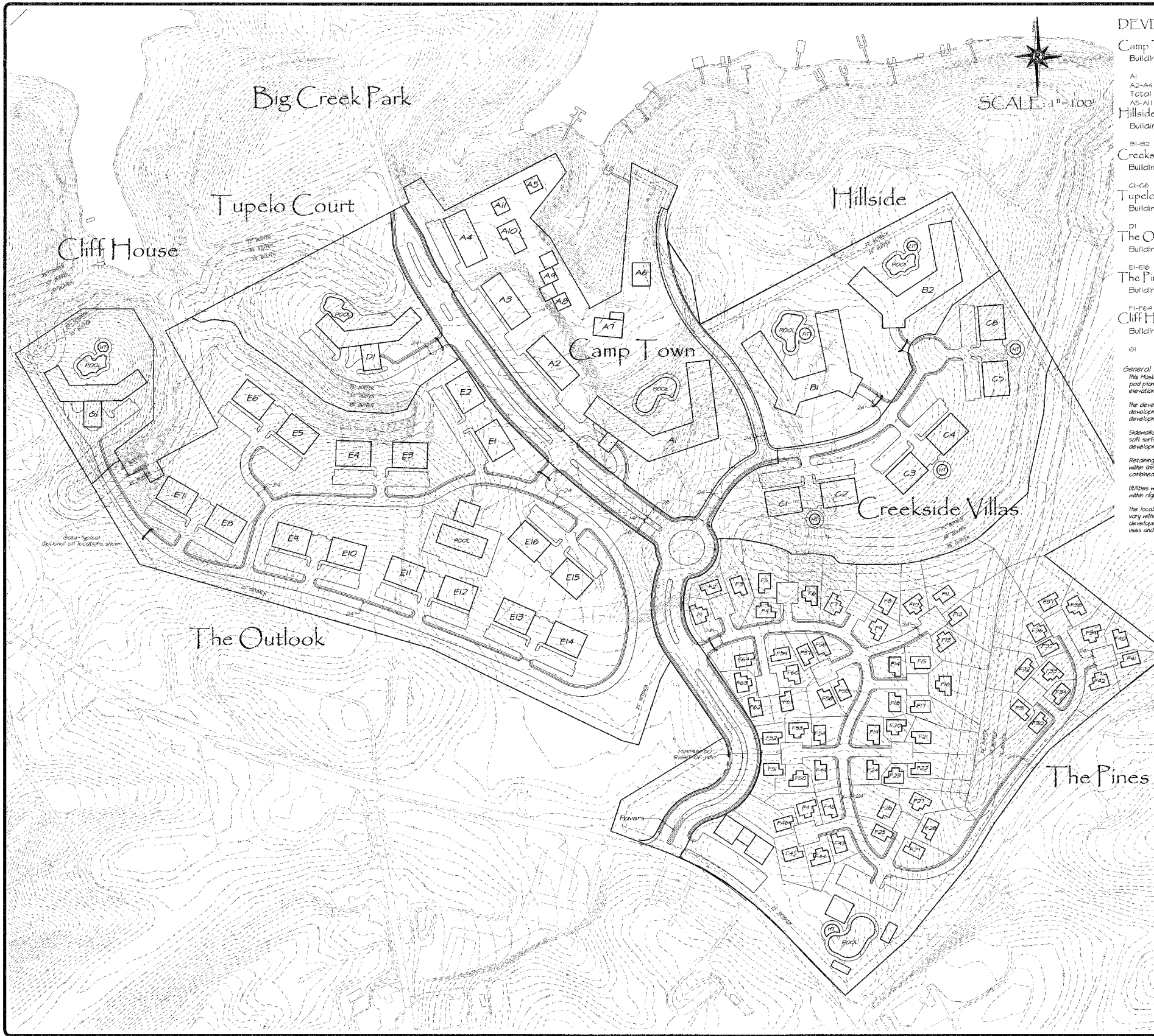
Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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	6	1,500	1,400	130	
A2-A4	4	1,000	1,600	34	
Total Units				164	
Hillside					
Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units	
B1-B2	6	1,000	1,800	200	
Creekside Villas					
Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units	
C1-C6	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	126	
The Pines					
Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units	
F1-F64	3	2,000	1,260	64	
Cliff House					
Buildings	Max. Bldg. Ht. Stories	Avg. Unit Size	Min. Unit Size	No. Units	
G1	6	1,050	620	40	

General Development Notes:
This Master Plan consists of the overall drawing of the site and individual road 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 10' impervious buffer setback area provided combined impacts do not exceed 40%.
Utilities will lie within dedicated easements, which may be combined, or within rights-of-way, 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.



BIG CREEK LAND PLAN
Lake Lanier Islands Resort
Buford, Georgia

NO. DATE DESCRIPTION		NO. DATE DESCRIPTION	
REVISIONS		REVISIONS	
1 01/22/08		1 01/22/08	
2 02/05/08		2 02/05/08	
3 02/05/08		3 02/05/08	
4 02/05/08		4 02/05/08	
5 02/05/08		5 02/05/08	
6 02/05/08		6 02/05/08	
7 02/05/08		7 02/05/08	
8 02/05/08		8 02/05/08	