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Environmental Assessment for Proposed Master Plan Modifications, Leasing of Public Land for Recreational Development, Port Royale (formerly Lan-Mar) Marina, Lake Sidney Lanier, City of Gainesville, Forsyth County, Georgia.

US Army Corps of Engineers
Mobile District

Prepared by

UNITED CONSULTING

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ENVIRONMENTAL ASSESSMENT
PROPOSED PORT ROYALE MASTER PLAN MODIFICATIONS
LAKE SIDNEY LANIER
GAINESVILLE, FORSYTH COUNTY, GEORGIA

1. INTRODUCTION.

This environmental assessment (EA) was prepared utilizing a systematic, interdisciplinary approach integrating the natural and social sciences and the design arts with planning and decision making. The proposed action and its alternatives are evaluated in multiple contexts for short-term and long-term effects and for adverse and beneficial effects. This assessment indicates the effects on the human environment are well known and do not involve unique or unknown risks. It is not anticipated that this is a precedent-setting action, nor does it represent a decision in principle about any future consideration.

If a Finding of No Significant Impact (FONSI) is found, it will be advertised to the public via a Notice of Availability in accordance with 40 Code of Federal Regulations (CFR) 1501.4(e)(1). There will also be a public review period for this action. This EA and the subsequent FONSI, if applicable, will be posted on the United States Army Corps of Engineers (USACE) website. Further, the FONSI will be mailed directly to individuals and groups expressing an interest in the project.

a. Location:
The property is located at 9200 Lan Mar Road in Gainesville, Forsyth County, Georgia and is bordered to the east, north and south by Lake Sidney Lanier. The property is currently operated as a marina and consists of 65-acres of land leased from the USACE and is located in the Apalachicola-Chattahoochee Flint (ACF) river basin. The marina is currently known as the Lan Mar Marina, although the proposed name for the marina is Port Royale Marina. The marina will hereafter be referred to as the Project Site. The Project Site is located east of the intersection of Lan Mar Road and Browns Bridge Road. Maps and figures showing the Project Site are included in **Appendix A.**

b. Proposed Action:
The action includes approval of an updated Master Development Plan showing a combination of existing developments, previously approved developments, and proposed improvements. Proposed improvements to the Project Site include reconfiguration of previously approved wet slips, construction of 107 additional parking spaces, and construction of two grounds-keeping and storage sheds. An additional fuel dock is also proposed on the southern portion of the Project

Site. The construction of 107 parking spaces on the southern portion of the Project Site would increase the number of parking spaces from 1,083 existing and previously approved spaces, to a total of 1,190 parking spaces.

c. Purpose and Need for the Proposed Action:

The revised Master Development Plan will guide future development to provide better services to the public. The proposed reconfiguration of wet slips was designed to facilitate access to the different portions of the marina. The proposed 107 additional parking spaces will provide access to previously approved cottages and dry stack storage facilities to be constructed on the southern portion of the Project Site. Further, the proposed fuel dock will provide service to the previously approved developments on the southern portion of the Project Site. Finally, the two proposed storage sheds will provide storage for resources necessary for maintenance staff for upkeep of marina facilities. The reconfigured dock and wet slip configuration will provide greater accessibility and make better use of the existing lease area as previously approved developments on the southern portion of the Project Site are constructed.

d. Authority:

The construction of Lake Sidney Lanier (originally the Buford Dam multi-purpose project) was authorized by the Rivers and Harbors Act approved July 24, 1946, Public Law 525, 79th Congress, 2nd Session. The construction of Buford Dam was completed in 1957 and Lake Sidney Lanier was designated as such by Public Law 56-457, and approved on March 29, 1956. Recreational facilities were authorized by Section 4 of the Flood Control Act of 1944 as amended (Title 10, USC 460d).

2. ENVIRONMENTAL SETTING WITHOUT THE PROJECT.

a. General Environmental Setting.

The Project Site currently consists of existing marina facilities and wooded undeveloped land. Figure 8, included in Appendix A, shows the existing improvements located on the Project Site. The Proposed Conceptual Plan, included in **Appendix B**, shows the previously approved facilities, as well as the proposed improvements. Existing marina facilities included wet slips, dry stack storage buildings, a fuel dock, breakwater docks, a store, rest rooms, a snack bar, and a boat ramp. Several previously approved facilities, to be located on the southern undeveloped portion of the Project Site, had not yet been constructed at the time of our site reconnaissance on December 13, 2006. The wooded undeveloped portions of the Project Site were vegetated with loblolly pine (*Pinus taeda)*, white oaks (*Quercus alba*), Chinese privet (*Ligustrum sinense)*, red oaks (*Quercus rubra*), black gum (*Nyssa sylvatica*), and honeysuckle vines (*Lonicera japonica)*. Photos of the Project Site are included as **Appendix C.**

b. Significant Resource Description.

(1) Water Quality. Seasonal variations in lake levels cause changes in the shoreline and erosion that prevents accumulation of organic debris. This effectively restricts the establishment of typical littoral vegetation with associated macroinvertebrate communities. Lake Sidney Lanier is a source of municipal water for surrounding communities and several downstream cities. Extensive water quality testing is performed to insure the water is safe for consumption.

Lake Sidney Lanier was included on the Georgia Environmental Protection Division (EPD) 2006 list of lakes not fully supporting designated uses (305(b)/303(d) Integrated List of Waters). Lake Sidney Lanier was placed on the list for periodically exceeding the water quality standard for chlorophyll *a* over the previous five-year monitoring period. All plants, including algae, contain chlorophyll. In 2006, the Georgia Environmental Protection Division (GAEPD) listed three segments of Lake Lanier on the State's 303(d) list for not meeting the chlorophyll *a* water quality standard. These included Lanier Bridge, Browns Bridge, and Flowery Branch.

(2) Fishery Resources. Lake Sidney Lanier is a popular recreational fishery. The draft environmental impact statement for the ACF river basin, dated September 1998 by the USACE, indicated six critical fish species in Lake Sidney Lanier. These six species include crappie (*Pomoxis nigromaculatus*), largemouth bass (*Micropterus salmoides*), spotted bass (*Micropterus punctatus*), striped bass (*Morone saxatilis*), walleye (*Sander vitreus*), and white bass (*Morone chrysops*).

(3) Wildlife Resources.
The majority of the Project Site outside of the 100-foot vegetative buffer is either developed or previously approved for development. Undeveloped areas on the southern portion of the Project Site and within the 100-foot vegetative buffer could provide habitat for various types of wildlife species. Typical wildlife species found in the ACF river basin include whitetail deer (*Odocoileus virginianus),* raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), wild turkey (*Meleagris gallopavo*), and grey squirrel (*Sciurus caroliniensis*). In addition, several herpetofauna species, such as common snakes, lizards, and frogs, are likely present as well.

Several avian species are also found in the Lake Sidney Lanier area. Some common summer species include Canada geese (*Branta canadensis*), great blue herons (*Ardea herodias*), green-backed herons (*Butorides striatus*), kingfishers (*Ceryle alcyon*), and ospreys (*Pandion haliaetus*).

During the on-site field survey of the Project Site, no unusual or protected species were observed on the site. Species observations were limited to common songbirds and grey squirrels.

(4) Wetlands.
No wetland areas were identified on the Project Site. The national wetland inventory (NWI) map of the Project Site did not indicate previously mapped wetland areas on the Project Site. Lake Sidney Lanier is mapped as a palustrine permanently flooded aquatic system.

The soil survey map indicated Louisburg series soils, Louisa series soils, and gullied land on the Project Site. None of these soil types are included on either the local or the national hydric soils lists. Copies of the NWI map and soil survey map are included as Figures 3 and 4, respectively and are located in Appendix A.

(5) Endangered Species.

Six at-risk animal species and sixteen at-risk plant species are listed on the Georgia DNR website as occurring in the watershed that includes Lake Sidney Lanier. At-risk species are those that are identified by the U.S. Fish and Wildlife Service (FWS), National Marine Fisheries Service (NMFS), or the State of Georgia as endangered, threatened, rare, unusual, or candidate species for listing. Federally listed threatened and endangered species are protected under the Endangered Species Act of 1973. This Act was designed to protect critically imperiled species from extinction due to "the consequences of economic growth and development untempered by adequate concern and conservation". The state of Georgia has its own lists of plants and animals that are considered threatened or endangered and can also be protected under state law. The listed species identified include:

TABLE – FEDERAL AND STATE LISTED PROTECTED SPECIES IDENTIFIED IN LAKE SIDNEY LANIER WATERSHED

ANIMAL SPECIES	FEDERAL STATUS	STATE STATUS
Chattahoochee Crayfish (*Cambarus howardi*)	No Federal Status	Threatened
Bluestripe shiner (*Cyprinella callitaenia*)	Threatened	Endangered
Delicate spike (*Elliptio arctata*)	No Federal Status	Endangered
Peregrine falcon (*Falco peregrinus*)	No Federal Status	Endangered
Shinyrayed pocketbook (*amiota subangulata*)	Endangered	Endangered
Highscale shiner (*Notropois hypsilepis*)	No Federal Status	Threatened

PLANT SPECIES	FEDERAL STATUS	STATE STATUS
Georgia aster (*Aster georgianus*)	Candidate	No State Status
Biltmore sedge (*Carex biltmoreana*)	No Federal Status	Threatened
Manhart's sedge	No Federal Status	Threatened

(*Carex manhartii*)
Pink ladyslipper.....No Federal Status.....Unusual
(*Cypripedium acaule*)
Large-flowered yellow ladyslipper .....No Federal Status.....Unusual
(*Cypripedium parviflorum var. pubescens*)
Smooth purple coneflower.....Endangered.....Endangered
(*Echinacea laevigata*)
Goldenseal.....No Federal Status.....Endangered
(*Hydrastis canadensis*)
Small whorled pogonia .....Threatened.....Threatened
(*Isotria medeoloides*)
Ozark bunchflower.....No Federal Status.....Rare
(*Melanthium woodii*)
Indian olive .....No Federal Status.....Threatened
(*Nestronia umbellula*)
Monkeyface orchid.....Candidate .....Threatened
(*Platanthera integrilabia*)
Dwarf sumac .....Endangered.....Endangered
(*Rhus michauxii*)
Bay starvine.....No Federal status.....Threatened
(*Schisandra glabra*)
Florida torreya.....Endangered.....Endangered
(*Torreya taxifolia*)
Piedmont barren strawberry .....No Federal Status.....Threatened
(*Waldsteinia lobata*)
Eastern turkeybeard.....No Federal Status.....Rare
(*Xerophyllum asphodeloides*)

Mr. Benjamin R. Stone, Environmental Specialist with United Consulting, did not identify habitat for these six wildlife species and sixteen plant species at the time of the site reconnaissance on December 13, 2006. Further, the existing and previously approved developments located across the Project Site limit the potential habitat for endangered species due to human disturbance.

(6) Historic and Archeological Resources.

In accordance with the guidelines and regulations found in Section 106 of the National Historic Preservation Act of 1966, a literature review and research of the Project Site area was conducted to determine if the proposed activity would result in impacts to properties listed on or eligible for listing on the National Register of Historic Places (NRHP). This review was completed by R.S. Webb & Associates (a professional cultural resource management firm) and included review of files at the Georgia Historic Preservation Division office and the State Archaeological Site Files.

The literature review did not identify any NRHP-listed properties within one half-mile of the

Project Site. One state-recognized historic structure, a residential home, was identified approximately one-half mile to the west of the Project Site. The literature review also identified one archaeological site, a prehistoric lithic scatter, on the southern portion of the Project Site, and two archaeological sites within 500 feet of the Project Site. The on-site prehistoric lithic scatter is recommended ineligible for the NRHP and was indicated in an area of existing parking lots. The two archaeological sites located within 500 feet of the Project Site were a prehistoric lithic scatter and a middle Archaic/Early Mississippian artifact scatter, which were both flooded at the time of the creation of Lake Sidney Lanier. Based on the file review and existing conditions of the Project Site, it is unlikely that significant cultural resources are located on the Project Site. A copy of the file research report is included in **Appendix D**.

With the exception of a few small tracts to the north, the fee-owned government lands surrounding Lake Sidney Lanier were surveyed for cultural resources between the late 1930s and 1987. These surveys are referenced in Section 3 of the *Draft Environmental Impact Statement for the Operation and Maintenance of Lake Sidney Lanier, Georgia* (Lanier EIS). No cultural properties were located within the proposed lease area. The results of these surveys were coordinated with the Georgia State Historic Preservation Office (SHPO) as part of the process for completing the *Historic Properties Management Plan for Sidney Lanier Project, Georgia* in March 1997. The Georgia SHPO concurred with the findings and recommendations outlined in that document, and no further coordination is needed for this area. American Indian tribal governments requested in a May 2004 consultation meeting that only those undertakings which may affect American Indian cultural properties be coordinated. Because the proposed lease action will not affect any cultural properties, this document will not be coordinated with Federally-recognized tribes.

In accordance with the Native American Graves Protection and Repatriation Act of 1990 and 43 CFR 10 the following provision must be observed. In the unlikely event that an inadvertent discovery of previously unknown cultural resources or potential human remains are uncovered during construction, all work must cease, the discovery must be protected, and the Mobile District project manager, as well as the Georgia State Archaeologist must be contacted immediately.

(7) Navigation.

Navigation is an authorized purpose of the Buford Dam Project based on its ability to store large quantities of water and provide low flow augmentation for commercial navigation downstream. However, navigation on Lake Sidney Lanier is limited to recreational boat traffic. As one of the most heavily visited lakes in the country, recreational traffic is quite heavy at times, particularly holiday weekends.

(8) Recreation.

Lake Sidney Lanier is a common recreational area for metro Atlanta residents. Common recreational activities at the lake include watersports, fishing, swimming, and pleasure-boating. The Lanier EIS dated November, 2003 indicated that Lake Sidney Lanier has 10 marinas. Of

these ten marinas, eight have more than 500 boat slips. These ten marinas include Lanier Harbor, Aqualand Marina, Holiday on Lanier, Port Royale (formerly Lan Mar Marina), Sunrise Cove Marina, Bald Ridge Marina, Habersham Marina, Lazy Days marina, Starboard Marina, and Gainesville Marina. Other recreational facilities on Lake Sidney Lanier include 1,195 campsites, 14 group campsites, 43 day use parks, and 9 county and city parks.

(9) Hazardous and Toxic Materials.

The proposed lease site and development is located southeast of several residential homes. Some limited commercial development was observed along Browns Bridge Road to the northwest of the Project Site. The Project Site is developed with a fuel dock on the eastern portion of the Project Site. No evidence of contamination or disposal of hazardous substances was observed at the time of the site reconnaissance on December 13, 2006.

3. DESCRIPTION OF THE RECOMMENDED PLAN.

The proposed additions to the current master plan include the construction of grounds keeping and storage sheds on both the southern portion of the Project Site and the northern portion of the Project Site. A proposed parking lot Q is also shown on the central portion of the Project Site to provide parking for the previously approved residential Lakeview cottages and previously approved dock H. Parking lot Q would consist of 52 parking spaces. A second proposed parking lot, parking lot R, is indicated adjacent to the approved Mountainview cottages to the south. Parking lot R would consist of 65 additional parking spaces.

A total of 1,625 wet slips and dry stack storage spaces have been previously approved for the Project Site. While the proposed improvements indicate a reconfiguration of existing and previously approved docks, the number of wet slips and dry stack storage spaces would remain at 1,625. The proposed improvements do, however, indicate the construction of 168 additional wet slips and the removal of 168 previously approved dry stack spaces. This would result in a total of 1,093 wet slips and 532 dry stack storage spaces.

The proposed master plan indicates the removal of existing docks 7a and 9 and adding additional docks 12, E, K, J, a rental dock, and a sales dock. Dock 12 would consist of 60 wet slips and would replace existing dock 9. Dock E would consist of 36 additional wet slips, and dock K would consist of 32 additional wet slips. Dock J would consist of 145 wet slips, of which, 140 were previously approved. A new fuel dock would be constructed at the south end of the marina near the existing dry stack storage buildings. The existing fuel dock on the eastern portion of the Project Site would also be shortened and pump-out service would be added under the proposed changes.

The proposed developments include modified slip configurations on the courtesy dock, dock H, dock F, dock 8, dock 10, dock 11, and dock 9. After removing docks, adjusting the number of wet slips, and adding additional docks, the total number of proposed wet slips and dry stack

storage spaces would remain at 1,625. The proposed improvements are shown on the conceptual master plan and summarized in a table shown on the plan.

4. ALTERNATIVES TO THE RECOMMENDED PLAN.

a. "No Action" Alterative:

The primary advantage of this alternative would be the lack of disturbance to the environment due to initial construction of additional facilities and subsequent recreational use. Without the additional parking lots R and Q, marina customers may have trouble accessing the cottages and facilities on the southern portion of the Project Site. Without the proposed dock reconfiguration and parking additions, marina customers could have trouble accessing previously approved facilities.

b. The General Development Plan Alternative:

The general development plan indicates modified dock locations, construction of two additional parking lots, and construction of two grounds keeping storage sheds. The total number of wet slips and dry stack storage will stand at 1,625 as previously approved. The reconfigured dock locations should provide convenient access and additional facilities to marina customers. The parking areas will provide access to previously approved facilities on the southern portion of the Project Site and the two grounds keeping sheds will provide access to maintenance equipment for upkeep of the marina facilities.

5. ENVIRONMENTAL IMPACT OF THE NO-ACTION ALTERNATIVE:

a. Biological and Physical Impacts:

The no-action alternative would result in no biological or physical impacts to the Project Site.

b. Land Use Changes:

The Project Site is used as a recreational marina, and this use would stay the same if the proposed parking lots and grounds keeping storage sheds were not constructed.

c. Historic and Archeological Resources:

The no-action alternative would not have an impact on historic and archaeological resources.

d. Endangered and Threatened Species:

The no-action alternative would not have a significant impact on threatened or endangered species at the Project Site.

e. Recreation:

The no-action alternative would not provide additional recreational benefits to the surrounding residential communities.

f. Air Quality:
The no-action alternative would result in the construction of previously approved facilities with no additional impacts to air quality.

g. Water Quality:
The no-action alternative would not result in water quality impacts to Lake Sidney Lanier.

h. Wetlands:
No wetland areas were identified on the Project Site. Therefore, it is not anticipated that wetlands would be impacted by the no-action alternative.

i. Floodplain Impacts:
The no-action alternative would not result in additional impacts to the 100-year floodplain.

j. Noise Impacts:
The no-action alternative would not result in increased noise impacts at the Project Site.

k. Aesthetics.
The aesthetics of the current and previously approved developments would remain aesthetically the same under the no-action alternative.

l. Lights:
The no-action alternative would not result in lighting impacts to the Project Site.

m. Prime and Unique Farmland.
There are no prime farmlands or unique agricultural lands located on, or within the immediate vicinity of the Project Site. T

n. Other Impacts
No other significant environmental impacts were identified, associated with the no-action alternative at the Project Site.

o. Socio-Economics
It is not anticipated that the no-action alternative would result in socio-economic impacts to the surrounding community.

p. Environmental Justice and Protection of Children
Executive Order (EO) 12898 of February 11, 1994 requires addressing, as appropriate, disproportionately high and adverse human health or environmental effects of Federal actions on minority and low-income populations. The no-action alternative would not disproportionately impact minority or low-income populations. Further, the no-action alternative would no result in increased risk to children.

q. Hazardous and Toxic Materials.
The no-action alternative would not have hazardous or toxic material impacts at the Project Site.

r. Cumulative Impacts
The Council on Environmental Quality defines cumulative effects as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions (40 CFR 1408.7)."

The result of the no-action alternative would result in less parking areas at the Project Site. This could result in the construction of parking areas at a nearby location that may result in more significant impacts to environment to meet the demands of recreational users of Lake Sidney Lanier.

6. ENVIRONMENTAL IMPACT OF THE RECOMMENDED PLAN.

a. Biological and Physical Impacts:
Biological and physical impacts would emanate, primarily, from construction activities, removal of less than one-acre of forest habitat, and increased human use including noise from vehicle traffic. The Port Royale site was designated for marina purposes in the Lanier EIS and Lake Sidney Lanier Master Plan (SLMP) of September 1987, and these effects were anticipated by those documents.

b. Land Use Changes:
The Project Site is used as a recreational marina, and this use would stay the same after adding 107 parking spaces in two additional parking areas, an additional fuel dock, and two grounds keeping and storage sheds. The proposed development plan indicates that less than 1-acre of forested land would be cleared for the proposed parking and storage sheds. The vast majority of the Project Site would remain consistent with previously approved conditions indicated on the conceptual master plan. A 100 foot undeveloped vegetative buffer will be maintained along the edge of the lake.

c. Historic and Archeological Resources:
The on-site archaeological find, a prehistoric lithic scatter, was identified on the eastern ridge slope along the bank of Lake Sidney Lanier. The archaeological survey report indicated a quartz tool and other pieces of quartz that were likely washed ashore during spring flood events. None of the proposed facilities, other than floating docks, are proposed in the flood zone. It is not anticipated that the proposed additions to the master plan will significantly impact historic or archeological resources.

d. Endangered and Threatened Species:
Trina Morris, Wildlife Biologist with the Georgia Department of Natural Resources, was

contacted to determine if any threatened or endangered species had been identified at the Project Site. Ms. Morris recommended checking the occurrence records for the topographic quarter-quadrangle that the Project Site is located in. The occurrence records did not indicate any Federal or state-listed threatened or endangered species within the quarter-quadrangle that includes the Project Site. Further, no evidence of threatened or endangered species was observed on the Project Site at the time of our site reconnaissance, on December 13, 2006. It is not anticipated that the proposed additions to the master plan would significantly impact threatened or endangered species.

e. Recreation:

The proposed reconfiguration of docks, additional fuel dock, and parking areas will allow marina customers to enjoy the recreational benefits of Lake Sidney Lanier and would provide access to previously approved facilities to be located on the southern portion of the Project Site. These previously approved facilities include residential cottages and a lodge/conference center.

f. Air Quality:

The proposed improvements will not adversely affect the ambient air quality of the area. No release or discharge of contaminants into the air is proposed from construction of the project or from daily operations that would significantly impact the ambient air quality. During construction, the presence of construction vehicles may increase air pollutants through emissions. Impacts will occur during the time of construction and will be confined to the immediate project area. Emissions are expected to be short-term in duration and insignificant. Some increases in vehicular emissions will result from the increase in utilization of the area. The proposed development will not generate significant noise levels.

g. Water Quality:

The proposed development activities associated with this project will be performed in accordance with Sediment and Erosion Control Requirements in Georgia and in a manner to minimize sediment loss to the Lake. Erosion control measures will be utilized to minimize sediment loss and impacts to water quality. Minor changes in water quality could result during construction due to the site grading that will be required for the parking area and two proposed grounds-keeping and storage sheds. These potential minor impacts will be minimized by implementation of appropriate Best Management Practices (BMPs) as required under the Sediment and Erosion Control Act and Forsyth County development codes. It is anticipated that sediment and erosion control BMPs will include a combination of temporary and permanent seeding and mulching, silt fence, detention structures, and other features as required. Further, a natural 100-foot wide riparian buffer will be maintained along the Lake to provide filtering of runoff. All work performed during construction will be done in a manner which will not interfere with legitimate water uses of the Lake.

The proposed development plan indicates that less that one-acre of grading would be required for construction of the additional parking areas and grounds keeping storage sheds. It is not

anticipated that the proposed additional marina facilities would significantly impact water quality in Lake Sidney Lanier.

h. Wetlands:

Lake Sidney Lanier surrounds the Project Site to the north, east, and west. The Lake edge along the Project Site was well-defined, and no wetlands were identified along the edge of the lake. The additional docks and wet slips proposed on the conceptual master plan will not require grading along the lake edge. The proposed parking lot R, parking lot Q, and two grounds-keeping and storage sheds are not located in wetland areas. Further, no wetland areas were identified on the Project Site.

i. Floodplain Impacts:

The reconfigured floating docks will be located in the floodplain, or more specifically on Lake Sidney Lanier. The two proposed grounds keeping and storage sheds and the additional parking lots are located in zone X, outside the 100-year floodplain. It is not anticipated that the proposed facilities will have a significant impact on the floodplain. A copy of the floodplain map is included as Figure 7.

j. Noise Impacts:

Noise would be a limited adverse environmental factor to consider for the proposed construction. Noise from operation of construction equipment would be short-term and end as soon as the proposed project is completed. The reconfigured docks, sheds, and parking lots are indicated adjacent to similarly developed or previously approved facilities. Therefore, any noise impacts from recreational use would be consistent with surrounding facilities. Noise from operation of construction equipment will be short-term and end as soon as the proposed project is completed. Minor noise levels from vehicular traffic and pedestrian use are anticipated.

k. Aesthetics:

The proposed grounds keeping and storage sheds, parking lots, and reconfigured docks would be located adjacent to similar existing or previously approved facilities, and would be designed to be aesthetically consistent with the surrounding developments. With proper design, construction, and maintenance, the change in visual experience resulting from the proposed developments would not be adverse. The proposed development plan indicates less than one-acre of clearing associated with the proposed parking lots and grounds keeping storage sheds. The location of the proposed parking lots and grounds keeping sheds currently consists of mixed wooded land surrounded by previously approved developments.

l. Lights:

The proposed developments are located in developed areas or near previously approved developments where lighting would be present. It is not anticipated that any high-intensity lighting, or lighting that is inconsistent with existing lighting, would be required for the proposed marina improvements.

m. Prime and Unique Farmland.

There are no prime farmlands or unique agricultural lands located on the Project Site or within the immediate vicinity of the Project Site. Therefore, this project would not require a prime farmland evaluation (United States Department of Agriculture Form 1006) by the National Resources Conservation Service.

n. Other Impacts

No other significant environmental impacts were identified, associated with the proposed additional facilities at the Project Site.

o. Socio-Economics

The Lanier EIS, dated November 2003, indicates that the area surrounding Lake Sidney Lanier is rapidly growing in terms of both population and economics. A large part of the economics of the area is boating related including boat sales, repair, rentals, and storage. As this growth results in increased demand for services at Port Royale Marina, the proposed additions and upgrades will be implemented to help meet that demand from the general public. The proposed changes to the existing master plan will provide for additional services and amenities.

p. Environmental Justice and Protection of Children

Executive Order (EO) 12898 of February 11, 1994 requires addressing, as appropriate, disproportionately high and adverse human health or environmental effects of Federal actions on minority and low-income populations. No residential properties will be impacted by the proposed Project Site improvements.

EO 13045 of April 21, 1997 requires, to the extent permitted by law and mission, identifying and assessing environmental health and safety risks to children posed by the proposed action. Potential health and safety risks would be present during the construction activities. As mentioned above, construction equipment may temporarily increase air pollutants through emissions and dust. These emissions are expected to be short-term in duration and insignificant. Further, construction areas will be properly fenced and posted during construction, as required. It is not anticipated that the proposed reconfiguration of docks, additional parking areas, and grounds keeping sheds would significantly impact the human health or environment of minority and low-income populations.

q. Hazardous and Toxic Materials.

An additional fuel dock will be added to the marina to provide service to the previously approved developments to be located on the southern portion of the Project Site near previously approved Dock I. This fuel dock will be constructed in accordance with the current state and Federal regulations for underground storage tanks. These regulations include provisions for leak detection devices on the fuel tanks. Assuming proper construction and monitoring, it is not anticipated that this additional fuel dock would represent a significant risk to water quality in Lake Sidney Lanier. A plan for Spill Prevention Control Counter-Measures will be drafted in accordance with current Federal regulations for the fuel tank.

r. Cumulative Impacts

The Council on Environmental Quality defines cumulative effects as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions (40 CFR 1408.7)."

The primary impacts of the proposed improvements would include the temporary noise impacts associated with construction and the clearing of less than one-acre of wooded land for the construction of the additional parking lots and grounds keeping sheds. The proposed parking lots are located adjacent to, and surrounded by, previously approved developments. The areas surrounding the Project Site consist of residential homes with small private docks and undeveloped wooded land. Sunrise Cove Marina is located approximately 1.4 miles east of Port Royale, and operates similar facilities. Foreseeable cumulative impacts include increased sediment deposition into Lake Sidney Lanier from construction projects in the watershed. USACE restrictions on the number and type of development on public lands and sedimentation controls during development would likely minimize the cumulative environmental impacts of proposed and future developments on and around the Project Site.

Additional parking areas and congestion associated with development projects in the watershed would result in cumulative traffic impacts. However, the Project Site is located approximately 700 feet east of Browns Bridge Road which is designed to handle substantial traffic flows. Again, minimal new construction is being proposed on the Project Site and the total boat storage will remain the same. The reconfiguring of the docks and the minor new construction is not anticipated to significantly increase usage of this area or lead to additional growth and cumulative impacts beyond the project itself.

7. ANY IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS WHICH WOULD BE INVOLVED SHOULD THE RECOMMENDED PLAN BE IMPLEMENTED. Any irreversible or irretrievable commitments of resources involved in the proposed action have been considered and are either unanticipated at this time, or have been considered and determined to present minor impacts.

8. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED. Any adverse environmental effects which cannot be avoided should the recommended project be implemented are expected to be minor individually and cumulatively. These include minor disturbance from construction activities, removal of a small area of previously disturbed forest land, and a slight increase in human use.

9. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY. The proposed project represents a short-term use of the environment with minimal and acceptable effects. The proposed development would enhance long-term productivity by providing recreational opportunities needed by the growing community.

Temporary construction impacts, increased human use, and loss of woodland habitat will be offset by services and facilities associated with the proposed improvements for the benefit of recreational users of the lake and marina and the local economy. The proposed developments will be compatible with other recreational developments in the surrounding area and region, and will be consistent with long-range planning.

10. COORDINATION.

a. U.S. Fish and Wildlife Service

b. U. S. Environmental Protection Agency

c. Georgia Environmental Protection Division

d. Georgia Department of Natural Resources, Wildlife Resources Division

e. Georgia Historic Preservation Division

11. REFERENCES.

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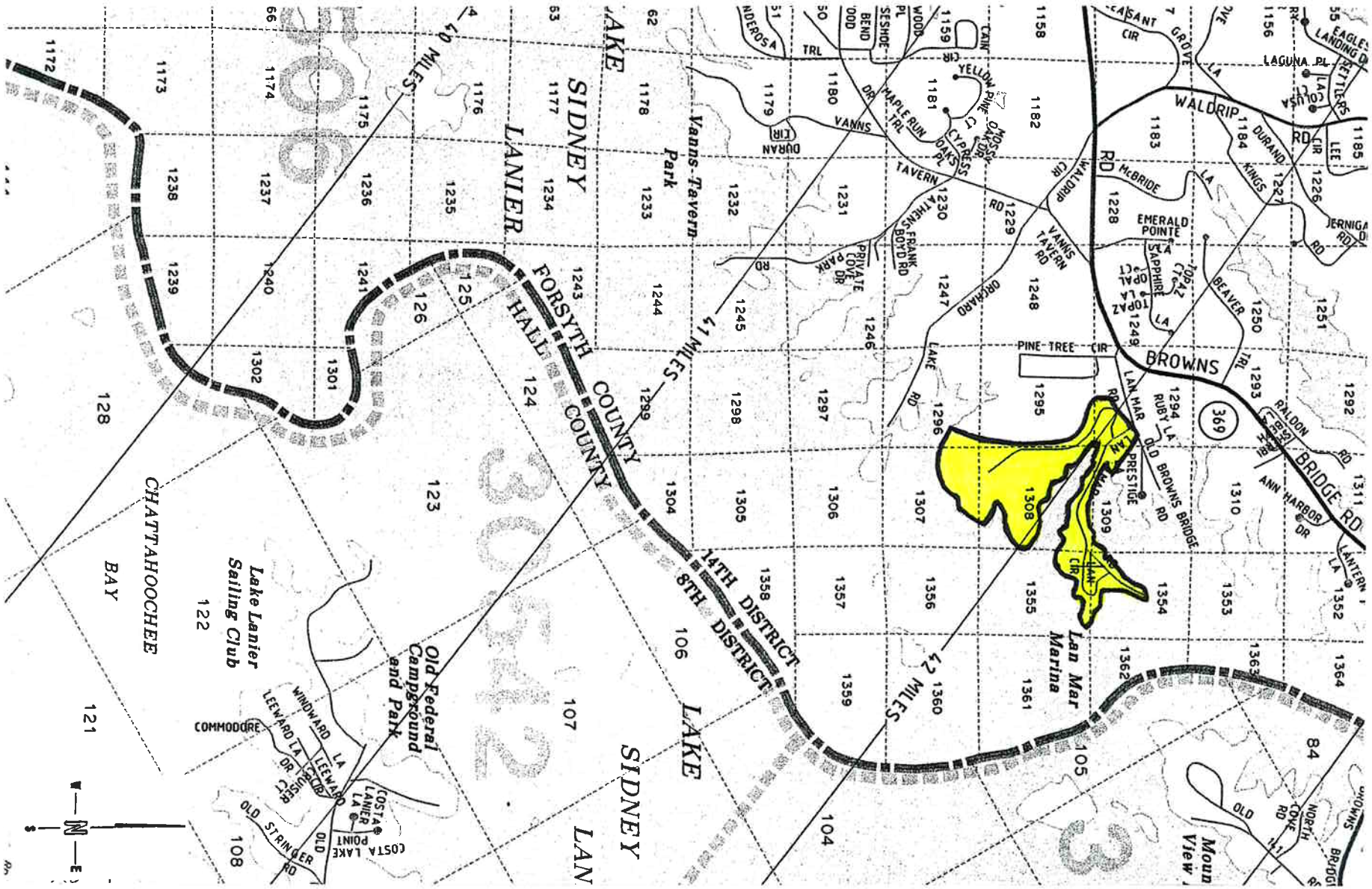
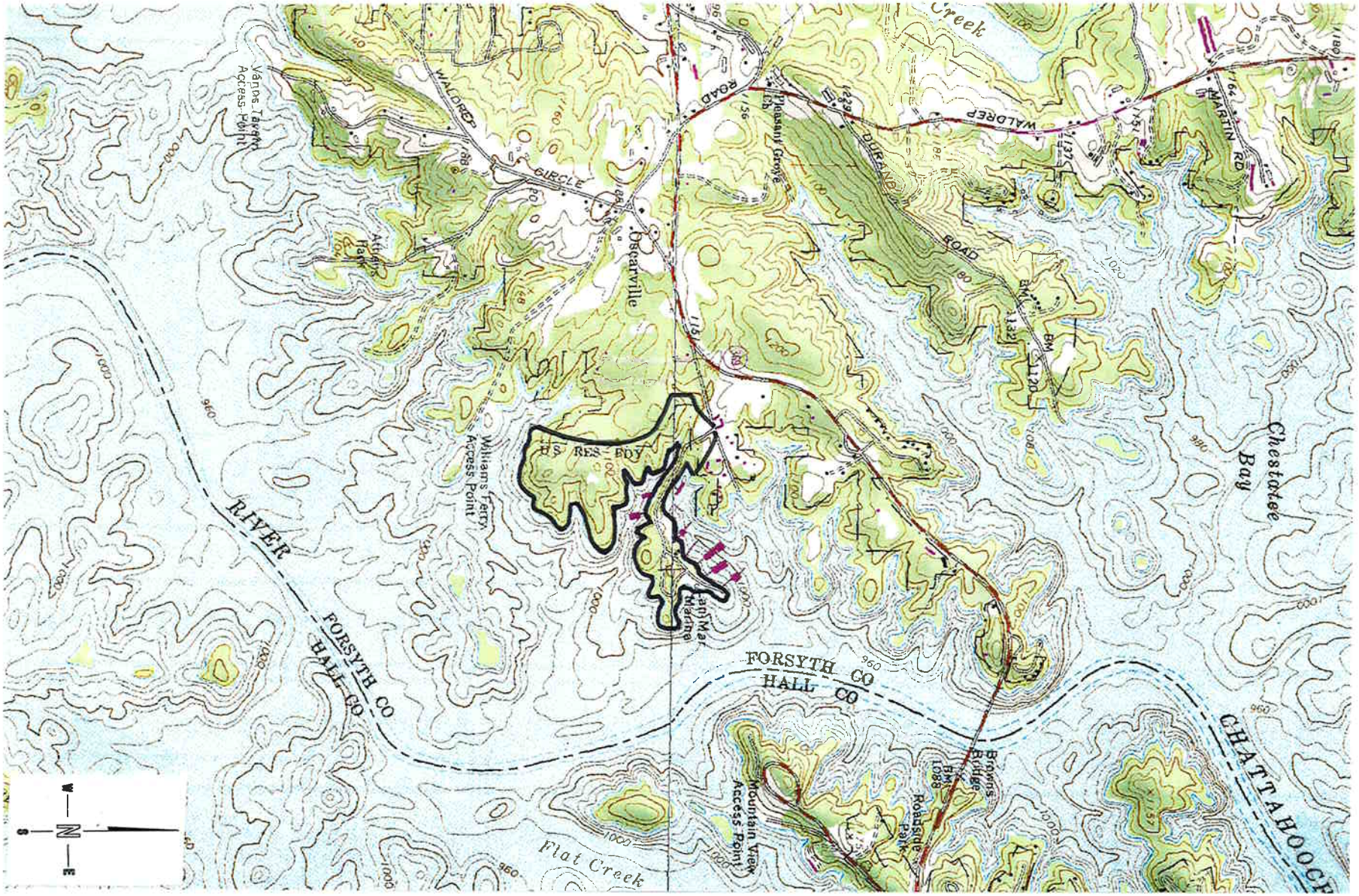
APPENDIX A - MAPS AND FIGURES



SCALE: 1"=2000'	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: SITE LOCATION MAP PORT ROYALE MARINA
PREPARED: BRS	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

FIGURE 1



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PREPARED: BRS	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

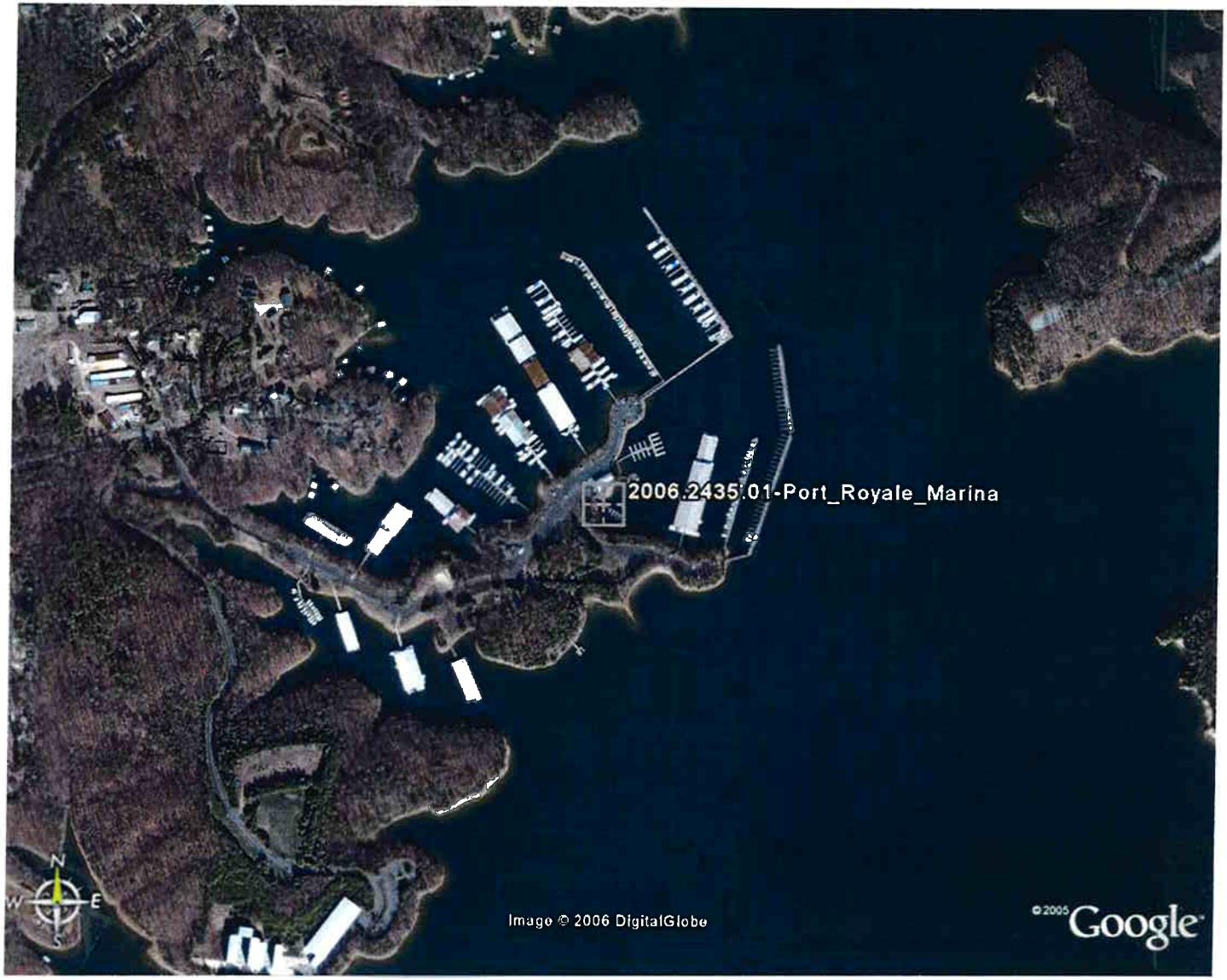
FIGURE 2

SCALE: 1"=2000'	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: NATIONAL WETLAND INVENTORY MAP PORT ROYALE MARINA
PREPARED: BRS	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

FIGURE 3

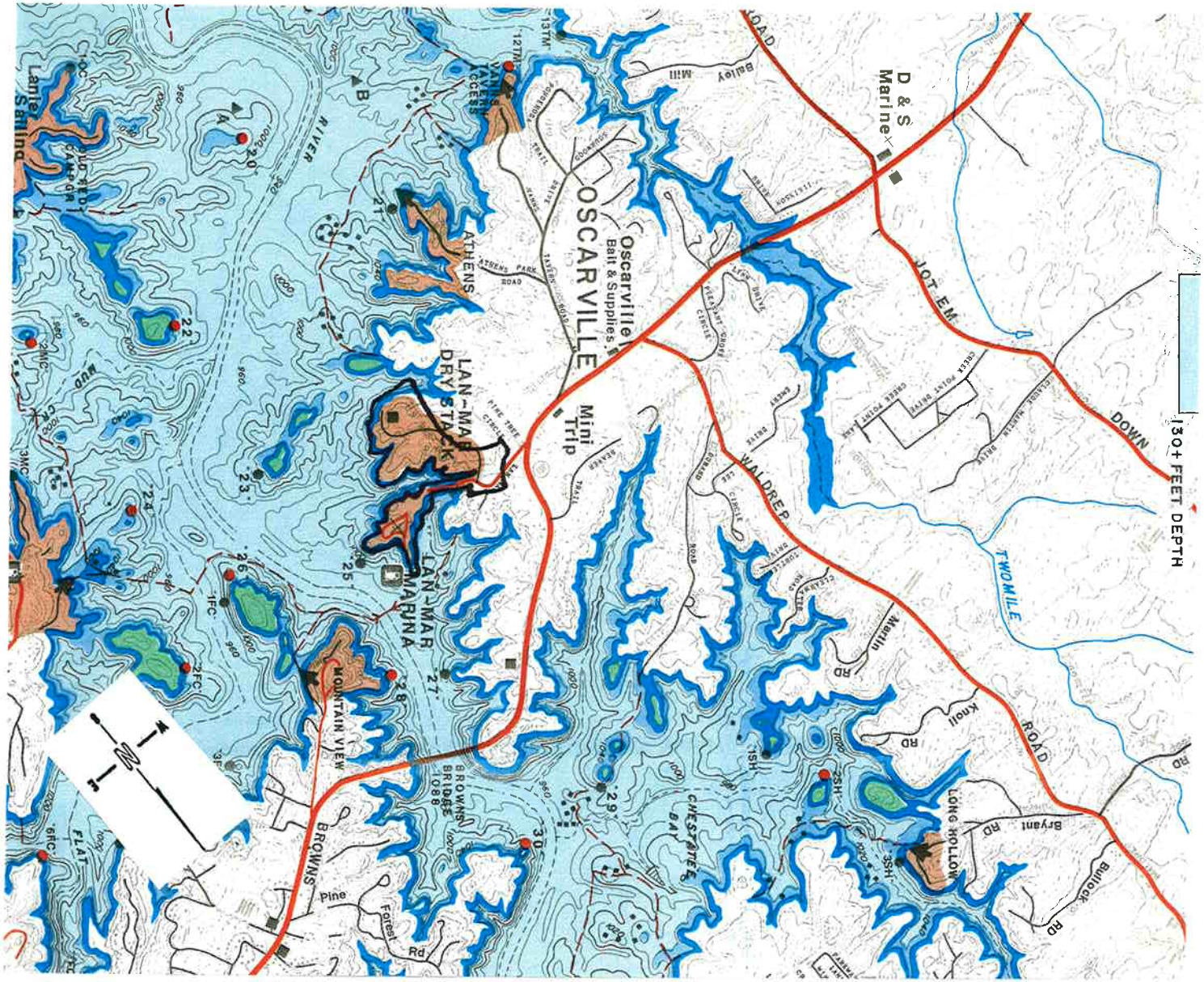
SCALE: 1"=1667'	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: SOIL SURVEY MAP PORT ROYALE MARINA
PREPARED: BRS	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

FIGURE 4



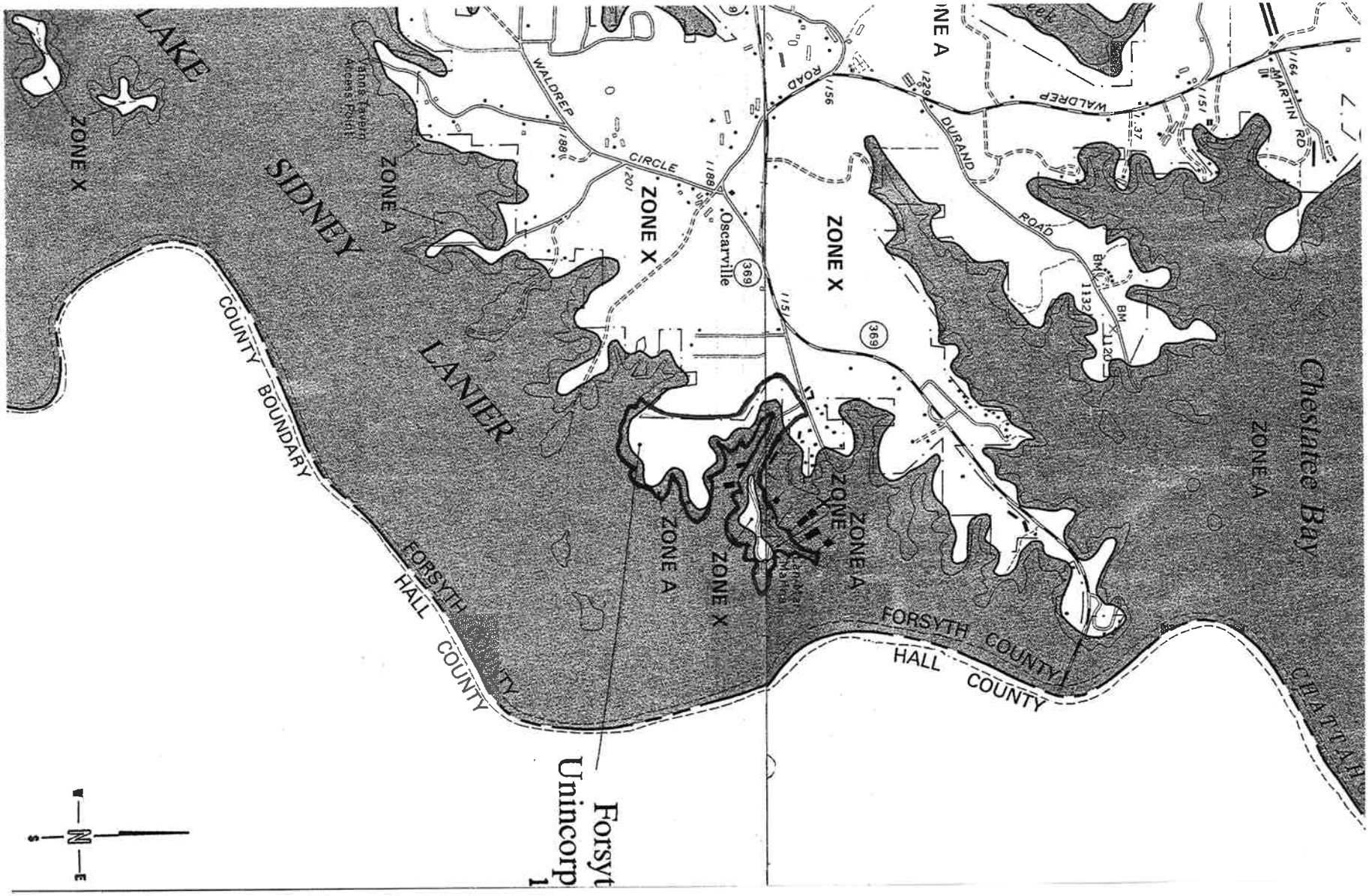
SCALE: NTS	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: AERIAL PHOTOGRAPH
PREPARED: BRS	CHECKED:	REVISIONS:	PORT ROYALE MARINA
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

FIGURE 5



SCALE: NTS	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: LAKE RECREATION PLAN PORT ROYALE MARINA
PREPARED: BRS	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

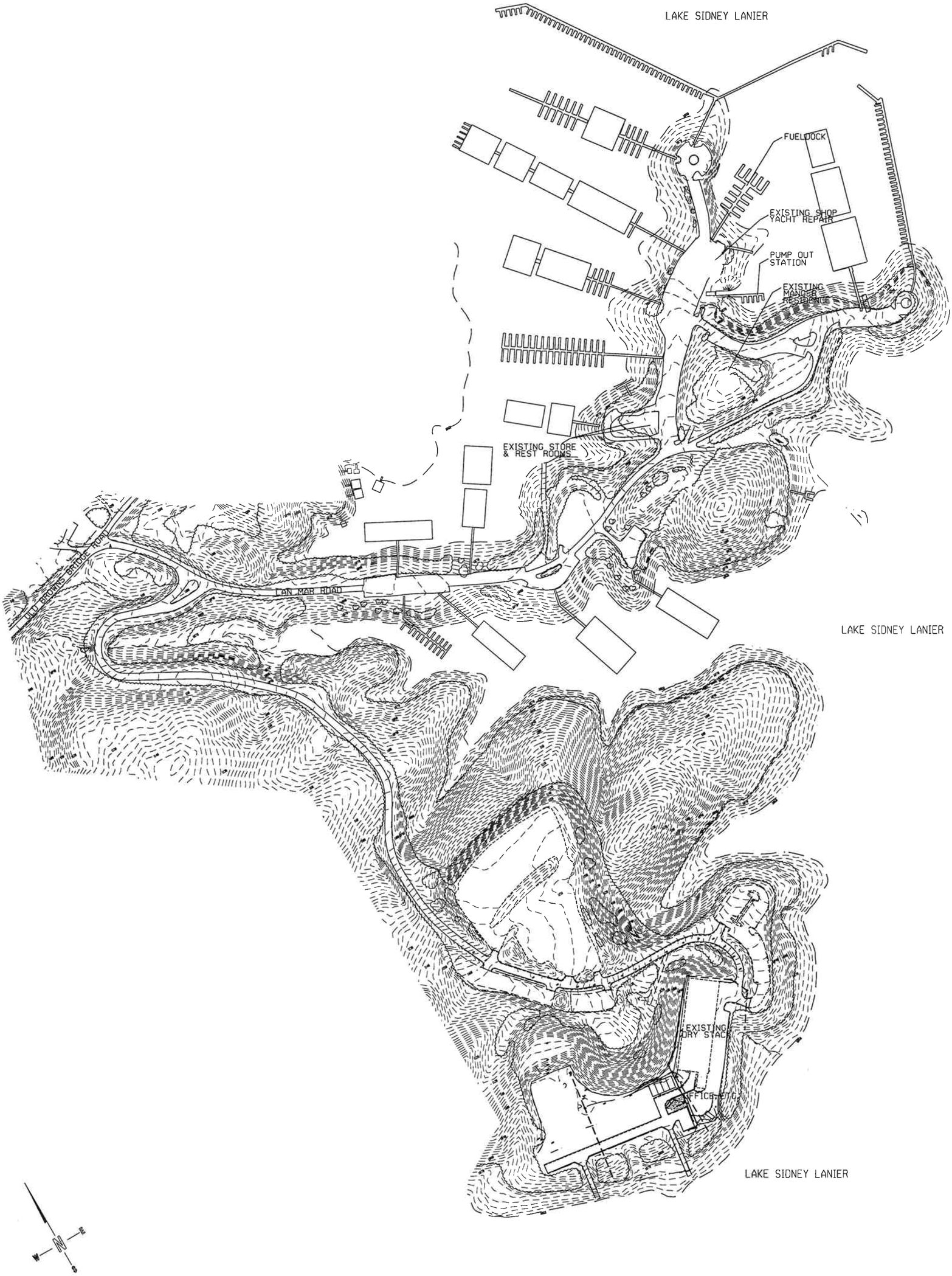
FIGURE 6



SCALE: 1"=2000'	DATE: 2-Mar-07	PROJECT NO: 2006.2435.01	TITLE: FEMA FLOODPLAIN MAP
PREPARED: BRS	CHECKED:	REVISIONS:	PORT ROYALE MARINA
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA

FIGURE 7

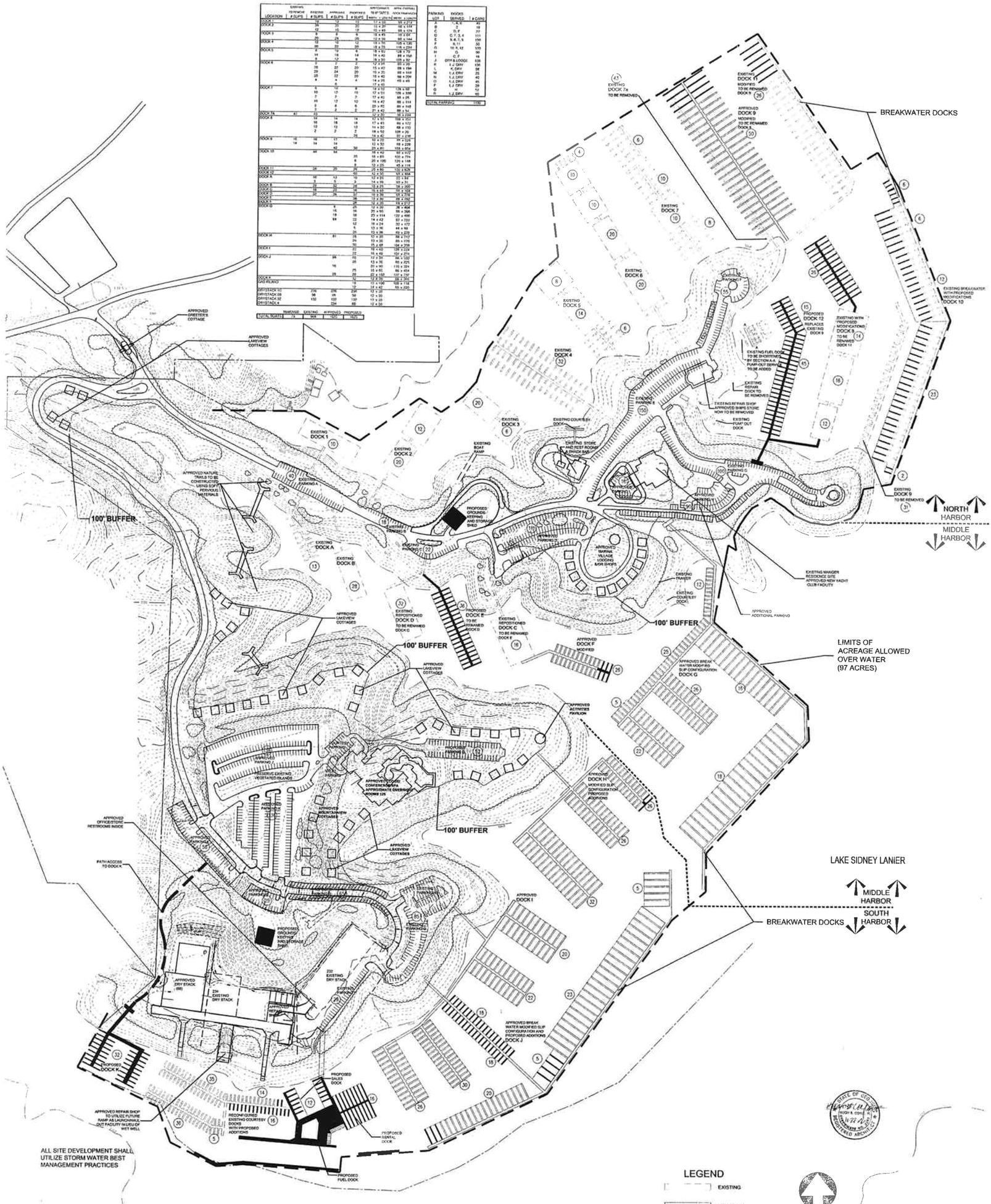
REFERENCE: BASE PLAN PROVIDED BY LANDMARK DESIGN ASSOCIATES, LLC ON 10-10-06.



SCALE: 1" = 300'	DATE: 9-13-07	PROJECT NO: 2006.2435.01	TITLE: EXISTING SITE MAP PORT ROYALE MARINA
PREPARED: VPV	CHECKED:	REVISIONS:	
CLIENT: LANDMARK DESIGN ASSOCIATES			UNITED CONSULTING 770 – 209-0029 FAX 582-2900 E-MAIL ADDRESS UNITED@UNITEDCONSULTING.COM WEB SITE WWW.UNITEDCONSULTING.COM Copyright © United Consulting Group, Ltd.

FIG. 8

APPENDIX B – CONCEPTUAL MASTER PLAN



CONCEPTUAL MASTER PLAN
PORT ROYALE MARINA

FORMERLY KNOWN AS LAN-MAR MARINA

AT LAKE SIDNEY LANIER

REVISED FOR TEI INDUSTRIES 11-27-06

CHAPMAN COYLE CHAPMAN ARCHITECTS

APPENDIX C – PROJECT SITE PHOTOGRAPHS

Photo # 1. View of dock 4

Photo # 2. View of boat ramp adjacent to dock 2

Photo # 3. View of cleared area southeast of existing boat ramp

Photo # 4. View of shoreline east of dock D

Photo # 5. View of store and restroom

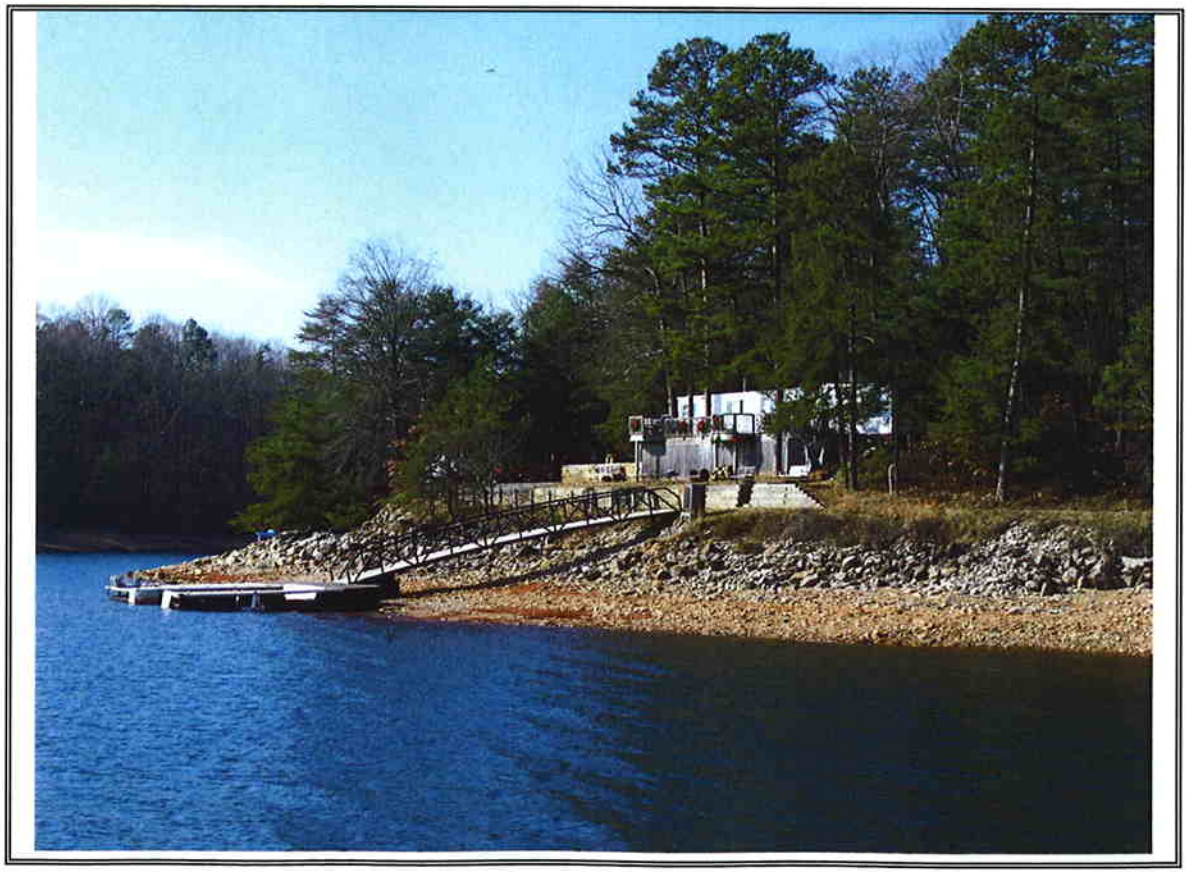


Photo # 6. View of trailer near proposed dock 12

Photo # 7. View of docks 9 and 10

Photo # 8. View of fuel dock

Photo # 9. View of shop for yacht repair

Photo # 10. View of dock 7 to be removed and dock 7A

Photo # 11. View of dry stack storage garage

Photo # 12. Grassy area of proposed parking lot

Photo # 13. Cleared area in apparent former location of Manger residence

APPENDIX D – CULTURAL RESOURCE SURVEY SUMMARY

R.S. Webb & Associates

Cultural Resource Management Consultants
2800 Holly Springs Parkway, Suite 200 • P.O. Drawer 1319
Holly Springs, Georgia 30142
Phone: 770-345-0706 • Fax: 770-345-0707

December 8, 2006

Mr. Ben Stone
United Consulting
625 Holcomb Bridge Road
Norcross, Georgia 30071

Subject: **Results of Literature Review**
Proposed Port Royale Marina, Forsyth County, Georgia
R.S.Webb & Associates No. 06-085-034
United Consulting P.O. No. 59258

Dear Mr. Stone:

BACKGROUND

R.S. Webb & Associates (RSWA), a professional cultural resources management firm, conducted a literature review of the proposed Port Royale Marina in Forsyth County, Georgia, near the boundary of Hall County. This review was conducted at the request of and based upon locational information provided by United Consulting. RSWA's literature and records search included the National Register of Historic Places (NRHP), the Forsyth and Hall County historic structures survey files, and the Georgia Archaeological Site File. The results of this assessment are presented below, along with a map of the project area and the location of any previously recorded historic properties and/or archeological sites (Figure 1).

RESULTS

A review of NRHP files and Forsyth and Hall County historic structure survey files and maps, indicate there are no NRHP-listed properties within 0.5 mile of the project area. One state-recognized historic structure is within 0.5 mile of the project area (Figure 1; Attachment A). Historic resource FO-OO-345 is a residence with an unknown NRHP eligibility status. One archeological site, 9FO196, is located within the project area (Figure 1; Attachment B). This site contains an unknown prehistoric lithic scatter and is recommended ineligible for the NRHP. Two other archeological sites, 9FO15 and 9FO199, are located within 500 feet of the project area (Figure 1; Attachment B). Site 9FO15 is a Middle Archaic/Early Mississippian site artifact scatter and has an unknown NRHP eligibility status. Site 9FO199 is an unknown prehistoric lithic scatter that is recommended ineligible for the NRHP. Sites 9FO15 and 9FO199 are now beneath Lake Allatoona. State and Federal agencies have requested that R.S. Webb not divulge the locations of archeological sites outside the area of potential effects.

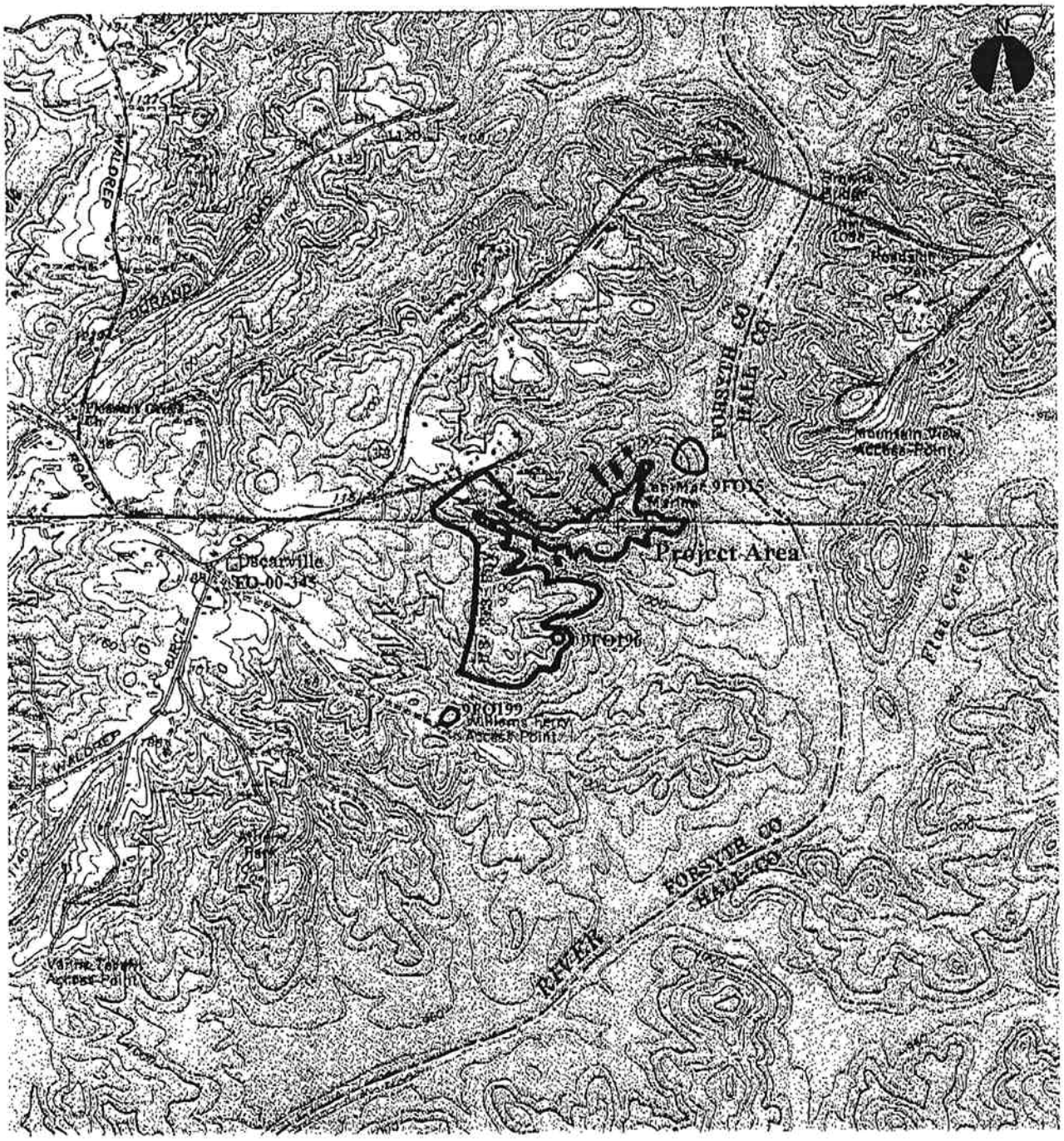
Please contact Steve Webb at 770-345-0706 if you have any questions concerning our findings or if we can assist you in any way. We appreciate the opportunity to work with United Consulting on this project.

Sincerely,
R.S. WEBB & ASSOCIATES

Suzanne DeRosa
Senior Archeologist

Robert S. Webb
Principal Archeologist

Enclosures: Figure 1
Attachments: A and B



O Archeological Site

State-recognized Historic Structure

Scale

0 610 meters

0 2000 feet

Map Source: 7.5 Minute USGS Quadrangle Chestatee (1973)
And Flowery Branch (1973), Georgia

Figure 1 Project Area and Cultural Resources Location Map

RSWA # 06-085-034