

The Northeast Georgia Regional Commission (NEGRC) has completed its review of the following Development of Regional Impact (DRI). This report contains the NEGRC’s assessment of how the proposed project relates to the policies, programs, and projects articulated in the Regional Plan and Regional Resource Plan. Also included is an assessment of likely interjurisdictional impacts resulting from the proposed development, as well as all comments received from identified affected parties and others during the fifteen-day comment period.

The materials presented in this report are purely advisory and under no circumstances should be considered as binding or infringing upon the host jurisdiction’s right to determine for itself the appropriateness of development within its boundaries.

Transmittal of this DRI report officially completes the DRI process. The submitting local government may proceed with whatever final official actions it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in the DRI report into consideration when rendering its decision.

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<b>Project I.D.:</b>	DRI #3672
<b>Name of Project:</b>	Carey Station
<b>Name of Host Jurisdiction:</b>	Greene County

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### **Background**

DRI review was initiated following the developer’s request for rezoning from Greene County. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 5/2/2022–5/17/2022.

### **Proposed Development**

The Pacific Group, Inc., is proposing construction of a 342 lot single-family subdivision and related infrastructure in unincorporated Greene County. The proposed development would occupy property totaling 137 acres on the west side of Carey Station Road, between I-20 and SR 44. Additionally, the conceptual site plan provided includes seven potential stormwater management areas, a 5-acre tract labeled as “amenity site,” and approximately 52 acres of open space. The site plan also indicates two potential wetlands and four potential 25-foot stream buffers, to be delineated. Currently, the site is undeveloped woodland. The proposed development would occupy property totaling 137 acres on the west side of Carey Station Road, between I-20 and SR 44, in unincorporated Greene County. The parcel number is 036-0-00-007-0. The project would be completed in one phase with an estimated completion date in January 2023.

### **Compatibility with Existing Plans**

The site is identified as on the Greene County Future Land Use Map (dated 9/2018) as “Residential.” The Residential land use is described in the Greene County Comprehensive Plan as “conventional housing applications that include concentrations of efficient density and preserved greenspace.” The Comprehensive Plan lists PUD (“Planned Unit Development District”), LR1 (“Lakeshore Single-Family Residential/Recreation District”), and LR2 (“Lakeshore Multi-Family Residential/Recreation District”) as appropriate zoning

classifications for the Residential land use category. The site is currently zoned as A1, “Agricultural District (Intensive Farming).” The applicant did not indicate which classification the developer has requested to rezone the property to, but the development pattern shown on the conceptual site plan is consistent with the Comprehensive Plan’s general description of the Residential land use category. The conceptual site plan shows lot sizes smaller than a quarter of an acre each and that 41 percent of the site would be “open space/amenity area.” To optimize consistency with the Comprehensive Plan, the proposal should cluster housing in a more traditional neighborhood pattern to utilize infrastructure and public services more efficiently and to allow for open space areas that double as amenity spaces. As designed, the designated open space is primarily potential wetland and stormwater management areas. Unless landscape and maintenance plans are in place for the open spaces between and behind private lots, those areas are likely to become isolated as homeowners construct fences and develop their properties.

The site is identified as “Developing” on the Northeast Georgia Regional Plan’s Regional Land Use Map (dated 6/7/2018). The Regional Plan recommends development that matches the region’s workforce, prices in the lifecycle cost of infrastructure, creates a sense of place, builds a compact development pattern on existing infrastructure, creates diverse and affordable housing, and compliments existing and planned transportation options—especially non-automobile transportation modes. The applicant states that the regional workforce is sufficient to fill the demand created by the proposed project. No information was provided in the application that would enable determination of whether the proposal prices in the lifecycle cost of infrastructure or creates a sense of place. The site plan proposes a somewhat dense development pattern, generally consistent with the Regional Plan’s intent, but the proposed extension of water and sewer lines does not follow the recommendation to build on existing infrastructure. Two lot sizes are indicated on the conceptual site plan, so it is likely that households of at least two price points would be accommodated by this development, but no expected price points or details about planned housing types or styles were provided by the applicant. The proposal’s conventional suburban design suggests it will not provide the Regional Plan’s recommended diverse and affordable housing mix. As indicated in the traffic study, there are no existing shoulders, sidewalks, dedicated bicycle lanes, or regularly-scheduled mass transit service in the vicinity for the site to tie into, as there is little existing development nearby. It is not possible from the level of detail provided in the site plan to determine whether sidewalks or bicycle amenities would be included within the proposed development. It is recommended to provide sidewalks throughout the residential areas and connecting the residential areas to the amenity site. Since the Future Land Use envisioned for the entire surrounding area is Residential, it would be beneficial to also include pedestrian and bicycle connections along SR 44 that would allow for non-automobile transportation between this neighborhood and the adjoining future residential neighborhoods envisioned in the Comprehensive Plan. Street stubs should also be required to allow for future connections to adjacent development.

### **Potential Interjurisdictional Impacts**

The applicant states that the project is unlikely to affect any of the environmental quality factors identified on the DRI Additional Form, including water supply watersheds, groundwater recharge areas, wetlands, protected mountain and river corridors, floodplains, historic resources, and other environmentally sensitive resources. The conceptual site plan identifies two potential wetlands and four potential streams on the west side of the site, to be delineated. These sensitive areas are included in the open space portion of the conceptual site plan.

The National Wetland Inventory (NWI) identifies zero wetlands onsite and 56 wetland areas are located within one mile of the site. The Northeast Georgia Regional Plan’s Conservation and Development Map (dated 7/19/2018) identifies zero acres of “Conservation” land onsite and 1,383 acres of “Conservation” land within

one mile of the site. This “Conservation” land includes zero acres of Regionally Important Resource (RIR) land onsite and 1,377 acres of RIR land within one mile of the site. This acreage is part of the Northeast Georgia Green Infrastructure Network as identified in the Northeast Georgia Resource Management Plan for Regionally Important Resources (dated 8/7/2018). One specific RIR site, Lake Oconee, is located within one mile of the proposed project. The proposal should be designed to minimize disruption to the existing streams, associated wetlands, and floodplains to avoid future erosion, flooding, and degraded water quality onsite and downstream from the site. Low impact design measures, like bioswales, rain gardens, and other green infrastructure should be incorporated into the project design. At minimum, the project should be in accordance with the latest edition of the Georgia Stormwater Management Manual (Blue Book) and meet all relevant EPD requirements.

Mark R. Acampora, PE, LLC, completed a traffic impact study that projects 3,128 new daily trips, including 228 AM peak hour trips and 316 PM peak hour trips, from the proposal. The project would have two entrances on Carey Station Road. The traffic study recommends entering and exiting lanes for both entrances, including right and left exit turn lanes at the north entrance. The study also recommends that each exiting approach should be controlled by side street stop signs and accompanying stop bars. As recommended earlier, street stubs should be provided to connect to future development and minimize congestion on Carey Station Road. Refer to the attached traffic study for more details and the site plan for the location of proposed infrastructure.

The project would be served by Piedmont Water’s water and sewer systems with an estimated daily demand of 0.1368 MGD for each system. The applicant states that these demands can be covered by existing capacity, and that water and sewer line extensions of 5,000 linear feet, each, would be required. The initial and long-term maintenance costs, as well as the effects of future development made possible by the sewer and water line extensions should be considered prior to project approval. The applicant states that an estimated 40% of the site would be covered in impervious surfaces and that detention ponds will be used to control and treat stormwater. The conceptual site plan identifies seven potential stormwater management areas. The applicant estimates the project would generate 1,026 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. No hazardous waste would be generated.

The applicant estimates that the project would be worth \$136.8 million at build-out in 2023 and generate \$4.75 million in annual local taxes. On a per-acre basis, the project would be worth approximately \$998,500 and generate approximately \$34,700 in tax revenue. Prior to approval, the County should measure the life cycle costs of the infrastructure and public services (including police, fire, schools) needed to serve this project to ensure that they would not be committing to more expenses than the new tax revenue can cover.

### **Comments from Affected Parties**

*Greg Boike, Director of Public Administration, Middle Georgia Regional Commission*

As noted on a similar project in Greene County recently, the continued growth in the area will likely affect MGRC with increased traffic along GA-44 due to this project. This traffic impact study was helpful in that it discussed GDOT Project No. 0006253, which will address some of these concerns with widening along GA-44. However, there may still be minor impacts seen across the lake in Putnam County.

*Alan Hood, Airport Safety Data Program Manager, Georgia Department of Transportation*

The proposed 342 lot single family subdivision on 137 acres is 8.5 miles southwest of the Greene County Regional Airport (3J7), and is located outside of any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, if any construction or construction equipment reaches 200' AGL or more, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.