



DEVELOPMENTS OF REGIONAL IMPACT

Final Report

Northeast Georgia Regional Commission • 305 Research Drive, Athens, Georgia • www.negrc.org

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.

Project I.D.:	DRI #3779
Name of Project:	Dyer Tract
Name of Host Jurisdiction:	Greene County

Background

DRI review was initiated following the developer's request for rezoning from A1 (Agricultural District) to PUD (Planned Unit Development). Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 8/10/2022–8/25/2022.

Proposed Development

Sunset Bluff Investment Group is proposing construction of a 222-unit single-family subdivision and related infrastructure on a 79-acre site in unincorporated Greene County. The proposed development would be located adjacent to the intersection of Carey Station Road and Askew Road in unincorporated Greene County. The parcel number is [054-0-00-011-0](#). The site plan includes five stormwater management areas, a proposed lift station, a proposed mail kiosk area, and approximately 23 acres of open space. A vegetated landscape buffer is proposed around the perimeter of the project site, with a 25-foot landscape buffer along the southeastern border of the parcel and a 10-foot landscape buffer along the other property lines. Currently, the site is undeveloped woodland. The project would be completed in one phase with an estimated completion date in 2026.

Compatibility with Existing Plans

The site is identified on the county's Future Land Use Map (dated September 2018) as "Residential". Residential land use is described in the 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)”, and the developer is requesting the site to be rezoned to PUD. Overall, the proposed site plan is consistent with the Comprehensive Plan’s description of “Residential.” According to the notes included in the site plan, the lots in this PUD would have an average lot area of 7,707 square feet (approximately 0.18 acres), and the entire site would have on average 2.84 dwelling units per acre. The proposed site’s density and development type fit with the comprehensive plan’s residential definition of “conventional housing applications that include concentrations of efficient density.” Additionally, 30% of the site would be maintained as open space. The site plan does not indicate if this open space will be preserved or converted and actively landscaped. To better fit with the comprehensive plan’s residential definition, the developers should preserve the existing greenspaces.

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 is relatively compact, but the project does require 500 additional linear feet of sewer line to serve the project, which does not follow the regional plan’s recommendation to build on existing infrastructure. The site plan shows some variation in lot size and housing size, which indicates that the development would have a few different available price points. However, the site plan indicates that all housing will be single-family, which is more expensive than alternative housing types and does not fit with the regional plan’s recommendation of providing diverse housing. The developer should consider including “Missing Middle Housing” such as duplexes, fourplexes, cottage courts, or townhomes in the site plan, which would provide different housing options that would be affordable at more price levels. The site plan does not indicate whether the site will include sidewalks or bicycle amenities within the development. These should be included to promote non-automotive transportation both within the site and with future neighborhoods built along Carey Station Road. The developers should consider adding additional north-south streets connecting the two main street arteries, as this would make it much easier for residents to navigate the site without a car. Traffic-calming devices such as stop signs and speed humps should be included throughout the site and especially along the main road arteries, as the long uninterrupted street vistas could encourage speeding that would be especially dangerous to pedestrians and bicyclists. The developer should consider replacing the cul-de-sacs along the northern portion of the site with street stubs to provide future connection to an adjoining neighborhood, which would alleviate congestion along Carey Station Road.

Potential Interjurisdictional Impacts

The applicant states that wetlands and floodplain areas exist on the parcel and that development will be designed to avoid impacts to these features. The site plan identifies six wetlands and two streams on the site, the majority of which are in the northeast portion of the site. The site plan includes a 25-foot state water buffer, an additional 50-foot undisturbed buffer, and an additional 75-foot impervious surface buffer along all streams. The site plan also includes a 25-foot state buffer along all identified wetlands. The applicant states that no other environmental quality factors identified on the DRI Additional Form, including water supply watersheds, groundwater recharge areas, protected mountain and river corridors, historic resources, and other environmentally sensitive resources, will be impacted.

The National Wetland Inventory (NWI) identifies 0.6 wetland acres onsite and 94 wetland acres are located within one mile of the site. The Northeast Georgia Regional Plan's Conservation and Development Map (dated 7/19/2018) identifies 0.6 acres of "Conservation" land onsite and 1,267 acres of "Conservation" land within one mile of the site. This "Conservation" land includes 0.6 acres of Regionally Important Resource land onsite and 1,027 acres of RIR land within one mile of the site. This acreage is a combination of wetlands, Lake Oconee, and the Northeast Georgia Green Infrastructure Network, which are 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 site. 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.

Simonton Engineering completed a traffic impact study that projects 2,125 new daily trips, including 166 AM peak hour trips and 224 PM peak hour trips from the proposed project. The site plan shows two entrances to the neighborhood, both along Carey Station Road. At both entrances, the traffic study recommends adding right turning lanes for entering the site, right turning lanes for exiting the site, and right-hand passing lanes on Carey Station Road to circumvent left-turning traffic. The traffic study also recommends re-evaluating the location of the southern entrance to provide more separation from Askew Road.

The project would be served by the Piedmont Water Company water and sewer systems with an estimated daily demand of 0.066 MGD for each system. The applicant states that these demands can be covered by existing capacity. The applicant states that a sewer extension of 500 linear feet will be required to serve this project. The local government should consider the immediate and long-term cost of this sewer line addition before approval of the project. The applicant states that an estimated 30% of the site would be covered in impervious surfaces and five stormwater management areas are planned to manage stormwater runoff. The applicant estimates the project would generate 537 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. According to the Northeast Georgia Regional Solid Waste Authority's Regional Solid Waste Management Plan (2021-2031), most of the municipal solid waste (MSW) generated in Greene County is disposed of in a landfill in Twiggs County. The applicant states that no hazardous waste would be generated.

The applicant estimates that the project would be worth \$77,700,000 at build-out in 2026 and generate \$768,000 in annual local taxes. On a per-acre basis, the project would be worth approximately \$983,544 and generate approximately \$9,722 in tax revenue. Prior to approval, the County should measure the life cycle costs of the infrastructure needed to serve this project to ensure that they would not be committing to more maintenance expenses than the new tax revenue can cover.

Comments from Affected Parties

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

From MGRC, no specific comments on this project, but it's another indicator of why the planned improvements to GA-44 in the area will be critically important.

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

This Dyer Tract, proposed construction of a 222 unit single-family subdivision, and its related infrastructure project is 8.5 miles south west 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.