

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 # 3771
Name of Project:	Del Webb at Lake Oconee Extension
Name of Host Jurisdiction:	Greene County

Background

DRI review was initiated following the developer’s request to Greene County to rezone the property from A-1 (Agricultural District) to PUD (Planned Unit Development). Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 9/20/22–10/5/22.

Proposed Development

Pulte Home Company, LLC., (Del Webb) is proposing construction of 122 single-family detached residences on a 50.5-acre site on Askew Road west of Carey Station Road in Greene County. This project would represent approximately 12.25% of a multi-phased development, as it is an extension of an existing project, Del Webb at Lake Oconee. With the extension, the total project site would occupy approximately 462 acres. Of the 874 lots in the existing development, 289 have been platted within the past five years, and the homes on approximately 75 of them are under construction or not yet built. This phase of the project would have an estimated completion date in April 2027. The parcel number for the proposed extension is 036-0-00-020-0.

Additionally, the site plan for the extension includes the locations of two streams: one runs through the center of the site in a southern direction with one short tributary segment joining it from the east, and the other forms the southern boundary of the parcel. Two stream crossing are proposed, and two of the proposed residential lots would be built on the headwaters of the short tributary segment. Three existing wetlands, two stormwater management areas, and 25-foot stream and wetland buffers are also included on the site plan. Two vehicular access points are proposed, one on Askew Road to the north, and the other connecting with future development along Muscogee Bend to the east. Currently the site of the extension is vacant land.

Compatibility with Existing Plans

The site is identified as “Residential” on the Greene County Future Land Use Map (dated 9/2018). The Comprehensive Plan describes Residential land use as “conventional housing applications that include concentrations of efficient density and preserved greenspace,” and “PUD” is listed as an appropriate zoning classification for Residential areas. The proposed location of this project is adjacent to the existing, large Del Webb at Lake Oconee residential development and its existing infrastructure, and most of the proposed lots in the expansion are less than a quarter of an acre. The homes are grouped in a horseshoe shape along the eastern western, and northern edges of the property, which leaves open space in the center of the site that extends well beyond most of the required stream and wetland buffers. The southern end of the site is set aside for stormwater management, which would enable stormwater to be intercepted before it reaches the stream that forms the site’s southern boundary. The homes would be arranged along two north-south streets that end in cul-de-sacs, but there is also a proposed east-west street that would provide connectivity for residents between these two north-south streets and between the proposed extension and the existing portion of the development. For these reasons, the proposed site plan for the expansion fits the Comprehensive Plan’s Residential land use description of conventional housing with efficient density and preserved greenspace.

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 complements 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 that would enable evaluation of whether the proposal prices in the lifecycle cost of infrastructure or creates a sense of place. As noted in the previous paragraph, the development pattern within the site is relatively compact in terms of lot sizes and layout. The proposed homes would all be on single-family residential lots of similar size to each other and to the lots in the existing portion of the development, so they are all likely to be similarly sized homes at similar price points to one another. One way to introduce some variation in home affordability would be to incorporate a range of building materials and finishes used to construct the homes. The road layout compliments the existing vehicular transportation network, in that there are multiple proposed access points, including a connection with the existing portion of the development. However, no information provided indicates whether sidewalks or bicycle amenities would be included. Sidewalks are strongly recommended, both within the development and along Askew Road to connect with adjoining future 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. However, the site plan proposes two residential lots intersecting an existing stream and its 25-foot buffer. This 25-foot buffer is required by the state of Georgia. The developer must either ensure that these two residential lots are developed in such a way as to maintain and protect the required buffer, or the developer must apply for a variance from Georgia EPD. Alternatively, the developer can remove from the project the two lots that conflict with the 25-foot buffer from the project.

In the full 462-acre site, the National Wetland Inventory (NWI) identifies less than one wetland acre onsite and 574 wetland acres within one mile of the site. The Northeast Georgia Regional Plan’s Conservation and

Development Map (dated 7/19/2018) identifies 453 acres of “Conservation” land onsite and 3,940 acres of “Conservation” land within one mile of the site. This “Conservation” land includes 453 acres of Regionally Important Resource (RIR) land onsite and 574 acres of RIR land within one mile of the site. One specific RIR site, Lake Oconee, is located within one mile of the project site, as identified in the Northeast Georgia Resource Management Plan for Regionally Important Resources (dated 8/7/2018). 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.

Two different values were reported for new peak hour trips per day resulting from this project. On the Additional Information Form, the applicant indicated that the proposed expansion is expected to generate 48 new peak hour trips per day. In the submitted traffic impact study, NV5 Engineers and Consultants, Inc., projected 1,166 new daily trips through the intersection of Carey Station Road and Askew Road, including 76 AM peak hour trips and 87 PM peak hour trips; the traffic impact study included new trips resulting from the 122 proposed new residential lots in the extension and the 75 unfinished homes in the existing development. No transportation improvements were recommended by the study. Two vehicular access points are proposed for the proposed extension, one on Askew Road to the north, and the other connecting with future development along Muscogee Bend to the east.

The project would be served by the Piedmont water and sewer systems with an estimated daily demand of 0.049 MGD for the water system and 0.037 MGD for the sewer system. The applicant states that these demands can be covered by existing capacity. No water or sewer line extensions are anticipated.

The applicant states that an estimated 30% of the site would be covered in impervious surfaces, and two stormwater management areas are planned to manage stormwater runoff. Stormwater management improvements described by the applicant include downspout disconnections, grass swales, and stormwater ponds. A 25-foot buffer is included on the site plan around all streams and wetlands, but two proposed residential lots are shown to intersect one stream and its buffer, as noted above.

The applicant estimates the project would generate 272 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)*, almost all 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 extension would be worth \$60 million at build-out in 2027 and generate \$111,000 in annual local taxes. On a per-acre basis, the project would be worth approximately \$1.2 million and generate approximately \$2,200 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

MGRC does not have any comments on this DRI, as the scope of the proposed development is only a small fraction of what has already been approved and developed.

BJ Dalton, Civil Engineer 3, Georgia Department of Transportation District 2

We see that there is connectivity to SR 44 from W Lake Rd. to the development; however, this intersection was not evaluated in this study. We recommend evaluating this intersection in this study because we feel this intersection will be utilized from this development. The SR 44 project PI 0006253 has a median break with a traffic signal at this proposed location.

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

This project is approximately 9 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.