

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 #4470
Name of Project:	Reynolds Renaissance
Name of Host Jurisdiction:	City of Greensboro

Background

DRI review was initiated following the developer's request for annexing the proposed site into the City of Greensboro. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 5/27/2025 to 6/11/2025.

Proposed Development

D J Greenway LLC is proposing the construction of 700 multifamily residential units and 300,000 square feet of commercial space on an 85-acre site that is currently in unincorporated Greene County. The proposed site plan includes six commercial buildings in the front portion of the site, and the remaining back portion of the site would have ten residential buildings that would be a mixture of 3-story apartments and townhomes. An amenities area would be located within the center of the residential area which appears to include a greenspace area, a pool, and an amenity building. The site includes one entrance along Lake Oconee Parkway (Highway 44) and has an unspecified number of parking spaces. The proposed site plan shows greenspace buffers surrounding the site as well as dividing the residential & commercial portions of the site. Currently, the site is forested. The proposed development would occupy property along Lake Oconee Parkway south of I-20. The parcel number is 0520000220. The project would be completed in one phase with an estimated completion date in the summer of 2029.

Compatibility with Existing Plans

Compatibility with Regional Plan

The site is identified as “Developing” on the Northeast Georgia Regional Plan’s Regional Land Use Map (dated 6/15/2023). The Regional Plan recommends development that

- Enhances economic mobility and competitiveness
- Elevates public health and equity
- Supports and adds value to existing communities
- Creates housing that is diverse, adequate, equitable, and affordable
- Includes transportation choices and is well-connected with existing and planned transportation options, and
- Protects natural and historic resources.

The following table outlines the proposal’s alignment with these recommendations:

REGIONAL PLAN RECOMMENDATIONS	PROPOSED PROJECT’S COMPATIBILITY WITH RECOMMENDATION
Enhances economic mobility and competitiveness	The proposed development would include approximately 300,000 square feet of commercial space, which would create job opportunities in the surrounding area.
Elevates public health and equity	The residential portion of the proposed development includes a greenspace and amenities, which would contribute to the health of residents. The proposed development does not appear to positively or negatively contribute to equity or the health of the area’s existing residents.
Supports and adds value to existing communities	The proposed development adds value to the existing community by creating residential and commercial opportunities within the city.
Creates housing that is diverse, adequate, equitable, and affordable	The proposed development includes both apartments and townhomes, which would provide housing at a variety of price points. To help create a mixed-income and mixed-age community, the developer should provide units of differing sizes and ownership types (renting vs. owning). The developer should also keep accessibility in mind by providing some single-level units that meet universal design principles.
Includes transportation choices and is well-connected with existing and planned transportation options	The proposed development includes one entrance along Highway 44. It is likely that there will be future development along the Highway 44 corridor south of I-20. To promote interconnection between future developments, the City should consider requiring street stubs along the northern and southern boundaries of the site. Additionally, to promote alternative modes of transportation, the developer and the City should consider adding sidewalks and bike paths throughout the development and along Highway 44 outside of the site.
Protects natural and historic resources	The proposed development is located adjacent to Richland Creek, which feeds into Lake Oconee. The proposed development would require clearing much of the tree canopy on site. While the proposed site plan includes a greenspace buffer around the site and a greenspace area in the residential area, clearing a large portion of the existing tree canopy could negatively impact Richland Creek & Lake Oconee by increasing stormwater runoff and erosion on the site. The developer should consider maintaining as much of the existing tree canopy as possible and maintain the natural topography of the site, especially near the creek. This would help reduce erosion, filter stormwater runoff, and minimize disruptions to the site’s drainage patterns.

Compatibility with Regional Resource Management Plan

The chart below summarizes the number of acres within the site area as well as within a one-mile buffer around the site that contains 1) wetlands, 2) conservation land, 3) regionally important resources, and 4) threatened regionally important resources. Please refer to the footnotes for definitions for each of these terms.

Wetland, Conservation, and Regionally Important Resources

	AREA TYPE	AREA (ACRES)	PERCENT OF AREA
SITE AREA (75 Acres)	Wetland Acres ¹	0.2	0.2%
	“Conservation Land” ²	5.3	7%
	Regionally Important Resource Land ³	0	0%
	Threatened Regionally Important Resource Land ⁴	5.3	7%
1 MILE BUFFER AROUND SITE (3,037 Acres)	Wetland Acres	166	6%
	“Conservation Land”	1,149	38%
	Regionally Important Resource Land	438	14%
	Threatened Regionally Important Resource Land	1,149	38%

The proposed project’s 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). The Northeast Georgia Green Infrastructure Network is intended to serve as a strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value that benefits wildlife and people, supports native species, maintains natural ecological processes, sustains air and water resources, links urban settings to rural ones, and contributes to the health and quality of life for the communities and citizens sharing this network. The developer should consider including elements that accomplish this intent.

Potential Interjurisdictional Impacts

Natural Resources and Stormwater Management

Richland Creek lies along the site’s western border. The applicant states that an estimated 40% of the site would be covered in impervious surfaces. The site plan shows one stormwater detention pond along the back portion of the 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.

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.

Transportation

Lowe’s Engineering completed a traffic impact study that projects 17,214 new daily trips, including 527 AM peak hour trips and 1,445 PM peak hour trips from the proposed development.

¹ Wetland acres are derived from the National Wetland Inventory (NWI)

² “Conservation” land is derived from the Northeast Georgia Regional Plan’s Conservation and Development Map (6/15/2023).

³ Regionally Important Resources were identified as a part of the Northeast Georgia Resource Management Plan for Regionally Important Resources (2/15/2018).

⁴ This area represents the intersection between Conservation areas (identified on the Conservation and Development Map, 6/15/2023), adopted Regionally Important Resources (RIR), and “Developed” and “Developing” Regional Land Use areas (identified on the Regional Land Use Map, 6/15/2023).

Water Supply and Wastewater

The project would be served by the City of Greensboro water and sewer systems with an estimated daily demand of 0.075 MGD of water and 0.040 MGD of sewage flow. The applicant states that these demands can be covered by existing capacity. No water or sewer line extensions are anticipated.

Solid Waste

The applicant estimates the project would generate 965 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. According to annual tonnage reports from the Georgia Environmental Protection Division, most 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.

Lifecycle Costs and Revenues

The applicant estimates that the project would be worth \$300,000,000 at build-out in 2029 and generate \$1,742,040 in annual local taxes. On a per-acre basis, the project would be worth approximately \$3,529,412 and generate approximately \$20,495 in tax revenue. Prior to approval, the City 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 Planning & Public Administration, Middle Georgia Regional Commission

MGRC has expressed some concerns in the past regarding the potential for traffic impacts on the State Route 44 corridor between Eatonton and Greensboro. This project would likely have the largest impact of any of the recent developments along the corridor. The developer notes that no transportation improvements are necessary in order to support this project; however, MGRC has concerns about that conclusion, given that traffic counts along State Route 44 have been steadily climbing in recent years. Additional evaluation may be warranted regarding the potential addition of turn lanes, deceleration lanes, or traffic signalization at the proposed entrance to this development.

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

This proposed construction of 700 multifamily residential units and 300,000 square feet of commercial space on an 85-acre site that is currently in unincorporated Greene County is approximately 6 miles from Greene County Regional Airport (CPP). It is located outside of the FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/oe3a/main/#/noticePrescreen>). Those submissions for any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.