

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 #4543
Name of Project:	1200 Meadowcrest
Name of Host Jurisdiction:	City of Greensboro

Background

DRI review was initiated following the developer's request to annex the property into the City of Greensboro. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 9/25/2025 to 10/10/2025.

Proposed Development

1200 Meadow Crest Development LLC is proposing construction of 171 homes on a 28-acre tract currently in unincorporated Greene County at 1200 Meadow Crest Road (parcel number 071000039B). Currently, the site is wooded. The proposed site plan includes one main entrance along Meadow Crest Road and a one-acre amenity area at the front of the development. The proposed homes include the following:

- 32 three-thousand square foot townhomes with three levels and on-street parking,
- 64 two-thousand square foot townhomes with two levels and on-street parking, and
- 75 multi-family apartments with a total of 120 off-street parking spaces.

The project would be completed in one phase with an estimated completion date in 2030.

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 applicant states that the regional workforce is sufficient to fill the demand created by the proposed project. The proposal could increase the economic capacity of the area by adding additional housing units for the area's workforce.
Elevates public health and equity	The proposed development includes an amenity area, which would contribute to the health of residents. Additionally, the proposed development is adjacent to the new Greene County Elementary School building. This location would elevate public health by allowing more students and parents the opportunity to safely walk or cycle to school.
Supports and adds value to existing communities	The proposed development adds value to the existing community by creating residential options that are within proximity to the new Greene County Elementary School building.
Creates housing that is diverse, adequate, equitable, and affordable	The proposed development includes a combination of single-family townhomes of varied sizes and multi-family apartments, which would provide housing at a variety of price points. To help create a mixed-income and mixed-age community, the developer could provide units of differing sizes and ownership types. The developer could also keep accessibility in mind by providing some units that meet universal design principles.
Includes transportation choices and is well- connected with existing and planned transportation options	The site is within walking distance of Greene County Elementary School; however, it does not appear that there is currently a path for pedestrians and bicyclists to get from the proposed development to the school. The City should prioritize adding sidewalks or a multi-use path to connect surrounding developments to the school. The developer should also consider including pedestrian infrastructure and traffic calming measures within the proposed development to increase safety for pedestrians and bicyclists.
Protects natural and historic resources	The proposed development is near a few streams that are connected to Lake Oconee, which is a Regionally Important Resource. While the site has multiple detention ponds to handle site stormwater, the developer should install additional stormwater measures wherever possible to filter and slow site stormwater. This could include rain gardens and bioswales.

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.

	AREA TYPE	AREA (ACRES)	PERCENT OF AREA
SITE AREA (28 Acres)	Wetland Acres ¹	0.1	0.4%
	“Conservation Land” ²	16	56.1%
	Regionally Important Resource Land ³	9	32.2%
	Threatened Regionally Important Resource Land ⁴	16	56.1%
1 MILE BUFFER AROUND SITE (2,588 Acres)	Wetland Acres	26	1.0%
	“Conservation Land”	1,354	52.3%
	Regionally Important Resource Land	1,034	39.9%
	Threatened Regionally Important Resource Land	1,353	52.3%

The “Conservation Land” 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. No specific Regionally Important Resource sites are identified within one mile of the proposed site.

Potential Interjurisdictional Impacts

Natural Resources and Stormwater Management

A pond and an associated wetland are located on the southwestern portion of the site. The applicant states that an estimated 62.7% of the site would be covered in impervious surfaces. The proposed site plan includes two stormwater ponds to handle site stormwater. 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

Simonton Engineering completed a traffic impact study that projects 1,124 new daily trips, including 88AM peak hour trips and 105 PM peak hour trips from the proposed development. The traffic study recommends installing a right turn deceleration lane for traffic entering the proposed development as well as a right-hand passing lane to get around traffic turning left.

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's water and sewer systems with an estimated daily demand of 0.00513 MGD for each system. The applicant states that these demands can be covered by existing capacity. A 0.398-mile water line extension and a 0.284-mile sewer line extension would be required to serve the project.

Solid Waste

The applicant estimates the project would generate 413 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, 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.

Lifecycle Costs and Revenues

The applicant estimates that the project would be worth \$62,000,000 at build-out in 2030 and generate \$362,400 in annual local taxes. On a per-acre basis, the project would be worth approximately \$2,214,286 and generate approximately \$12,943 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

The most significant potential impacts to Middle Georgia would be related to increased traffic on State Route 44 between Greensboro and Eatonton. The continued need for improvements in that corridor has been referenced on other DRI reviews as well. However, with this project's proximity to Walker Church Road, and a relatively smaller number of units, the transportation impacts should not be as significant as from other recent projects such as DRI 4497.

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

This proposed construction of 32 three - thousand square foot townhomes, 64 two - thousand square foot townhomes, and 75 apartments on a 28 - acre tract requested to be annexed into the City of Greensboro is more than 4 miles from the Greene County Regional Airport (CPP) and is located outside of any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

However, if 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.