

PLANNING COMMENTS:

Jim Anderson, as agent for Charles D. Ellis, has submitted a sketch plan application for this property. **The applicants propose to divide this property into 109 parcels.** The existing parcel is currently vacant.

The **future land use map** contained in the Bulloch County Joint Comprehensive Plan indicates that **the property would be appropriate for agricultural, forest and residential.**

The **existing land use pattern** indicates that there are residential and agricultural uses at adjacent and nearby properties.

Property values for adjacent properties may not be enhanced by the proposed development even if the provided aesthetics restrictions are placed in private deed covenants, and, if enforcement of County land use and property maintenance regulations is applied. However, failure to enforce any property standards is likely to result in stagnant or lower property values.

A negative **environmental impact is** anticipated from the proposed development. There are specific on-site and adjacent off-site environmental factors related to soils composition and wetlands that may limit the carrying capacity of the land. Any future construction improvements should follow soil erosion and sedimentation control practices. Any future installation of septic tanks must meet state and federal regulations.

The development appears to be **inconsistent with the spirit and intent of the Zoning Ordinance.**

WATER/SEWER IMPACT:

All properties are subject to on-site water supply and septic tank installation approval as required by the County Health Department.

FIRE SERVICE:

Fire service is available within 10-15 minutes from the Portal Fire Department with back up from the Statesboro Fire Department. No additional resources are required.

TRAFFIC IMPACT:

The capacity and general condition of the roads accessing the proposed development is fair. Colfax Road and Lester Fordham Roads are county maintained dirt roads. According to the Institute Traffic Engineers, this proposal would generate 1052 trips daily in and out at the development primarily on Colfax Road.

Access to the development is available from county maintained dirt roads. Entry and exit from the proposed development is likely to cause potential traffic conflicts. The potential impact of additional traffic upon the existing transportation network within the vicinity is likely to be significant. A realignment of Colfax Road would be required.

SCHOOL IMPACT:

A significant impact is expected.

PARKING, ROAD AND DRAINAGE IMPACT:

The sketch plan in consideration of the scale of the development would create a significant traffic impact.

Currently, all drainage is natural with no known man-made improvements to the existing Development other than roadside drainage ditches and culverts. The accessways/driveways to the site should have proper roadside drainage measures.

E-911 AND EMERGENCY MANAGEMENT IMPACT:

A street address can be easily assigned. The County Emergency Management Director should be contacted prior to construction.

LAW ENFORCEMENT IMPACT:

Response time from Bulloch County Sheriff's Department is ten 10-15 minutes or less. However, depending on patrolling patterns and the location of deputies at a given time, this response may be greater or lesser. No additional resources (capital or labor) are needed to serve this development at this time.

SOLID WASTE:

No impact expected.

ENVIRONMENTAL IMPACT:

There are specific on-site and adjacent off-site environmental factors related to soils composition and wetlands that may limit the carrying capacity of the land.

FINAL STAFF RECOMMENDATIONS:

The subject property does not appear suitable for the proposed development. The property provides a reasonable economic use as currently zoned.

An overload or major change is expected on public services as the mere result of the development. Prior to approval of construction permits, a site development plan addressing the issues in this report should be submitted to the County Zoning Administrator.

The staff recommends denial of an R-25 zoning district based on the proposed concept plan build-out density of 109 dwelling units in the submitted concept plan and also the following factors.

- 1) There are specific on-site and adjacent off-site environmental factors related to soils composition and wetlands that may limit the carrying capacity of the land.**
- 2) The potential impact of additional traffic upon the existing transportation network within the vicinity is likely to be significant.**
- 3) In acknowledging emerging development patterns in the area, the proposal is inconsistent with:
 - a) the county's existing future land use map (which calls for no future residential or other development) in the Comprehensive Plan; and,****

- b) the county’s proposed (but, not yet adopted) future land use plan and map amendment which calls future residential development densities not to exceed a gross density of 0.2 units per acre in the Farmland Preservation Area. However, the proposed site is equidistant between the Hopeulikit Rural Development Area (where gross density is proposed at 1.0 units per acre) and the Statesboro Development Area (where gross density is proposed at 2.0 units per acre).

Provided below is a summary staff analysis of density impact of the proposed development.

Current Comprehensive Plan: Future Land Use Map					
Agriculture-Undeveloped			Maintain existing AG-5 Zoning District: Gross density of 0.2 units per acre		
Proposed Future Land Use Map					
Farmland-Preservation Area			Gross density of 0.2 units per acre		
Hopeulikit Rural Development Area			Gross density of 1.0 units per acre		
Statesboro Development Area			Gross density of 2.0 units per acre		
Density Alternative Analysis					
Zoning	Gross Density: 85 acres (1)	Estimated Net Density: 63.00 acres (2)	Estimated Lot Yield: Maximum Gross Density	Estimated Lot Yield: Maximum Net Density	Net Lot Yield With Density Bonus 10%
Ag-5	0.2 units per acre	0.2 units per acre	17	14	15
R-80	0.544 units per acre	0.544 units per acre	46	39	43
R-40	0.918 units per acre	0.918 units per acre	78	65	72
R-25	1.742 units per acre	1.742 units per acre	144	123	135
(1) Gross Density calculates total acreage less the estimated land needed for public dedication.					
(2) Net Density calculates total acreage less the estimated land needed for public dedication or areas which cannot be developed due to environmental constraints.					

As a means to provide both standard and unique alternatives, the staff would recommend approval for one of the following:

- 1) A traditional R-80 zoning district, and a 10% amenities bonus density, with conditions as attached.
- 2) An R-40 zoning district, and a 10% amenities bonus density, with conditions as attached.

The following conditions shall be applied with either approved alternative:

- 1) Should the R-80 or R-40 alternatives be approved, allow for residential development with an additional 10% bonus density to be granted, provided that at least one of the following amenities is installed by the applicant:
 - a) A pedestrian sidewalk system within the development.
 - b) A county maintained street light district.
 - c) A common interest element maintained by a homeowners association which may include, but not be limited to, a clubhouse, pool, tennis court(s), improved picnic area or playground, walking trail, or any combination thereof.
 - d) A common interest element maintained by a homeowners association which may include, but not be limited to, a passive use recreation area (fishing, boating/dock, picnicking, etc.), conservation easement or greenspace area that is consistent with the

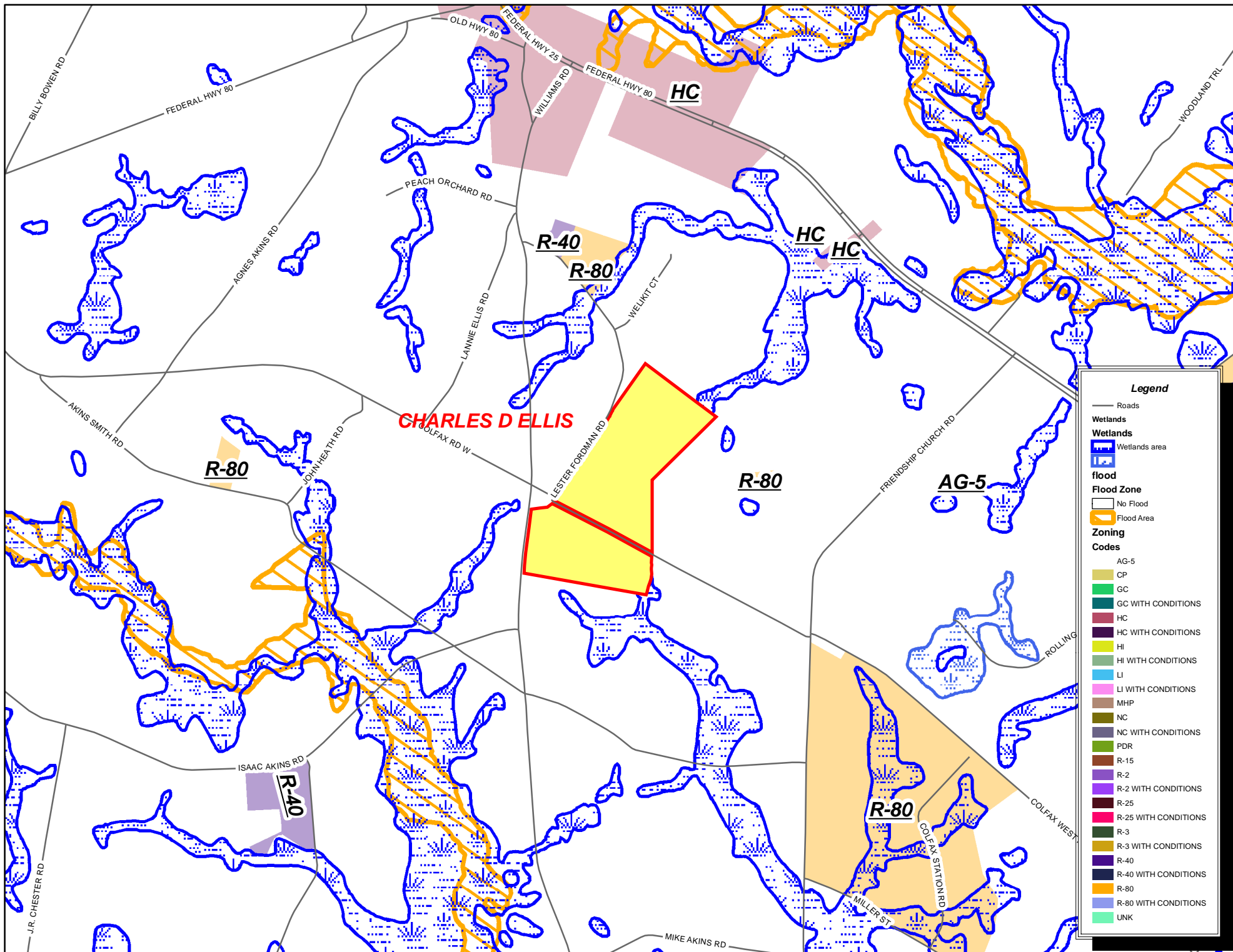
goals and objectives of county or state land conservation or preservation plans and programs.

- e) **A linkage to existing or planned public multi-use or bikeways route consistent with the County Greenways Master Plan.**
- 2) **All dwelling units must be single-family detached dwellings consisting of traditional site built housing meeting state construction codes.**
- 3) **Two ingress-egress points will be required to the proposed subdivision accessing Williams Road.**
- 4) **Colfax Road shall be realigned to either a) the existing Colfax Road where the unimproved portion from Williams Road to the proposed subdivision will be paved according to county standards, or b) to Williams Road traversing to the south of the existing Colfax Road.**
- 5) **In anticipation of the future development of adjacent parcels to the east and west of the subject property, the internal road system of the proposed development should be designed for extending and connecting to adjacent properties as follows:**
 - a) **Extension of at least one internal road to the boundary of the parcel to the west, currently owned by the applicant, whereby a temporary turnaround or cul-de-sac shall be provided until such future development occurs.**
 - b) **Extension of at least one internal road to connect with a proposed road in an approved R-40 subdivision along the northeast boundary of the applicant's property provided an agreement can be reached with the adjacent developer. If agreed upon, this would satisfy the requirement for a second access road to the subject property as prescribed in Condition #2.**
- 5) **Prior to the submission of a sketch plan to the Planning and Zoning Commission, the applicant, at their own expense, shall submit a Level II traffic impact study as recommended in the Bulloch County Transportation Plan (with sufficient narratives, maps and exhibits) which shall be certified by a qualified and registered professional engineer, that at a minimum, includes the following:**
 - b) **Trip Generation Analysis: An estimate of AM (7:30-8:30) and PM (5:00-6:00) peak hour trips generated under existing conditions after and project build-out.**
 - c) **Trip Distribution Analysis: A 24 hour directional traffic counts and peak period intersection turn movement counts on a typical week day under existing conditions and after project build-out.**
 - e) **Intersection and Roadway Segment Analysis: Assess the need and provide cost estimates for any network or safety improvements for arterial and collector roads in the study area resulting from the impacts created by the proposed development of the subject property, including but not limited to, accel-decel lanes, turn lanes, shoulder widening, signage, signalization or intersection alignments. The cost of any such proposed improvements attributable specifically to the development of the subject property that is not listed in the County's Five-Year Surface Transportation Improvement Program or Plan shall be partially or wholly borne by the developer.**
- 6) **To enhance access management, driveways along Lester Fordham Road from any building lot in the proposed subdivision will be prohibited. All approved residential lots shall have building structures facing internal roads within the subdivision.**

Participants:

Tom Couch, County Manager; Andy Welch, County Planner; Cheryl Tatum, Zoning Administrator; Kirk Tatum, Public Works Director; Mike Rollins, Recreation Department Director; Brad Wiggins, Bulloch County Health Department; Ted Wynn, Public Safety Director and Bob Smith, Environmental Manager and Charles Wilson, Bulloch County School System.

Planning and Zoning Commission	
Vote	For: 0 Against: 6 Jeanne Anne Marsh was not present
Conditions	
Issues	<ol style="list-style-type: none">1) Traffic- Williams Road not built for that amount of traffic2) Access onto Colfax Road- Colfax is a dirt road.3) Devalue adjacent properties4) Surrounding property is zoned AG-5- Property is conducive to AG-5 or R-80.5) A realignment of Colfax Road would be needed.6) Area residents not willing to deed property to the county for paving of Colfax Road.7) Problems would arise for the horse riding that has been in the area for many years.8) Williams Road is a curvy road with two (2) - 12 foot lanes. Most AG equipment is wider than 12 foot.
Opposition	There were approximately 50 people present in opposition to this request. There were 21 people signed up to speak in opposition.



Legend

- Roads
- Wetlands
 - Wetlands area
- flood
 - Flood Zone
 - No Flood
 - Flood Area
- Zoning
 - Codes
 - AG-5
 - CP
 - GC
 - GC WITH CONDITIONS
 - HC
 - HC WITH CONDITIONS
 - HI
 - HI WITH CONDITIONS
 - LI
 - LI WITH CONDITIONS
 - MHP
 - NC
 - NC WITH CONDITIONS
 - PDR
 - R-15
 - R-2
 - R-2 WITH CONDITIONS
 - R-25
 - R-25 WITH CONDITIONS
 - R-3
 - R-3 WITH CONDITIONS
 - R-40
 - R-40 WITH CONDITIONS
 - R-80
 - R-80 WITH CONDITIONS
 - UNK

