

SE Bulloch Moratorium

Steering Committee Welcome Meeting and Discussion Points

Topics

- Hyundai Impact
- Moratorium
- Water and Sewer

Hyundai Impact

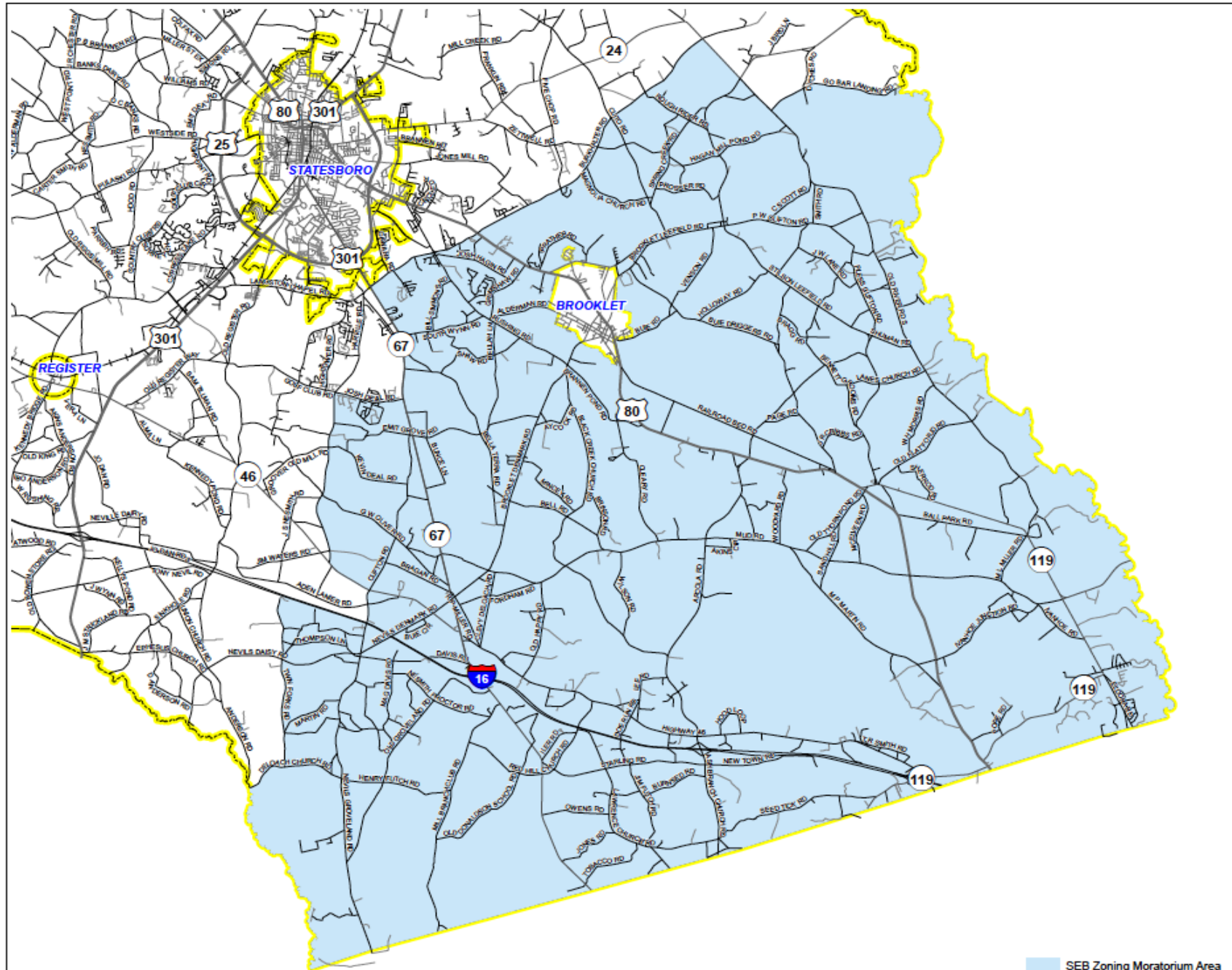
Hyundai Impact

- Population Growth: 5,000 additional residents **above normal growth** by 2030 (to be targeted into SE Bulloch).
- Workforce Housing: 2,000 more additional housing units will be needed in SE Bulloch.
- Economic Growth: Hyundai suppliers; support services/businesses locating in Bulloch County.
- Infrastructure: Roads-water-sewer; infrastructure; county and school services.
- Land Use: Concentrate new development with planned infrastructure.

Zoning Moratorium

Six Month Moratorium: August '22 - February '23

- Does not affect the remainder of the County outside of SE Bulloch.
- Does not affect previously approved or accepted applications or August 16.
- No zoning apps accepted for the following zones.
 - R-25
 - R-15
 - R-2
 - R-3



Southwest Bulloch
Zoning Moratorium Area
for
Bulloch County, Georgia

SEB Zoning Moratorium Area

0 0.5 1 2 Miles

Moratorium: Steering Committee Role

- Understand the situation.
- Advise and make recommendations to the County staff, consultants, and the Board of Commissioners on the purposes, objectives and work program.
 - Review and comment staff/consultant interim reports issued by e-mail/snail mail.
- Represent Bulloch County as the primary stakeholder group to amend the Future Development Map of the Comprehensive Plan.
 - Be the eyes and ears of what you see and hear in the community.
- Why are there no developers on the committee? Because it's not so much about them, as it is US!

Developer v. County Concerns

Developer

- Location
- Design (sometimes)
- Marketability
- Regulatory Costs
- Profit

County

- Adequate Streets and Drainage
- Proper Utility Installation
- Health and Safety
- Neighborhood Compatibility
- On-Site/Off-Site Effects
- Coordination and Compliance
- Fiscal and Service Impact

Action Calendar

Steering Committee

- **September 12: Stakeholder Meeting #1**
- September 19: Comprehensive Plan Public Hearing #1
- **September 30: Interim Report #1**
- **October 28: Interim Report #2**
- **November 3: Stakeholder Meeting #2**
- December 10: File Zoning Ordinance Revisions for January P/Z Meeting
- **December 30: Interim Report #3**
- **January 9: Stakeholder Meeting #3**
- January 10: Comprehensive Plan Public Hearing #2

P/Z and BOC

- January 12: P/Z Commission Approve Zoning Revisions
- January 17: BOC Approve Comprehensive Plan map amendment.
- February 7: BOC Approve Revised Ordinances (Zoning/Subdivision/Water-Sewer)
- February 16: SE Bulloch Moratorium ends (P/Z apps accepted for April meeting).
- February 21: BOC Approve a stormwater-drainage ordinance.

Moratorium: Purposes

- Unincorporated Bulloch County continues to grow.
- SE Bulloch - ground zero for new workforce housing units.
- Substantial interest in new business development along the I-16 corridor in SE Bulloch.
- Vocal opposition at re-zoning hearings held for new residential development encroaching rural areas (particularly in SE Bulloch).

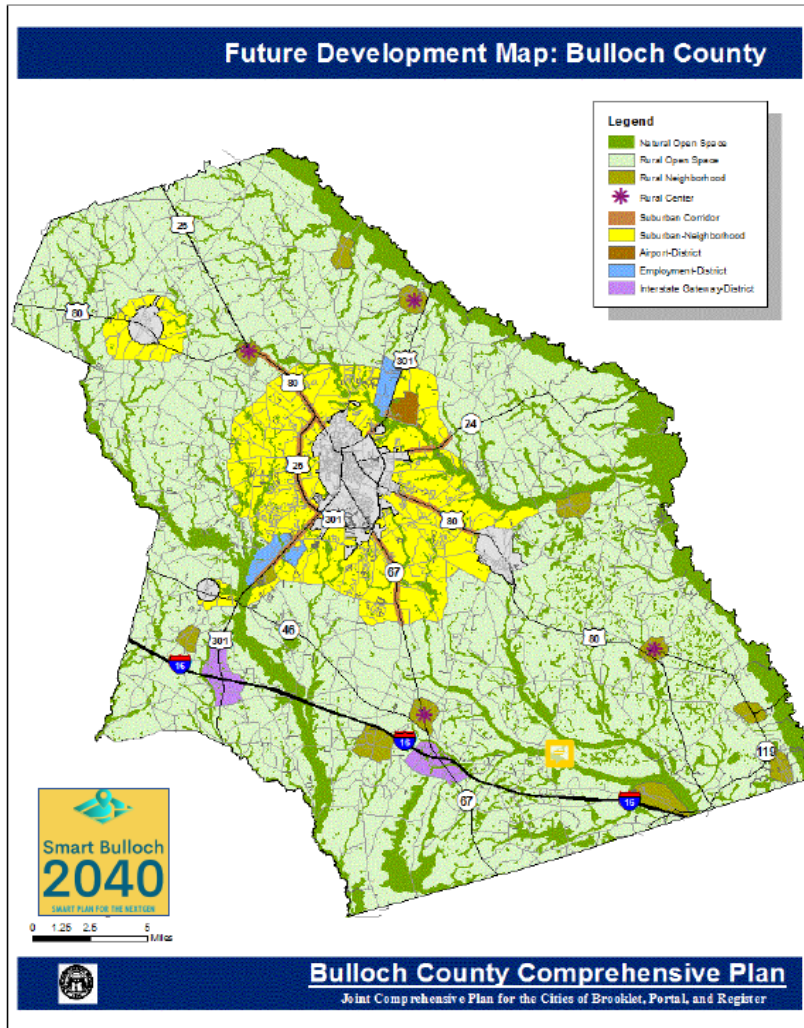
Moratorium Objectives

- Balance the interests of rural landowners with the inevitable future development.
- Direct growth and development into an areas with planned/adequate infrastructure.
 - Leapfrog development creates fiscal risks and fallout to the taxpayer.
- “Speed-to-market” - SE Bulloch will grow at the same pace that the Hyundai facility opens by January 1, 2025.

Moratorium Work Program

- Amend the C-Plan's Future Development Map
 - Designate appropriate areas in SE Bulloch County for future residential and business development to limit sprawl.
- Update Zoning and Development Related Codes
 - Reduce the number of routinely approved zoning conditions.
 - Reflect new trends in construction and land uses.
 - To align with policies and design principles of the Comprehensive Plan.
- Advance on-going planning for new infrastructure and services in SE Bulloch, (water-sewer and transportation, parks, public safety).




Future Development Map and Character Areas



| INTERSTATE GATEWAY DISTRICT (IG-D) | | |
|--|---|---------------------------|
| POLICIES | DESIGN PRINCIPLES | |
| <p>Intent</p> <ul style="list-style-type: none"> Enhance and maintain existing highway commercial businesses associated with interstate interchanges to define a visual gateway to Bulloch County, and create industrial or large business facilities to take advantage of the I-16 access and proximity to Savannah's port and shipping facilities. | <p>Site Design</p> <ul style="list-style-type: none"> Deep to moderate building setbacks using building structures to frame the site. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure. | |
| <p>General Characteristics</p> <ul style="list-style-type: none"> Potential to accommodate large auto oriented commercial and industrial uses catering to I-16 traffic and nearby workforce. | <p>Density/Intensity</p> <ul style="list-style-type: none"> Limited civic buildings. 1-8 dwelling units per acre. 1-4 story buildings. | |
| <p>Application</p> <ul style="list-style-type: none"> Planned development for industrial, commercial and residential uses for workers and travelers. Locate on principal arterial where full services, public facilities and routes of potential public transportation are available. | <p>Green Space</p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers between built areas to limit negative noise and visual impacts to surrounding areas. Moderately dense street trees, bushes and planting strips. | |
| <p>Primary Land Uses</p> <ul style="list-style-type: none"> Single or multi-family residential (PUD only). Interstate oriented commercial uses. Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, etc. Planned business or industrial parks. | <p>Transportation</p> <ul style="list-style-type: none"> High vehicular connectivity with managed access with frontage roads, accommodation for heavy vehicles, landscaped parking, limited connections to surrounding development and efficient and safe circulation patterns. Moderate pedestrian environment and facilities (sidewalks/bicycles/multi-use trails). Paved roadways and parking (on-site), curb and gutter, sidewalks, streetscapes and street lighting. | |
| <p>Zoning Classifications</p> <ul style="list-style-type: none"> HC, LI, HI, PUD, Interstate Overlay | <p>Infrastructure</p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant public utilities. Low impact development. | |
| <p>Visual Character Description</p> | | |
| <p>Development Pattern</p> | <p>Transportation</p> | <p>Green Space</p> |
| <p>IMPLEMENTATION STRATEGIES</p> <ul style="list-style-type: none"> Continue to implement the redevelopment plan for the I-16/U.S. 301 Interstate Gateway District. Prepare a redevelopment plan to establish a similar district at I-16 and State Route 67. | | |

Future Development Map and Character Areas

| SUBURBAN NEIGHBORHOOD (S-N) | |
|--|---|
| POLICIES | DESIGN PRINCIPLES |
| <p>Intent</p> <ul style="list-style-type: none"> Enhance existing suburban neighborhoods and create new suburban neighborhoods with a sense of place and community. | <p>Site Design</p> <ul style="list-style-type: none"> Shallow-to-moderate building setbacks with green space. Moderate building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure. |
| <p>General Characteristics</p> <ul style="list-style-type: none"> Clustered buildings located close to the street with parking beside or behind the building. | <p>Density/Intensity</p> <ul style="list-style-type: none"> Scaled civic uses. 2-4 dwelling units per acre. |
| <p>Application</p> <ul style="list-style-type: none"> Compact and walkable residential development and neighborhood commercial development. Housing diversity and connectivity with nodal concentrations near key crossroads. Connect to public water and sewer if available. | <p>Green Space</p> <ul style="list-style-type: none"> Informal landscaping for passive use areas. Formal landscaping and appropriate buffers within built areas. Maintain connections between natural features. Neighborhood and community park facilities. |
| <p>Primary Land Uses</p> <ul style="list-style-type: none"> Civic uses such as places of worship, cemeteries and burial grounds, health facilities, school's passive recreation (including greenways and trails), public parks and community centers. Single family and multi-family residential uses. Neighborhood-scale commercial and office uses. Neighborhood-scale mixed use development. | <p>Transportation</p> <ul style="list-style-type: none"> Pedestrian facilities (sidewalks/multi-use trails) connected to civic and commercial uses. Moderate vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns. Paved roadways and parking, curb and gutter, sidewalks, streetscaping and streetlights. |
| <p>Zoning Classifications</p> <ul style="list-style-type: none"> R-2, R-3, R-25, GC, NC, PUD | <p>Infrastructure</p> <ul style="list-style-type: none"> Municipal water (or sewer) proximity. On-site water (private wells or small systems) and sewer (septic or package systems). Abundant private utilities. Low impact development. |
| <p>Visual Character Description</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p><i>Development Pattern</i></p>  </div> <div style="text-align: center;"> <p><i>Transportation</i></p>  </div> <div style="text-align: center;"> <p><i>Green Space</i></p>  </div> </div> | |
| <p>IMPLEMENTATION STRATEGIES</p> <ul style="list-style-type: none"> Incorporate and incent design principles into development ordinances, or by zoning conditions. Encourage the use of planned unit developments (PUD's). Develop and promote incentives for amenities, aesthetics, and infill. Implement the Countywide Greenways Master Plan and define priorities for development. | |

| SUBURBAN CORRIDOR (S-C) | |
|---|---|
| POLICIES | DESIGN PRINCIPLES |
| <p>Intent</p> <ul style="list-style-type: none"> Enhance existing suburban corridors with an increased sense of place and community. | <p>Site Design</p> <ul style="list-style-type: none"> Moderate-to-deep building setbacks with green space using building structures to frame the site. Moderate-to-large building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure. |
| <p>General Characteristics</p> <ul style="list-style-type: none"> Mixed use or single use commercial, office and residential development along major linear transportation corridors. Clustered buildings located close to the street with shared parking to the side and rear. | <p>Density/Intensity</p> <ul style="list-style-type: none"> Scaled civic uses. 2-8 dwelling units per acre. 1-4 story buildings clustered with proximity to major intersections. Moderate floor area and impervious surface ratios. |
| <p>Application</p> <ul style="list-style-type: none"> Locate on principal arterials near areas where public water and sewer exists or is proposed. Housing diversity and connectivity with nodal concentrations at major intersections. | <p>Green Space</p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers within built areas. Community and regional park facilities. |
| <p>Primary Land Uses</p> <ul style="list-style-type: none"> Civic uses such as places of worship, cemeteries and burial grounds, schools, health care facilities, active and passive recreation and municipal services. Single family and multi-family residential uses. Highway commercial and office uses. Larger scale mixed use development clustered at key crossroads. | <p>Transportation</p> <ul style="list-style-type: none"> Pedestrian facilities (sidewalks/bicycles/multi-use trails) with high connectivity between uses. High vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns. Paved roadways and parking, curb and gutter, sidewalks, streetscaping and streetlights. |
| <p>Zoning Classifications</p> <ul style="list-style-type: none"> R-2, R-3, R-25, HC, GC, PUD, Corridor Overlay District | <p>Infrastructure</p> <ul style="list-style-type: none"> Municipal water (or sewer) proximity. On-site water (private wells or small systems) and sewer (septic or package systems). Abundant private utilities. Low impact development. |
| <p>Visual Character Description</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p><i>Development Pattern</i></p>  </div> <div style="text-align: center;"> <p><i>Transportation</i></p>  </div> <div style="text-align: center;"> <p><i>Green Space</i></p>  </div> </div> | |
| <p>IMPLEMENTATION STRATEGIES</p> <ul style="list-style-type: none"> Incorporate and incent design principles into development ordinances, or by zoning conditions. Encourage the use of planned unit developments (PUD's). Develop and promote incentives for amenities, aesthetics, and infill. Implement the Countywide Greenways Master Plan and define priorities for development. Prepare and adopt a Suburban-Corridor Overlay District to regulate building placement, and materials, design and size, sign placement, landscaping, access management, inter-parcel access, and other elements that contribute to the look and function of the corridor. | |

Update Zoning Ordinance

- Transfer routinely approved zoning conditions used into appropriate ordinances.
- Modernize definitions, use charts, parking ratios, signage requirements.
- Consider additional overlays districts (stricter requirements)
 - Interstate gateways @ exits 132/137, suburban corridor on state highways and “Old SR 46”; maybe the water district generally.
- Remove obsolete passages.
- Incent or improve design standards.

Update Subdivision Regulations (What they are supposed to do?)

- Accurate land records.
- Logical lot layouts related to topography.
- Ensure no hazards or nuisances are created.
- Adequate design of streets, drainage, utilities and sanitary systems.
- Properly installed and publicly dedicated infrastructure.
- Assure developers pay their fair share for the costs of the subdivision.
- Conformance to overall plans for the street network, public facilities and land use.

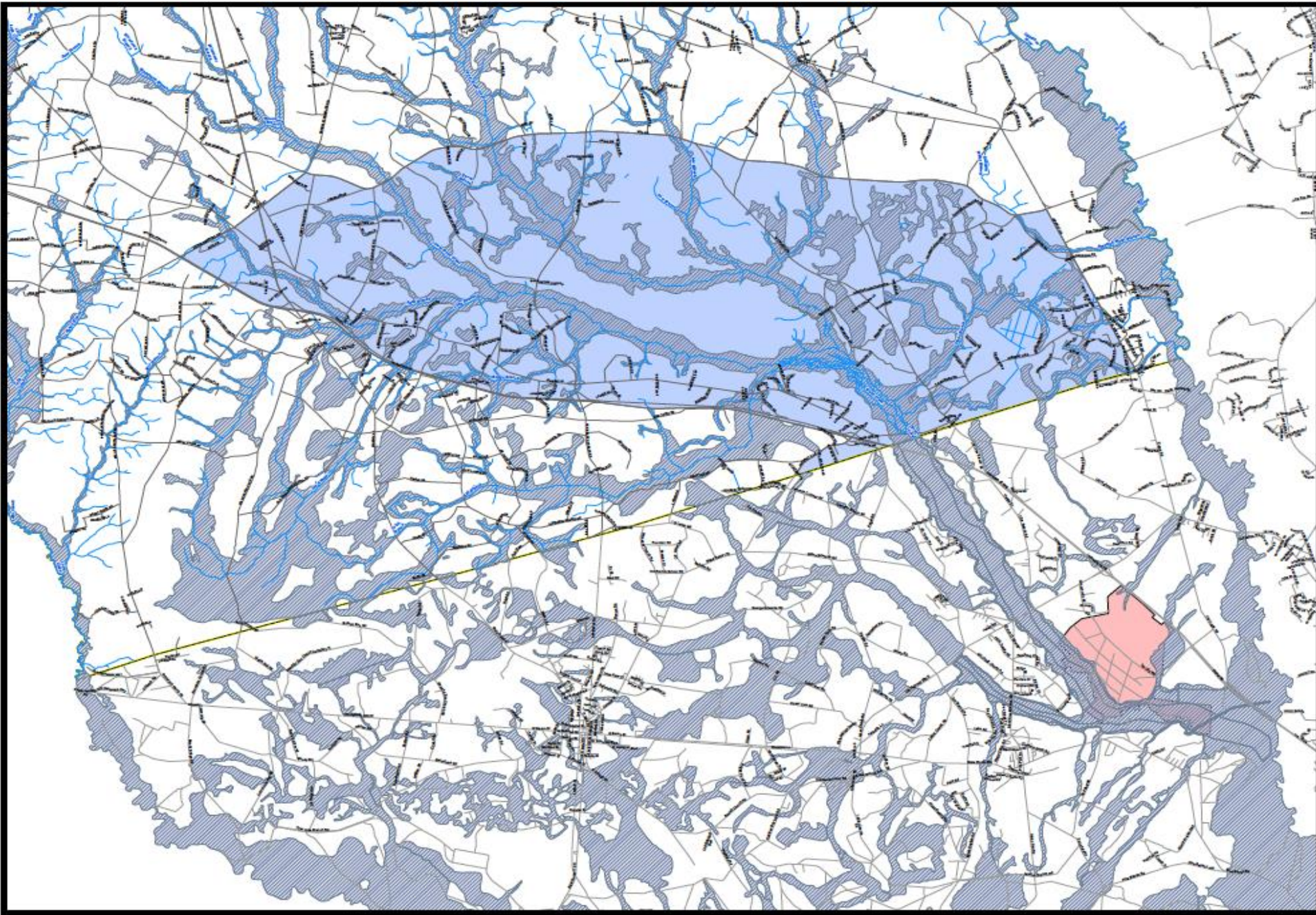
Current Subdivision Regulations: Common Problems

- Access to substandard county roads.
- Poor road construction within subdivisions.
- Safety hazards and nuisances created by poor building lots.
- Poor drainage and soil erosion that creates on-site/off-site nuisances.
- Improper utility installation and fire protection (utility installation standards; fire flow and hydrants – dry or wet).
- Efficient plat approval and public dedication.
- **OFTEN THESE PROBLEMS RESULT IN ADDITIONAL PUBLIC COSTS TO CORRECT PROBLEMS THAT COULD HAVE BEEN PREVENTED WITH PROPER STANDARDS AND ENFORCEMENT.**

Stormwater/Drainage

- Consider minimum stormwater/drainage regulations for development.
- Attain a pre-development standard – not necessarily urban standards or creation of stormwater utility districts.

Water and Sewer in SE Bulloch



Bulloch County Utility District
 Bulloch County, Georgia

- Wayne County Roads
- Bulloch County Roads
- Wilkshire County Roads
- Bulloch Streams
- PWSA Flood Zone Area
- Bulloch County Limits
- Utility District
- 119 Joint Development Authority Site



0 2,000 4,000 10,000 Feet
 1 in = 4,000 feet

Water-Sewer: Need

- Targeted area is unserved/underserved by public water/wastewater facilities.
- The Black Creek Watershed Plan (which intersects the planning district) recommends sanitary sewer as a means to combat failing septic tanks that may contribute fecal coliform pollutants into the watershed.
- Potential customer base in the planning district before 2030 (conservative assumption): 1,960 water customers; 1,498 sewer customers.

Water-Sewer: Sewer Plan

- Bryan County will construct a sewer force-main to the Bulloch County line providing 0.25 to 0.5 MGD capacity over time for SE Bulloch.
- Bulloch County hopes to use leveraged funds to expand sewer force-mains and pump stations westward proximate to the I-16 corridor or northward along U.S. 80.
- Bulloch developers will purchase capacity in Bryan County's proposed new sewer plant through development agreements formed by either capital recovery fees, aid-to-construction fees or impact fees.
- Additional long-term sewer capacity will come from constructing a new treatment facility or purchasing capacity from the City of Statesboro, if available.

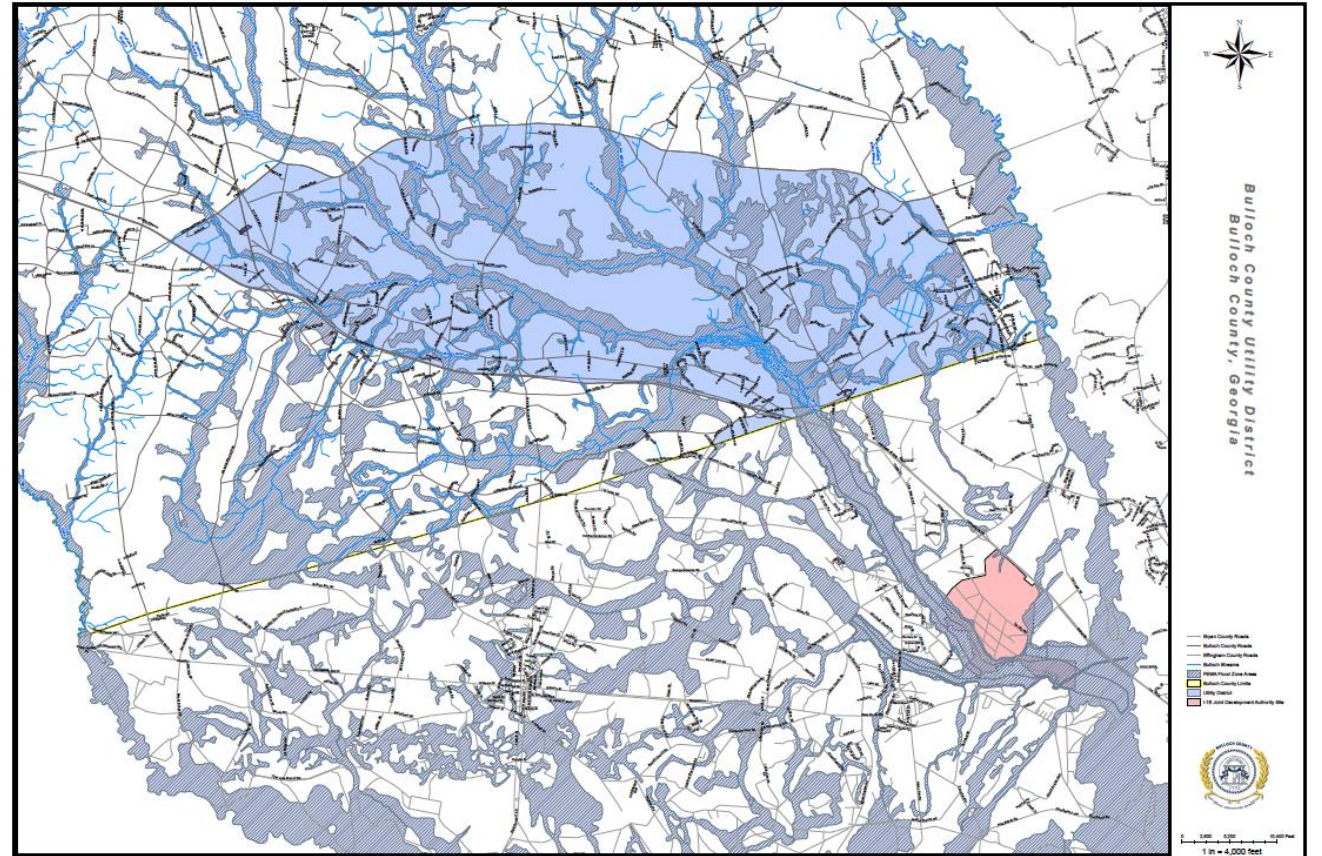
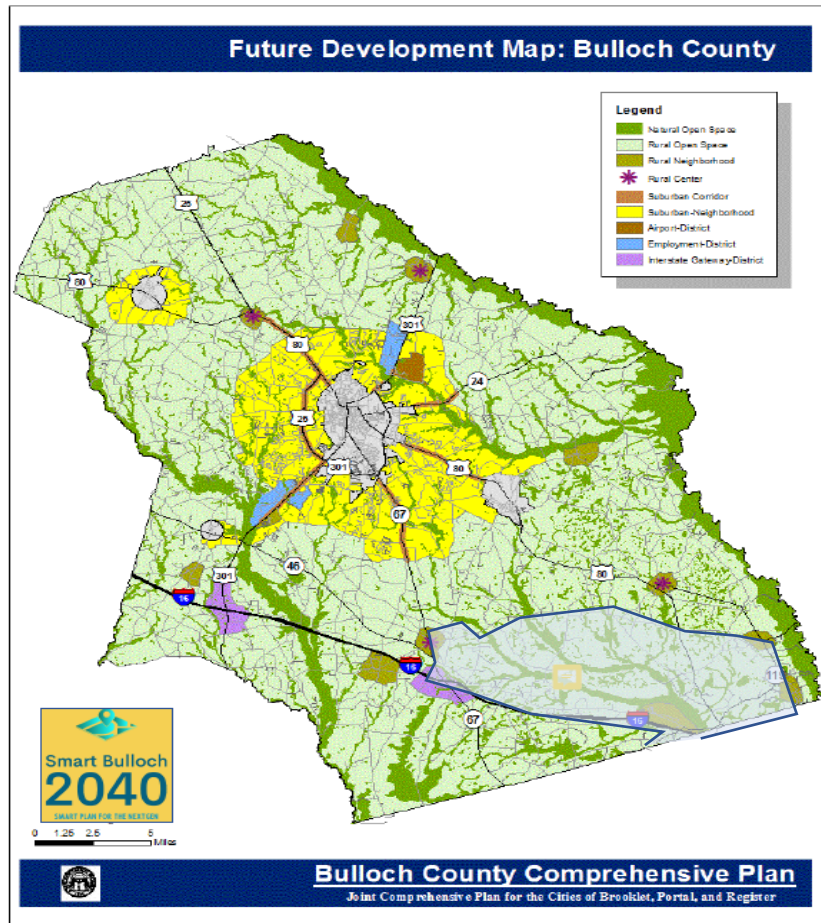
Water-Sewer: Over \$12 million has been requested from outside sources

| SOUTHEAST BULLOCH UTILITY DISTRICT FUNDING SCHEDULE | | | | | | |
|---|--|------------------------|-----------------------|------------------------|--------------|-----------------|
| <u>Phase</u> | <u>Funding</u> | <u>Water</u> | <u>Sewer</u> | <u>Sub-Total</u> | <u>Begin</u> | <u>Complete</u> |
| I | Local ARPA Funding | \$7,830,000.00 | | \$7,830,000.00 | 07.01.2022 | 12.31.2024 |
| I | Congressionally Directed Spending | \$0.00 | \$3,010,000.00 | \$3,010,000.00 | 07.01.2022 | 12.31.2024 |
| I | State of Georgia Fiscal Recovery Funds | \$7,552,910.24 | \$3,254,223.20 | \$8,807,133.44 | 07.01.2022 | 12.31.2024 |
| I | Host Fee Revenue (Bryan Wells) | \$1,912,709.00 | \$0.00 | \$1,912,709.00 | 01.01.2025 | 01.01.2026 |
| II | GEFA Loan (Under Review) | \$0.00 | \$0.00 | \$0.00 | 01.01.2025 | 01.01.2026 |
| | TOTAL | \$17,295,619.24 | \$6,264,223.20 | \$22,559,842.44 | | |
| | Non-Local Funding Share | \$7,552,910.24 | \$6,264,223.20 | \$12,817,133.44 | | |
| | Local Funding Share | \$9,742,709.00 | \$0.00 | \$9,742,709.00 | | |
| | Local Match Ratio | 56.3% | 0.0% | 43.2% | | |
| | State SLFRF Share | 43.7% | 42.8% | 43.5% | | |
| | Federal Share | 0.0% | 57.2% | 13.3% | | |

Water-Sewer

- Mandatory hook-up thresholds.
- Consider allowing decentralized sewer until centralized sewer is available.
- Developer agreement between Bryan County and Bulloch County developers for sewer.

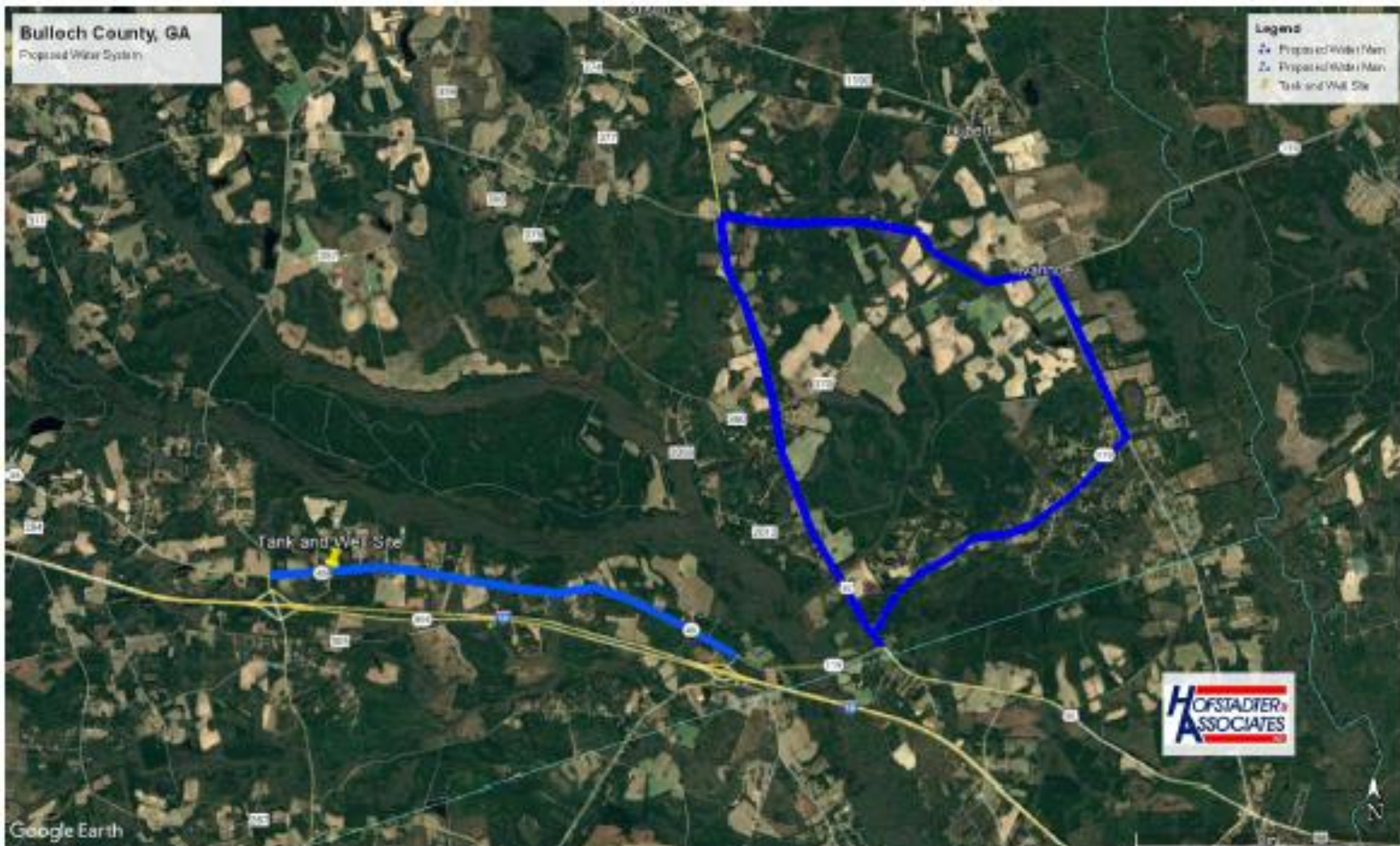
Water Utility and Land Use



Bulloch County, GA
Proposed Water System

Legend

- Proposed Water Main
- Proposed Water Main
- Tank and Well Site



Google Earth

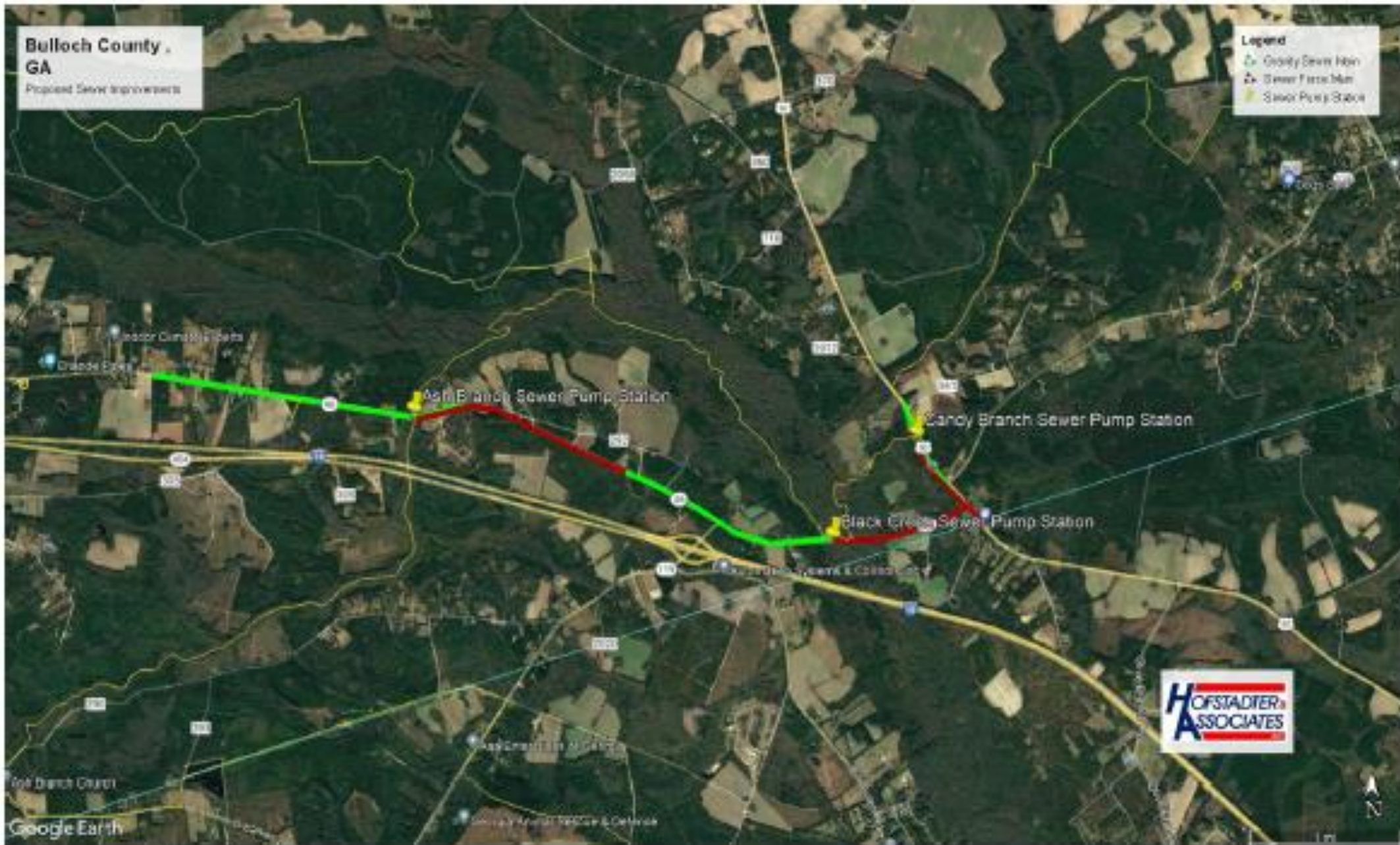


Bulloch County, GA

Proposed Sewer Improvements

Legend

- Green line: Gravity Sewer Main
- Red line: Sewer Force Main
- Yellow star: Sewer Pump Station



Ash Branch Sewer Pump Station

Candy Branch Sewer Pump Station

Black Creek Sewer Pump Station



Q & A, Discussion

Q & A and Discussion

Thank you for coming, today!