



## Bulloch County Departmental Review

|   |  |                          |                         |
|---|--|--------------------------|-------------------------|
| <b>Agenda Item:</b>                                   | 4  | <b>Meeting Date:</b>     | August 5, 2025<br>(BOC) |
| <b>Application #:</b>                                 | RZNE-2025-00186  | <b>Application Type:</b> | Rezoning                |
| <b>Request:</b>                                       | John and Marie Hunnicutt Family, LLLP., has submitted an application to rezone approximately 51 of the 64.95 acres AG-5 (Agricultural 5 acres sq. ft.) / HC (Highway Commercial) to R-8 (Residential 8,000 sq. ft.) for the purpose of creating a single-family subdivision. The property is located on U.S. Highway 80 East. Steve Rushing will serve as agent. |                          |                         |
| <b>Planning and Zoning Commission Recommendation:</b> | Denial by a unanimous 5-0 vote.  |                          |                         |
| <b>Final Staff Recommendation:</b>                    | The staff recommends approval of the request with conditions.  |                          |                         |

|                         |  |                          |         |
|-------------------------|--|--------------------------|---------|
| <b>Applicant:</b>       | John and Marie Hunnicutt Family, LLLP. | <b>Acres in Request:</b> | 51      |
| <b>Location:</b>        | 21014 US Hwy 80                        | <b>Existing Lots:</b>    | 1       |
| <b>Map #:</b>           | 122 000068 001                         | <b>Requested Lots:</b>   | 134     |
|                         |  | <b>Current Zoning:</b>   | AG-5/HC |
| <b>Future Land Use:</b> | Suburban Corridor Character Area       | <b>Requested Zoning:</b> | R-8     |

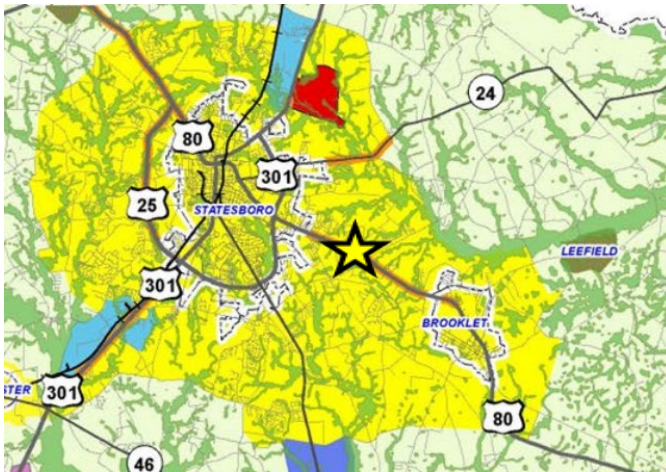
**HISTORY, FACTS, AND ISSUES:** This request, provided by John and Marie Hunnicutt Family, LLLP., pertains to an application for a rezone 51 of the 64.95 acres from AG-5 to R-8 within the subject property. The general motivation in this case is for the applicant to rezone the property in order to create conforming lots for a subdivision, and keep the remainder of the acreage zoned Highway Commercial. This subject property possesses road frontage on US Highway 80 East, a state-maintained highway, and Hagan Lane, a local county dirt road. The property is within the Suburban Neighborhood character area according to the Bulloch County 2045 Comprehensive Plan. The Suburban Neighborhood- Corridor character area zoning and design policies align with the applicant's request. Water and sewer service by the City of Statesboro will be available at Burkhalter and U.S. 80.

The subject property abuts AG-5 zoned properties to the south, highway commercial zoned properties along U.S. 80, an existing mobile home park to the east, and an R-3 with conditions to the west. This property has historically been used for agricultural use, and is intended for residential and commercial uses. There are currently no structures present on this property. Staff analyzed this request to determine compliance with the governing standards for the exercise of zoning and subdivision powers within Bulloch County. The factors most relevant to this application were considered, including the neighboring land uses, lot sizes, the unique shape of the property, and the impact of the proposed request. Therefore, the staff recommends approval of the request for a rezone with conditions as provided in the following report.



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## Location of Parcel



Subject Site

| Rezone Standards |  | Yes | No | Comment   |
|------------------|--|-----|----|---|
| (1)              | Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?  | X   |    | Recent development in the area around Burkhalter and U.S. 80 has spurred higher density housing demands.  |
| (2)              | Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?   |     | X  | Infrastructure improvements underway will provide additional opportunities for development in concert to the Comprehensive Plan and the Suburban Neighborhood-Corridor character area.                    |
| (3)              | Are there substantial reasons why the property cannot or should not be used as currently zoned?  |     | X  |   |
| (4)              | Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, EMS, sheriff or fire protection? |     | X  | The Bulloch County Board of Education has expressed concerns regarding school capacities countywide. This specific development would have a similar impact to schools as developments approved by Bulloch |



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|-----|--|---|--|
|     |  |   | County and the City of Statesboro. Other services are generally adequate for the development.  |
| (5) | Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?  | X |  |
| (6) | Will the use be consistent with the purpose and intent of the proposed zoning district?  | X |  |
| (7) | Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan?   |   | X  |
| (8) | Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property? | X | The area developments include two developments of regional impacts and is considered an area requiring special attention for rapid development potential by the Coastal Regional Commission. The proposed development conforms to the future growth map and would be appropriate for a highway corridor. |

## Land Use Planning Impact

**Future Land Use Map:** The Bulloch County Joint Comprehensive Plan indicates the property would be appropriate for the Suburban Neighborhood- Corridor character area.

**Existing Land Use Pattern:** There are currently agricultural uses, commercial uses, and residential uses at the adjacent and nearby properties.

**Zoning Patterns and Consistency:** The proposed change appears to be consistent with the suggested zoning patterns for a suburban neighborhood near a highway corridor as identified in the future development map of Bulloch County.

**Neighborhood Character:** The proposed development anticipates an appropriate density level around a community crossroads with arterial roadway access.

| Zoning Density Analysis |                    |                                      |                    |
|-------------------------|--------------------|--------------------------------------|--------------------|
| Current Density         | Allowed Density    | Future Land Use Map Density (gross)  |                    |
|                         |                    | Rural-Open Space                     | 0.2 units per acre |
| Proposed Density        | 2.0 units per acre | Rural-Neighborhood                   | 1.0 units per acre |
|                         |                    | Suburban Neighborhood Character Area | 2.0 units per acre |



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| Density Alternative Analysis |   |                                    |                                |                      |                                   |                                      |
|------------------------------|---|------------------------------------|--------------------------------|----------------------|-----------------------------------|--------------------------------------|
| Zoning                       | Gross Density: 64.95 acres <sup>1</sup> | Net Density: 51 acres <sup>2</sup> | Estimated Yield: Gross Density | Lot Max. Net Density | Estimated Yield: Max. Net Density | Net Lot Yield With 15% Bonus Density |
| R-40                         | 0.544 units per acre                    |                                    | 70                             | 55                   | 63                                |                                      |
| R-25                         | 1.089 units per acre                    |                                    | 113                            | 88                   | 101                               |                                      |
| R-15                         | 1.741 units per acre                    |                                    | 188                            | 148                  | 170                               |                                      |
| R-8                          | 2.904 units per acre                    |                                    | 353                            | 277                  | 318                               |                                      |

<sup>1</sup> Gross density calculates total acreage less the estimated land needed for public dedication.

<sup>2</sup> Net density calculates total acreage less areas which cannot be developed due to environmental constraints (wetlands) and the estimated land needed for public dedication.

**Positive Impact:** The development appears to conform with suggested land use planning policy.

## Fiscal/Economic Impact

**Fiscal Analysis:** Using the Envision Tomorrow Regional Fiscal Impact Tool 3.4, and based on 134 single-family housing units (2.5 persons per unit) valued at \$330,000 per parcel; it is estimated that after a 7-year build out, public revenues will exceed expenditures by \$278,373 (\$2,040,402 in total revenues v. \$1,762,029 in total expenditures).

\*Note- The fiscal impact tool is an estimate based on the best available data sources. Some data has been assumed by the practitioner's knowledge and best practices. In addition, the impact tool measures direct revenue/cost data. Indirect benefits are not included.

**Neutral Impact:** Cost of public service expenditures is expected to be neutral.

## School Impact

**Student Enrollment Created by New Development:** School impact is anticipated. A minimum of 83 new students in the Southeast Bulloch High School Feeder district.

**Negative Impact:** The impact to the Southeast Bulloch High School feeder system is likely to be negative assuming 25% of new residents will be less than 19 years old.

## Water / Sewer Impact

**Water System:** Water service will be provided by the City of Statesboro.

**Sewerage:** Sewer service will be provided by the City of Statesboro

**Positive Impact:** The development will utilize services previously approved in the area.

## Solid Waste Impact

**Nearest Existing Solid Waste and Recycling Centers:** Pretoria Recycling Center

**Waste Generation Estimate:** 335 tons annually.

**Neutral Impact:** Private collection services are available. The increase would account for less than a 2% of collections in the unincorporated county.



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## Environmental Impact

**Wetlands and Flood Zones:** Development as proposed assumes disturbance of 0.0 acres of wetland areas and/or flood zone areas.

**Stormwater:** The impervious surface ratio based on the proposed number of lots and use is expected to be 6-10%.

**Aquifer Recharge Areas:** There are no known areas affected.

**Water Supply Watersheds:** There are no known watersheds affected.

**River Corridors:** There are no known corridors affected.

**Air:** This project is not expected to create an air pollution nuisance.

**Soils:** Soil type are primarily Tifton Sandy Loam (TqB), Irvington Loamy Sand (LjA), Pelham Loamy Sand (PIA), and Fuquay Loamy Sand (FhB).

**Historic or Archeological Resources:** There are no known resources affected.

**Resources of Regional or Statewide Importance:** No Development of Regional Impact study was required or performed.

**Neutral Impact:** A stormwater management plan and Hydrology Study will be required.

## Traffic and Road Infrastructure Impact

**ITE Trip Generation Rate:** 9.2 per household or 1,232 trip ends per day.

**Proposed Road Construction in Development:** Internal public road meeting county standards are proposed for the development.

**Parking:** Parking will be on-site per dwelling.

**GDOT Road Classification for Access Road:** US Highway 80 is an arterial roadway, and Hagan Lane is a local route.

**Bulloch Transportation Plan Classification for Access Road:** US Highway 80 is a state-maintained arterial route, and Hagan Lane is a local county dirt road.

**Condition of Access Road:** US Highway 80 is a state-maintained paved road in adequate condition, and Hagan Lane is a county-maintained local dirt road.

**Intersection Analysis:** Access to US Highway 80 and Hagan Lane will be permitted by GDOT.

**Drainage:** The development is located in the Black Creek River Basin. Currently all drainage is natural; no man-made improvements to the parcel are known other than roadside drainage ditches and culverts. The access way/driveways to primary structures should have proper roadside drainage measures installed.

**Neutral Impact:** The rezone request, in consideration of the scale of the development, would have a neutral impact to the road infrastructure, traffic safety and drainage. A hydrology study and stormwater management plan are required for the initiation of a subdivision development. A County and GDOT permit will be required for the subdivision entrances. Cost for improvements will be paid by the developer.

## E-911 and Emergency Management Impact

Street addresses can be easily assigned. The County GIS 911 Coordinator should be contacted prior to construction.

**Neutral Impact:** These services would not be severely impacted.

## Law Enforcement Impact

**Agency:** Bulloch County Sheriff's Office



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**Level of Service Standard (national: 0.6 per 1,000 population):** Bulloch County has 37 sworn officers for road patrols. The LOS is 67 for the total county population or 38 based on unincorporated population.

| Public Safety Unit        | Facility Distance / Response Time                      | LOS Impact or Deficiency   | Intangibles                                    |
|---------------------------|--|--|--|
| Law Enforcement (Sheriff) | 5.6 miles, 10 minutes depending on patrolling patterns | 0.279 or no full-time equivalent additional officers would be required | Shift of 3 covers 684 square miles             |
| Georgia State Patrol      | 7.3 miles, 13 minutes depending on patrolling patterns | NA   | Post #45 located south of Statesboro on US 301 |

**Negative Impact:** The Sheriff's Department's capabilities are already exceeding capacity. The additional development would not require an additional full-time officer.

## EMS and Fire Service Impact

| Public Safety Unit                 | Facility Distance / Response Time                    | LOS Impact or Deficiency                      | Intangibles  |
|------------------------------------|--|---|--|
| Fire (Bulloch Co. Fire Department) | Brooklet Station 7<br>4.4 miles 6 min. response time | ISO Rating 4Y                                 | City of Statesboro would need to be called for automatic aid or in event of a hazardous materials spill. |
| EMS-Rescue (County)                | 5.3 miles, 12 minutes response time                  | (-0.276) EMT / Paramedic per 1,000 population |  |

**Negative Impact:** Response times for fire and EMS are adequate but the development may create a staffing deficiency upon build out if current staffing is not increased.

## Recreation-Open Space Impact

**Nearest Facilities:** Brooklet Park (4 miles).

**NRPA Level of Service – Acreage (9.2 acres per 1,000):** The development would create a demand of 3 acres of public park space.

**Open Space:** 0.357 dedicated to open space area.

**NRPA Level of Service - Trails (14 miles for population class; current 2.9) Greenway:** Nearest facility is S&S Greenway 2.5 miles.

**Positive Impact:** The development proposes an open green space area.





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## Summary of Findings – Final Staff Recommendation

| Impact Summary           |  |          |          |
|--------------------------|--|----------|----------|
| Impact Factor            | Positive   | Negative | Neutral  |
| Land Use Planning        | X  |          |          |
| Fiscal-Economic          |  |          | X        |
| Schools                  |  | X        |          |
| Water-Sewer              | X  |          |          |
| Solid Waste              |  | X        |          |
| Environmental            |  | X        |          |
| Traffic and Roads        |  | X        |          |
| Emergency Management     |  | X        |          |
| Law Enforcement          |  |          | X        |
| EMS-Fire                 |  |          | X        |
| Recreation               | X  |          |          |
| <b>Total</b>             | <b>3</b>   | <b>5</b> | <b>3</b> |
| Local Impact Findings    | The rezoning of the 51 acres is likely to have a neutral impact on County services |          |          |
| Regional Impact Findings | N/A  |          |          |

## FINAL STAFF RECOMMENDATION

**The staff recommends approval of the request with the following conditions:**

1. Prior to the issuance of a certificate of occupancy, each lot shall include a minimum of one tree within the front yard, with a caliper of at least 2 inches at the time of planting. A diverse mix of tree species shall be incorporated throughout the development.
2. The development shall be required to provide direct access into the subdivision from both Highway 80 East and Hagan Lane.
3. The developer shall be required to pave Hagan Lane, at its own expense, the distance from the subdivision entrance to US Highway 80.
4. The developer shall deed 30 feet from the centerline of Hagan Lane the distance between property line corners to the Bulloch County Board of Commissioner for future improvements.
5. The development shall provide water and sewer service from either the City of Statesboro or City of Brooklet. Will-serve correspondence from the city shall be provided by the applicant prior to the approval of a sketch plan.
6. The development shall be required to provide active playground equipment within a common area.



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Participants: Ron Nelson, Interim County Engineer; Joe Carter, Fire Prevention; James Pope, Planning and Development Director; Mary DeLoach, Development Services

## PLANNING AND ZONING COMMISSION MEETING OVERVIEW

The Bulloch County Planning and Zoning Commission convened on June 17<sup>th</sup>, at 5:30 p.m., for the monthly meeting to review the rezone application submitted by John and Marie Hunnicutt Family, LLLP. The meeting was attended by Planning and Zoning Commission Board members; Schubert Lane, Betsy Riner, Charles Chandler, Adam Bath, Ryne Brannen, and Chairman Jeanne Anne Marsh. County staff, the applicant, and members of the public were also in attendance.

Steve Rushing represented the applicant and presented the application to the commission. A total of three residents spoke in opposition to this particular request. Nearby property owners addressed concerns regarding the proposed density being overwhelming for the area, the risk of additional runoff and flooding issues, the impact on wetlands, the impact on the Southeast Bulloch schools system, and the traffic impact.

Engineer for the proposed development, Haydon Rollins with Hussey Gay Bell, responded to the the public concerns, addressing runoff, proposed storm drainage systems, and traffic impacts. After hearing the presentations and public input, the planning commission voted unanimously (5-0) to recommend denial of the rezoning request. The request was deferred during the July 1<sup>st</sup>, 2025 Board of Commissioners meeting to be heard on August 5<sup>th</sup>, 2025. The final decision was scheduled to be made by the Bulloch County Board of Commissioners at their meeting on August 5<sup>th</sup>, 2025.

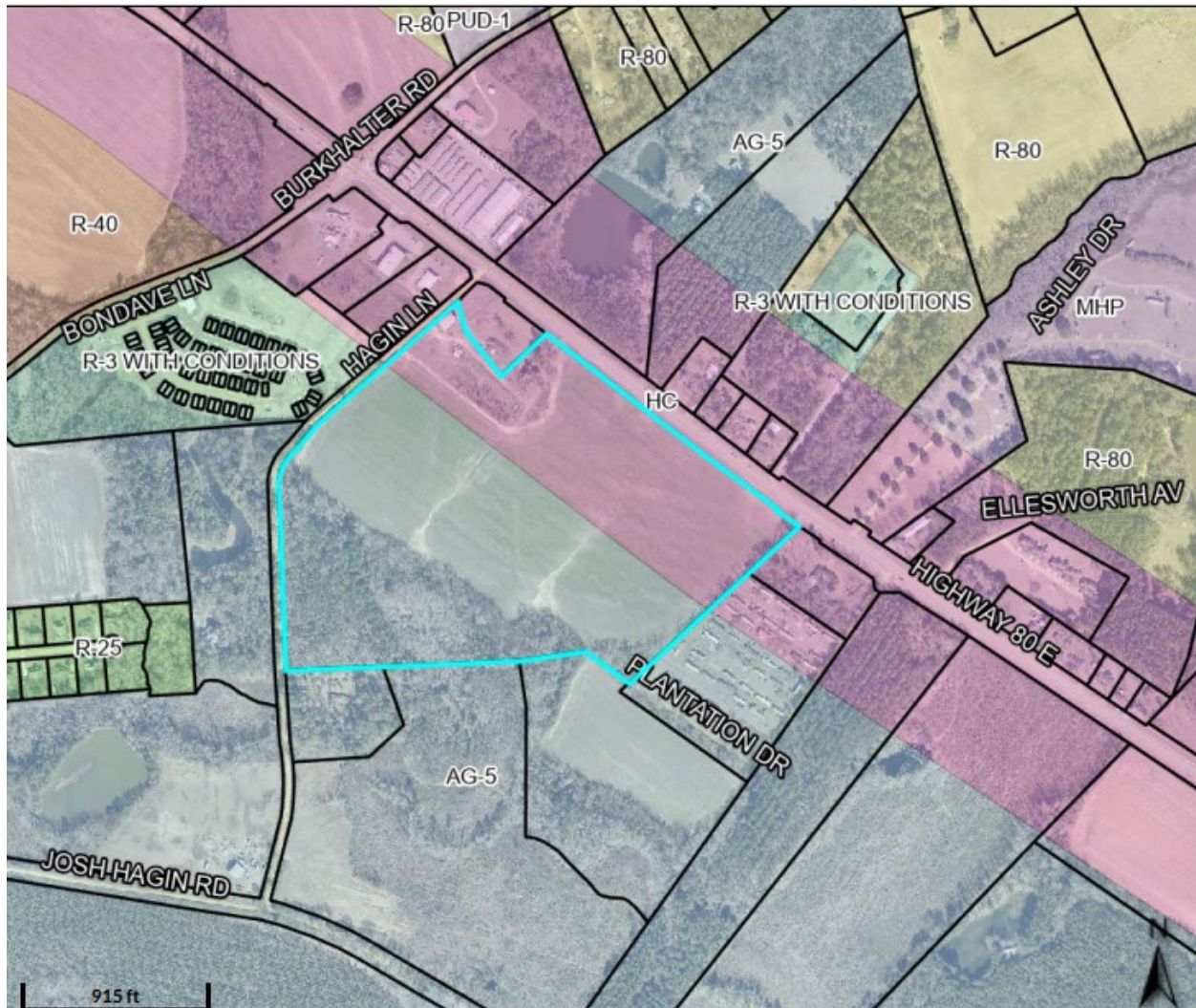




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## Existing Zoning Map

Current Parcel Zone: AG-5/HC  
Area Zoning: AG-5, HC, R-3 with conditions







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Aerial of Parcel

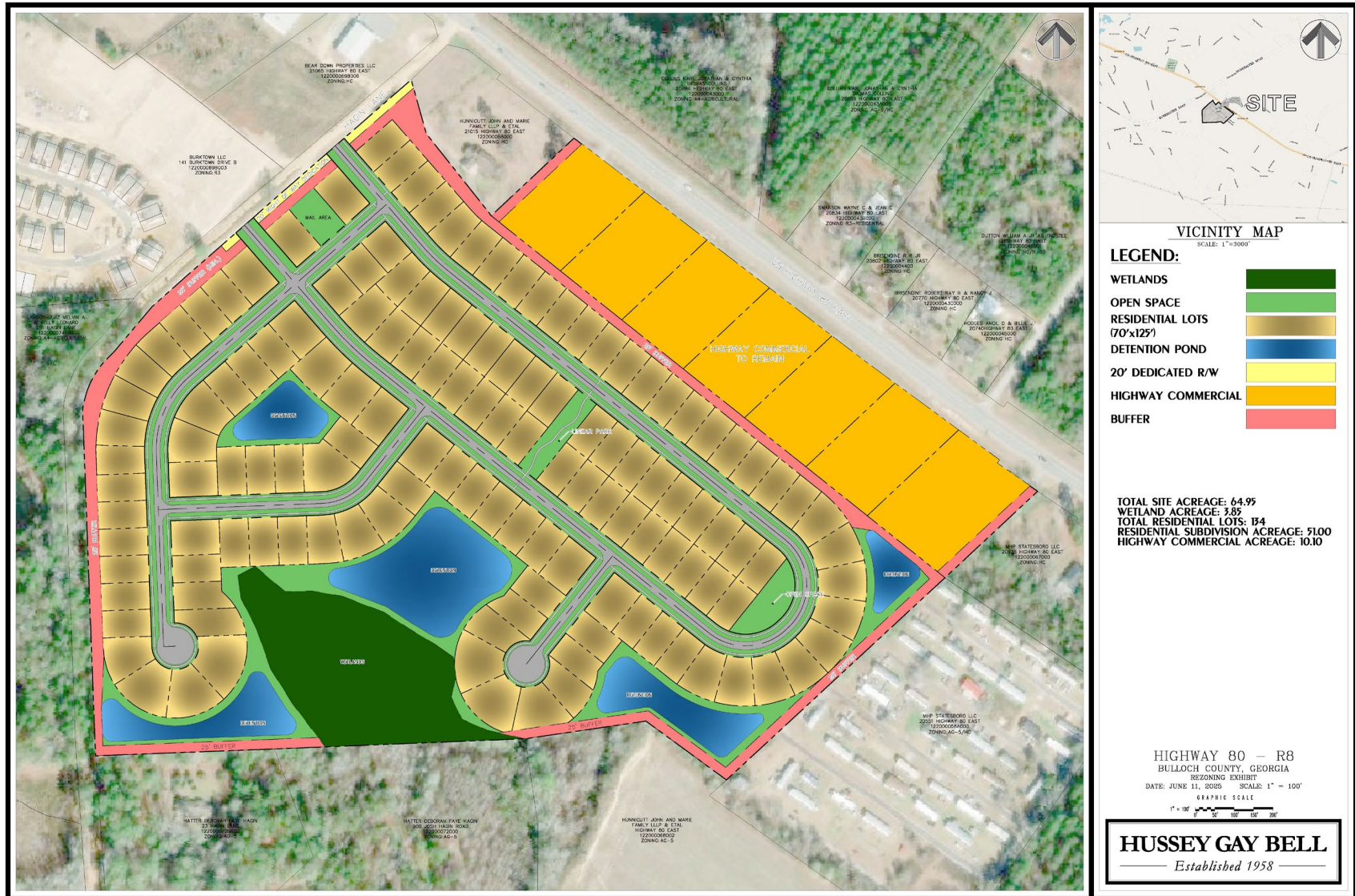






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## Proposed Site Plan





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## Letter of Intent by Applicant

### LETTER OF INTENT

**RE: FRANKJO, LLC APPLICATION TO REZONE PARCEL 122 000068 001 FROM AG-5/HC TO R8**

JOHN AND MARIE HUNNICUTT FAMILY, LLLP IS THE CURRENT LANDOWNER OF THE SUBJECT PROPERTY CONSISTING OF 65.17 ACRES, THOUGH ONLY 51 ACRES IS INVOLVED IN THE REZONE.

LOCATION: U.S. HWY 80 EAST APPROXIMATELY 1135' SOUTH OF ITS INTERSECTION WITH BURKHALTER ROAD AND ADJACENT TO HAGIN LANE. THE PROPERTY IS CURRENTLY ZONED HC HIGHWAY COMMERCIAL ALONG U.S. HWY 80 EAST FOR 600' IN DEPTH WITH THE BALANCE OF THE PROPERTY ZONED AG-5. THE PORTION OF THE PROPERTY ZONED HC LIES WITHIN THE AREA DESIGNATED AS A SUBURBAN CORRIDOR IN THE BULLOCH COUNTY COMPREHENSIVE LAND USE PLAN AND THE BALANCE OF THE PROPERTY PRESENTLY ZONED AG-5 LIES WITHIN THE AREA DESIGNATED AS SUBURBAN NEIGHBORHOOD IN THE BULLOCH COUNTY COMPREHENSIVE LAND USE PLAN.

DESCRIPTION OF PROJECT—THE PROPOSED PROJECT INCLUDES A MAXIMUM OF 134 RESIDENTIAL LOTS IF ALL STUDIES AND TESTING ALLOW AND HIGHWAY COMMERCIAL ACREAGE OF 10.10 ACRES. APPROXIMATELY 3.85 ACRES LIES WITHIN WETLANDS. THE DEVELOPER HAS PROPOSED THE CONSTRUCTION OF A MINIMUM LOT WIDTH OF 70' FOR THE RESIDENTIAL LOTS OR APPROXIMATELY 3 DWELLING UNITS PER ACRE PER THE ATTACHED SKETCH PLAN.

OUR PLAN CALLS FOR A MINIMUM 25' LANDSCAPE BUFFER AROUND THOSE BOUNDARY LINES THAT ENCOMPASS THE RESIDENTIAL LOTS, DEMONSTRATING OUR COMMITMENT TO PRESERVING THE NATURAL BEAUTY OF THE AREA. WE ALSO PRIORITIZE THE PROTECTION OF WETLANDS, ENSURING THEIR BUFFERS ARE MAINTAINED.



THE PROPOSED SUBDIVISION WILL HAVE TWO ACCESS POINTS OFF OF HAGIN LANE WHICH INTERSECTS WITH HIGHWAY 80. A COMPREHENSIVE TRAFFIC STUDY HAS BEEN COMMISSIONED, WHICH WILL INCLUDE THE INTERSECTION OF BURKHALTER AND U.S. HIGHWAY 80 EAST. DEVELOPERS ARE COMMITTED TO ADHERING TO THE RESULTS OF THE TRAFFIC STUDY IF THE PROPERTY IS REZONED TO THE R8 DESIGNATION. THIS ENSURES THAT ANY POTENTIAL IMPACT ON TRAFFIC AND INFRASTRUCTURE IS CAREFULLY MANAGED.





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## Bulloch 2045 Comprehensive Plan – Suburban Corridor

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



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**View Facing South into the Subject Property**







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**View Facing East of the Subject Property**





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View Facing North from the Subject Property

