

The Estates

AT YELLOW CREEK

SITE DATA	
SITE AREA	4253.58 ACRES
100 YEAR FLOODPLAIN AREA	417.86 ACRES
EXISTING ZONING	AR-1
PROPOSED ZONING	PRD (PLANNED RESIDENTIAL DEVELOPMENT)
ZONING JURISDICTION	HALL COUNTY, GEORGIA
SETBACKS (FEET)	
FRONT SETBACK	25 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
REQUIRED BUFFERS	50 FEET
DEVELOPMENT STANDARDS	
MIN. LOT AREA	8,000 SF
MIN. LOT WIDTH	50 FEET
MAX. BUILDING HEIGHT	50 FEET
MAX. LOT COVERAGE	45%
DEVELOPMENT SUMMARY	
82' X 185' DETACHED SINGLE FAMILY LOTS PROVIDED (10,230 SF TYP.)	42 LOTS
70' X 165' DETACHED SINGLE FAMILY LOTS PROVIDED (11,550 SF TYP.)	92 LOTS
80' X 102' DETACHED SINGLE FAMILY LOTS PROVIDED (13,200 SF TYP.)	67 LOTS
TOTAL RESIDENTIAL LOTS PROVIDED	191 LOTS
TOTAL SITE DENSITY PROVIDED	0.75 DUA
MAX. SITE DENSITY ALLOWED	506 LOTS / 2.0 DUA
COMPLIANCE CALCULATION	
OPEN SPACE REQUIRED	79.07 ACRES (30% OF GROSS LOT AREA)
OPEN SPACE PROVIDED	102.88 ACRES (62.4% OF GROSS LOT AREA)
PRIMARY CONSERVATION AREA PROVIDED	69.4 ACRES (52.2% OF TOTAL OPEN SPACE)
SECONDARY CONSERVATION AREA PROVIDED	63.55 ACRES (47.6% OF TOTAL OPEN SPACE)
ADDITIONAL DEVELOPMENT	
TOTAL PARKING REQUIRED	392 SPACES (2 SPACES/DWELLING UNIT)
RESIDENTIAL PARKING PROVIDED	764 SPACES (2 GARAGE + 2 DRIVEWAY SP.)

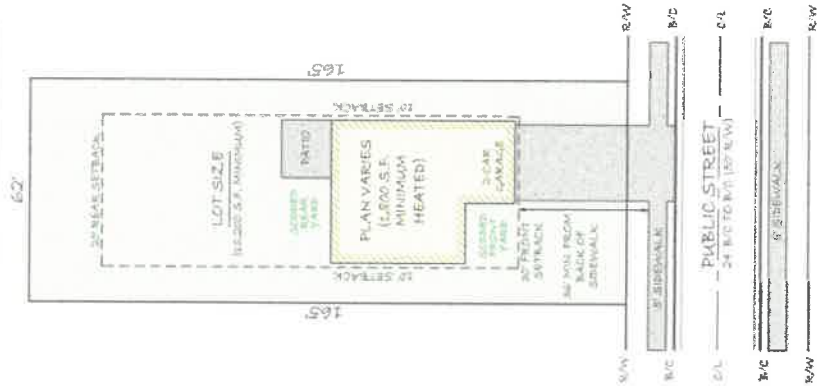


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Total Site Area:	253.58 Acres
Proposed # of Lots:	191
Proposed Density:	0.75 Lot/Acre
Proposed Openspace:	132 Acres (52%)
# of Entrances:	2
Front Setback:	30' from ROW
Side Setback:	10'
Rear Setback:	20'
3 Proposed Lot Sizes:	62' Lot Width (42)
(See Typical Lot)	70' Lot Width (82)
	80' Lot Width (67)
Proposed Buffer:	50' to 100' (Varies)

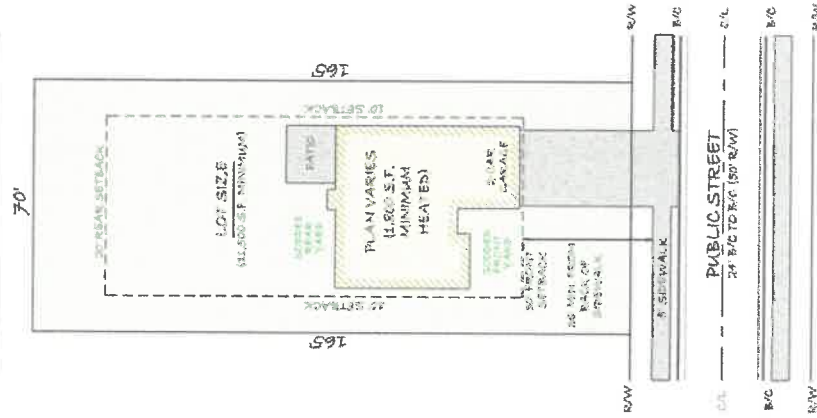


TYPICAL LOT LAYOUT



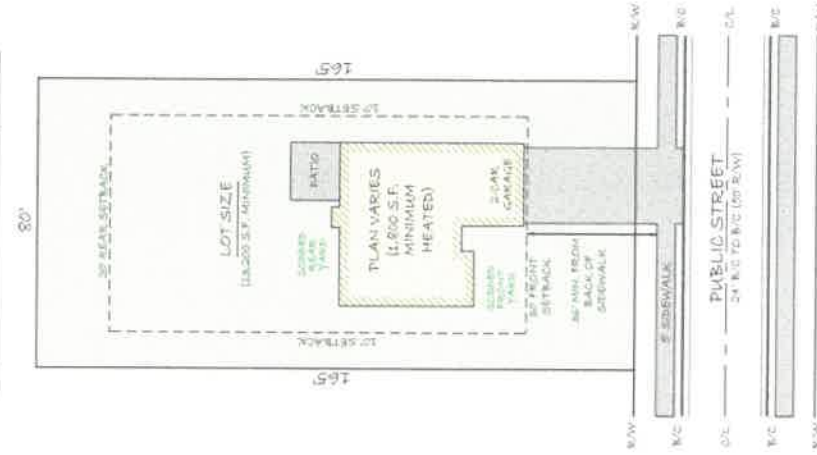
SINGLE-FAMILY DETACHED
MINIMUM 62' WIDE LOT

TYPICAL LOT LAYOUT



SINGLE-FAMILY DETACHED
MINIMUM 70' WIDE LOT

TYPICAL LOT LAYOUT



SINGLE-FAMILY DETACHED
MINIMUM 80' WIDE LOT



Amenities to Include:

Pool, Clubhouse/Pavilion, Playground, Pickleball Courts, Pocket Parks and Walking Trails



Anticipated Phasing

Phase 1 (Estimated 70 Lots)

Estimated 10-12-month to develop

Estimated 18-24-month for home construction

Amenities to be Constructed after development of Phase 1 during home construction.

Phase 2 (Estimated 61 Lots)

Estimated 10-12-month to develop

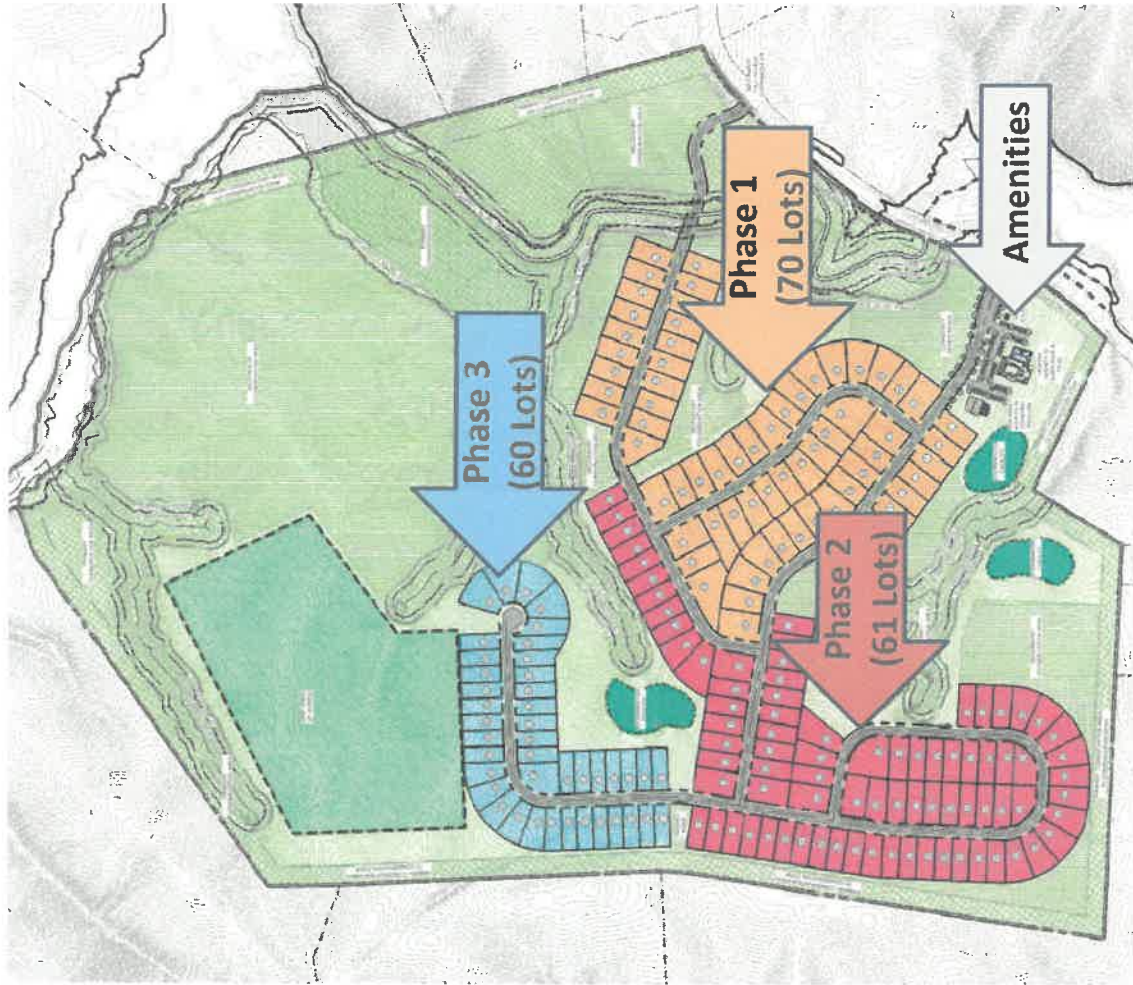
Estimated 18-24-month for home construction

Phase 3 (Estimated 60 Lots)

Estimated 10-12-month to develop

Estimated 18-24-month for home construction

Requesting 3 Model Home Permits for Project



Architectural Design

- Modern Farmhouse Design
- Board and Batten and hardi siding with accent stone/brick on various homes and Architectural Shingles
- 60' lots range in SF from 1800-2400 & \$475k-\$575k
- 70' lots range in SF from 2000-3000 & \$525k- \$650k
- 80' lots range in SF from 2400-3800 & \$600k- \$750k

Landscaping

- Professionally landscaped sodded yards
- Trees throughout subdivision and yards
- Masonry entrance sign with seasonal flowering beds
- Seasonal flowering beds throughout amenity area
- 50 to 100-foot transitional buffer planted or existing

Homeowners Association

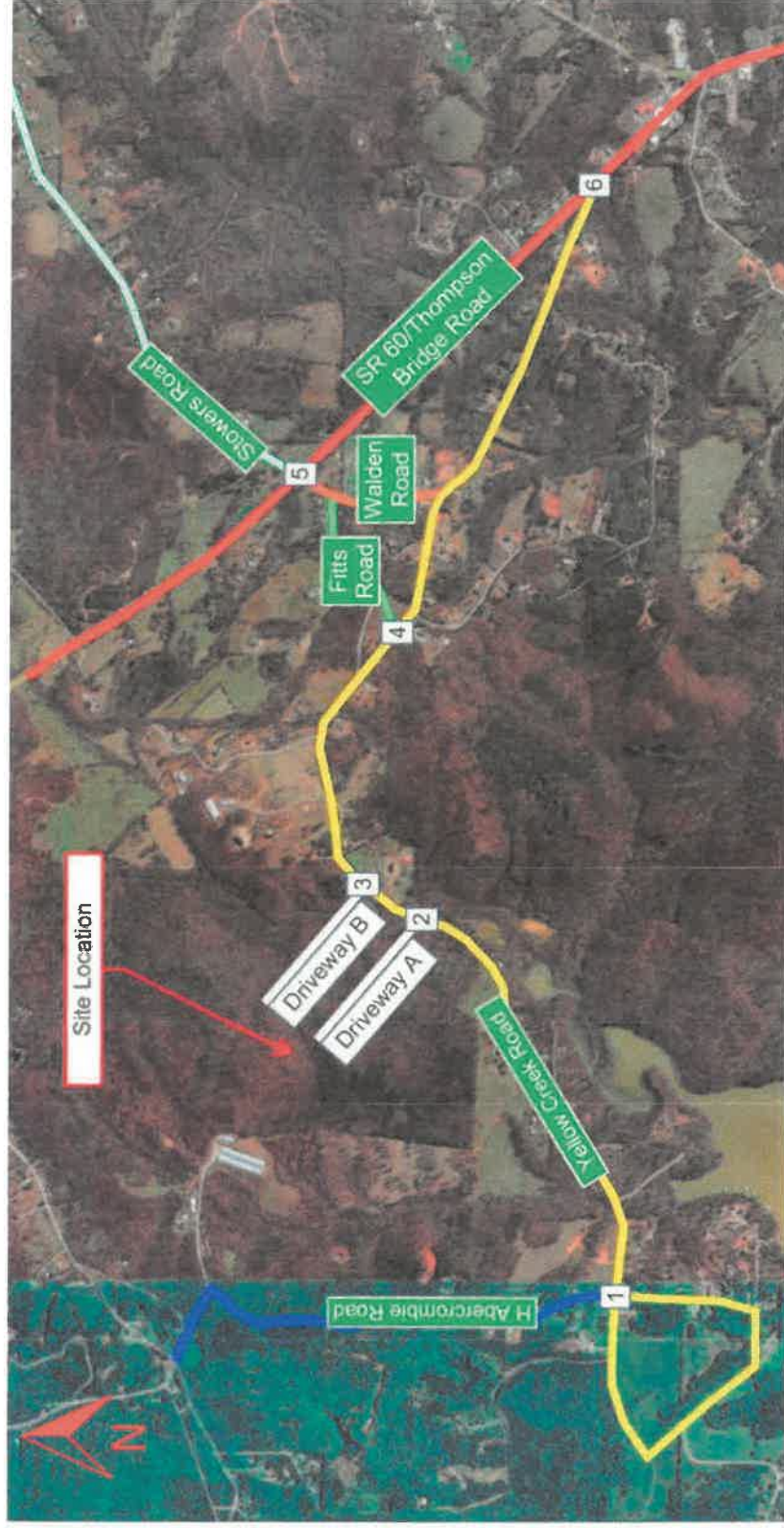
- Professional managed
- Quarterly assessed fees
- Neighborhood Watch implemented
- Covenants strictly enforced
- No Short-Term Rentals Allowed

Utilities

- Water by City of Gainesville
- Electric provided by Jackson EMC
- Internet/cable provided by AT&T and Spectrum
- Sewer by onsite drip system



Traffic Impact Study Completed March 13th, 2025 (Intersections Analyzed Below)



Traffic Impact Study

Executive Summary

Note: GDOT is currently in the design stages of widening SR 60 From Price Road to just past Yellow Creek Road. Concept Plan at the SR 60/Yellow Creek Road Intersection on the next slide.

The site will be accessed by two new driveways along Yellow Creek Road. Driveway A will be the western access and is expected to serve 70% of the units. Driveway B will be the eastern access and will serve the remaining 30% of the units.

The existing study intersections are operating at overall acceptable levels of service under existing conditions and continue to operate acceptably in the future no-build condition. In the build condition, with future year traffic volumes and added traffic from the Yellow Creek Road development, the study intersections and their approaches are expected to continue to operate at the same levels of service as they do in the no-build condition with the addition of the development traffic. The site driveways are expected to operate at an acceptable level of service, LOS A and LOS B, during peak periods with minor street stop control.

The existing intersection of SR 60/Thompson Bridge Road at Yellow Creek Road is expected to service most of the trips generated by the development. The added trips will not have an impact on the intersection's level of service.

Yellow Creek Road at Driveway A

- Driveway A should be minor street stop controlled.
- Driveway A should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.

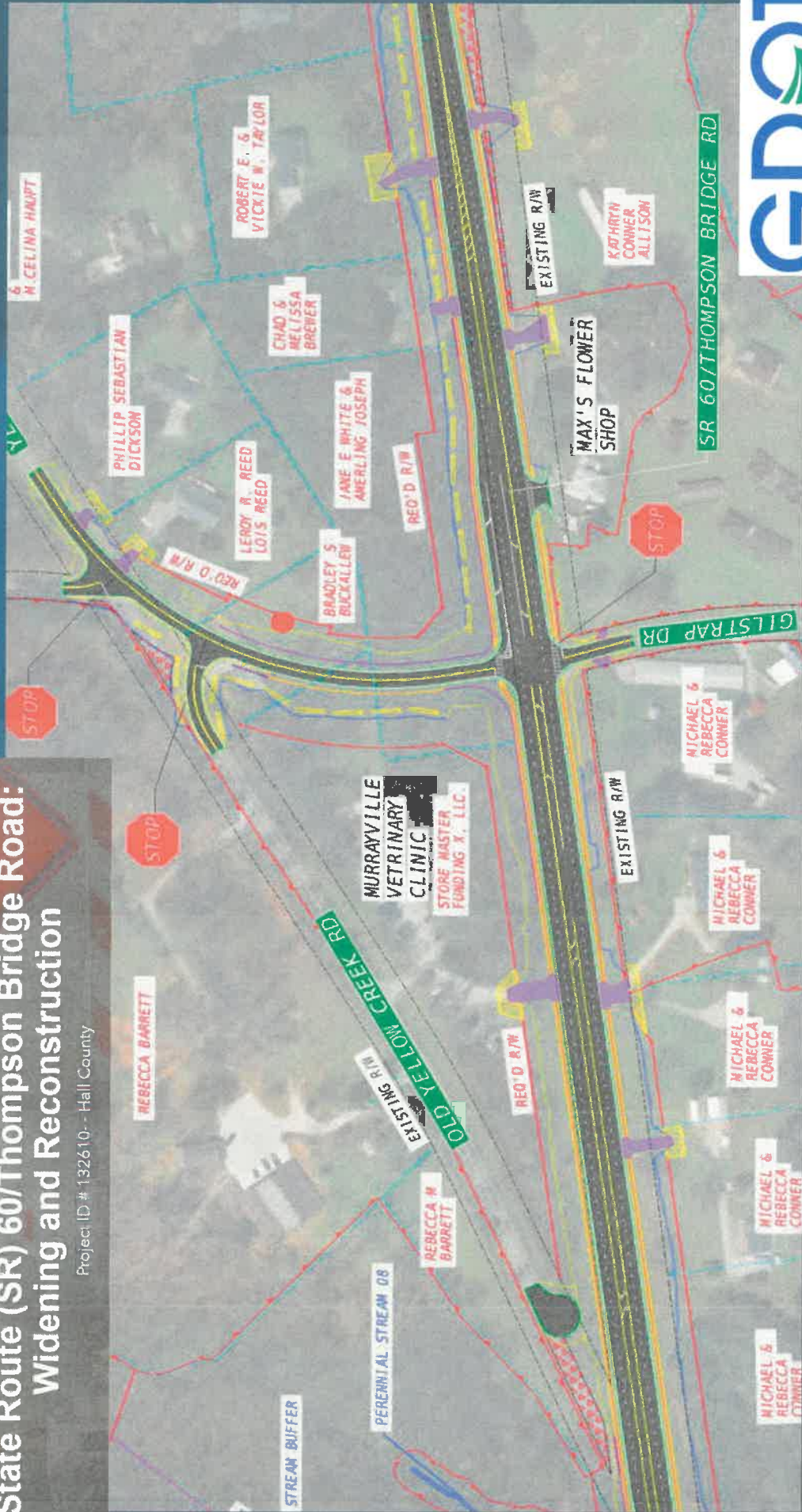
Yellow Creek Road at Driveway B

- Driveway B should be minor street stop controlled.
- Driveway B should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.

No roadway improvements are recommended for this development.

State Route (SR) 60/Thompson Bridge Road: Widening and Reconstruction

Project ID # 132610 - Hall County



How an Orenco Effluent Sewer Works



How the onsite sewer system works

1. Septic tank on lot. Solids stay in tank. Affluent is pumped from tank to street

2. Affluent is then sent by force main to a holding tank

3. Holding tank is below ground then pump house sends affluent to drip lines

4. Drip lines are below ground like septic lines at a home. These fields can be used as open space, ball fields, etc.

Other subdivisions using this system in Hall County Marina Bay, The Cottages of Lake Lanier, Chestatee North & Spouts Springs Treatment Planted began with this system..



School Burden National Averages

Numbers show 47.8 students are generated per every 100 single family detached units

Estimated students added by The Estates at Yellow Creek
191 single family detached units = 92 students added

In addition, Cook Communities has checked with Lanier Elementary, Chestatee Middle School, and Chestatee High School and none of the schools are currently at capacity.

Figure 1: Average Number of Children per 100 Housing Units (Includes Vacant Housing)

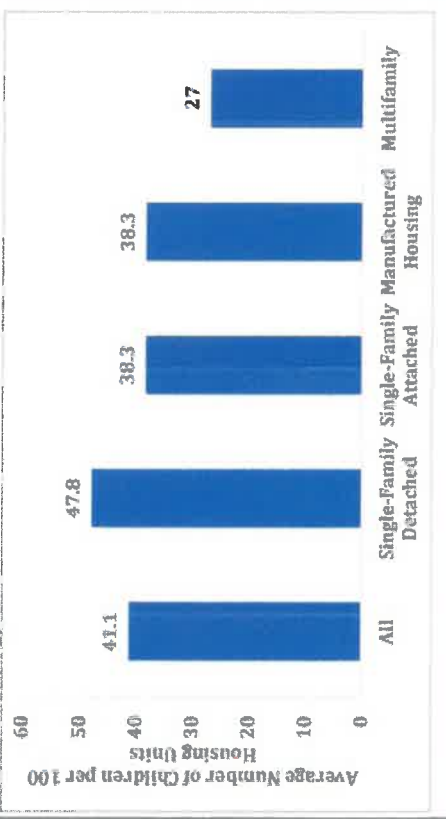


Table 1.
Average Number of School-Age Children per 100 Housing Units
By Structure Type

	Type of Structure			
	All	Single-Family Detached	Single-Family Attached	Manufactured Housing
All Housing Units	41.1	47.8	38.3	38.3
All Occupied Units	46.9	53.5	42.7	48.6
Recent Movers	42.9	62.4	44.9	53.4
Into New Construction	47.1	61.5	30.2	59.8
Into Existing Units	42.8	62.4	45.2	53.2
Non-Movers	47.5	52.7	42.3	48.0
Owner Occupied Units	45.6	48.7	29.8	43.0
Recent Movers	46.4	52.1	24.7	44.3
Into New Construction	56.0	60.8	24.4	54.3
Into Existing Units	45.9	51.6	24.7	43.9
Non-Movers	45.6	48.5	30.2	42.9
Renter Occupied Units	49.6	82.1	64.2	66.0
Recent Movers	41.7	76.2	54.7	59.7
Into New Construction	30.4	71.7	49.1	73.2
Into Existing Units	41.8	76.2	54.8	59.6
Non-Movers	52.5	84.0	67.6	68.1



Graph, chart and information provided by HousingEconomics.com and NAHB by Carmel Ford

Timeline and Revisions Made to The Estates at Yellow Creek Design and Rezoning Application

- Meeting with Community Members/Adjacent Landowner in Office March 13th, 2025
- Microsoft Teams Meeting Adjacent Landowner April 11th, 2025
- Community Meeting April 14th, 2025 (Murrayville Library)
 - 200 Letters Sent Out
 - 35 to 50 people attended
- While we are requesting a PRD Zoning Classification, the style of development is in line with a Conservation Subdivision (CS) as defined in the Hall County UDC.
 - Lot Width, Setbacks and Density match the R-1-L Zoning Classification with the exception of Lot Area.
- Since Application and After Community Meeting the following Changes have been made.
 - Revised Layout from a 1 unit/acre to a 0.75 unit/acre density
 - 253 Lots Submitted vs. 191 Lots (Current Site Plan)
 - Revised the location of the LAS drip fields to a minimum of 150' to 200' from property line.
 - Removed all Lots along Eastern side of Development and proposed 75 acres to be restricted for No future residential development.
- In discussions with Westerly Neighbors for Fence and Berm Placement along common property line.

Overall Summary

- Cook Communities has tried to listen to the community and take a partnership approach to the proposed development. As with any new development there will always be opposition, we feel this development is in line with the Hall County Comprehensive Plan and the character of the area. Our lot width, setbacks and density match that of an R-1-L Zoning with the exception of lot size. We feel this conservation style approach is less impactful to the surrounding area.

MURRAYVILLE/SARDIS

Vision

The Murrayville/Sardis community places a paramount emphasis on maintaining its rural, tranquil charm through preserving its sense of safety and natural features. The community also wants to ensure affordable housing options, prevent suburbanization, improve road conditions, and mend other infrastructure woes. By concentrating growth exclusively along SR 60/Thompson Bridge Road, as it has existing and planned infrastructure and the beginnings of a regional activity center, the County can preserve the rural character that is important to the residents in the Murrayville/Sardis area.

Supporting Ideas

- **Community Identity and Rural Charm.** The community strongly values its rural identity and seeks to maintain it by opposing over-commercialization and unwarranted growth. They want to retain the peaceful and rustic feel that drew them to the area.
- **Affordable Housing and Growth.** Residents in this area are deeply concerned about housing affordability, particularly for younger individuals and starter households. They emphasize a strong desire to limit future development to ensure that existing infrastructure isn't overwhelmed and rural character is preserved.
- **Quality of Life.** To ensure that those living in Murrayville/Sardis have the quality of life they have come to expect, access to services should be prioritized, including ensuring that there are adequate shopping and restaurants, housing for seniors, parks, libraries, schools, etc.
- **Visual Aesthetics and Architectural Quality.** When and where new development is built, the existing visual character of the area should be preserved and enhanced. Housing and commercial developments should be aesthetically pleasing.
- **Sustainability and Conservation.** There is a desire to uphold ongoing sustainability and conservation efforts through the preservation of greenspace and trees.
- **Balanced Growth.** New development or redevelopment in Murrayville/Sardis should avoid the urban sprawl that has occurred in other areas of the county. Balanced growth can occur while preserving the aspects of community character that residents enjoy through thoughtful zoning and development practices. The establishment of small scale mixed-use developments can promote walkability and access to local amenities should be prioritized where noted in the Future Development Strategy.
- **Sardis Connector.** Concentrating new growth along the future Sardis Connector can ensure new development in this area is supported by the necessary transportation and sewer infrastructure. This will allow the remainder of the Murrayville/Sardis area to retain its rural charm while developing new amenities for the community. Land developed or redeveloped in the Regional Activity Nodes at the intersections with SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway may do so at a lesser intensity in the Murrayville/Sardis Character Area than in other areas of the county.

MURRAYVILLE/SARDIS

Tying It Back to Growth...

Under this future land use strategy, Murrayville/Sardis can expect up to 5,300 new households before 2050 if land is developed or redeveloped to the highest density allowed by zoning. To ensure quality of life, this means that:

- Hall County will need to build or set aside up to 135 additional acres of programmed parks and/or greenspace (assuming 8.5 acres per new 1,000 residents).
- Hall County Schools will need to accommodate up to 2,500 additional students in this area.
- Anywhere between 1,800 and 7,000 additional vehicles will be on the road (assuming 1.7 cars per new household).

Key Strategies

- **Continue to protect greenspace.**
- Explore ways to expand infrastructure to Murrayville/Sardis to keep up with increased growth pressures while maintaining rural character.
- Until infrastructure can fully catch up to the demands of new development, limit new greenfield development.
- Prioritize higher density developments along SR 60/Thompson Bridge Road and at the intersection of the new Sardis Connector with SR 53/Dawsonville Highway.

Murrayville/Sardis Future Land Use & Zoning Compatibility

Future Land Use	AG-1	AR-1	W-C	R-1-L	R-1	R-1F	R-X	R-MF	MHP	O-I	S-S	H-B	M-U	I-1	I-2	PCD	PID	POD	PRD
Greenspace - Recreation	X	X	X	X	X		X	X		X	X	X	X	X		X			X
Greenspace - Conservation	X	X	X	X	X		X	X		X	X	X	X	X		X			X
Rural Agriculture	X	X																	
Rural Neighborhood		X		X															
Lakeside Residential			X	X	X														
Business Nodes & Corridors										X	X	X	X	X		X			
Rural Scenic Nodes & Corridors	X	X								X	X			X					
Regional Activity Nodes & Corridors							X	X		X	X	X	X			X			X

MURRAYVILLE/SARDIS

The Murrayville/Sardis survey received 64 responses, almost entirely from those who lived in the area. 61% of residents felt the area's character was rural but changing. About 38% of respondents thought this area had gotten worse while 34% felt it had stayed the same. Residents' favorite things about the area were its level of safety, proximity to basic services (schools, groceries, medical, etc.), and its overall rural character.

Qualities identified for improvement in the area were difficulty walking and biking to places (41%) and overall cleanliness and maintenance (33%).

Residents indicated there have been too many residential hybrid neighborhoods. The comments expanded on this selection by citing the lack of infrastructure (water and road) and current traffic problems. Notably, 60% think there has been just the right level of single-family residential development. Murrayville/Sardis residents also indicated the top priority for the County over the next 10-20 years should be maintaining the quality of County services.

Turning to transportation, over 80% of respondents thought reducing traffic congestion at intersections and along key corridors and improvements to enhance traffic flow were the main two priorities for improvement to this area.

In terms of housing, the residents felt the only important housing type was neighborhoods with open space (78%) while the same number of respondents did not believe it was important to offer townhouses or multifamily housing.

Further housing comments raised concerns about abandoned mobile homes in the area and general code enforcement. Concluding comments were concerned about road and property maintenance by the County and fears of losing the area's rural character.

RESIDENTS SAID THE MOST IMPORTANT HOUSING TYPE FOR MURRAYVILLE/SARDIS IS NEIGHBORHOODS WITH OPEN SPACE



80% WANT TO SEE TRAFFIC CONGESTION REDUCED AT KEY INTERSECTIONS

