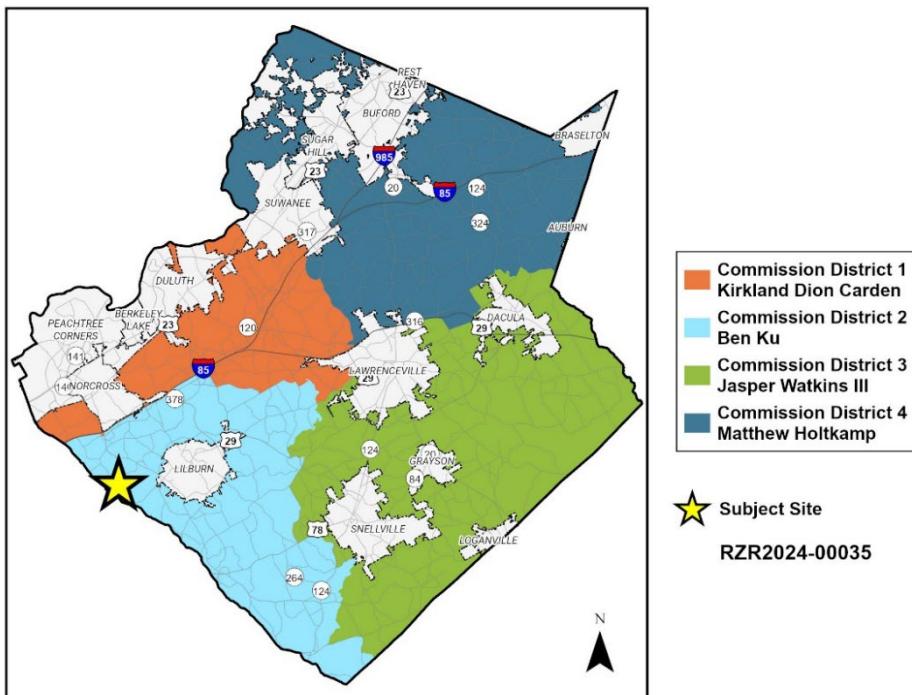




## PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

<b>Case Number:</b>	<b>RZR2024-00035</b>
<b>Current Zoning:</b>	<b>RA-200 (Agriculture-Residence District)</b>
<b>Request:</b>	<b>Rezoning to TND (Traditional Neighborhood Development)</b>
<b>Additional Requests:</b>	<b>Variances and Waiver</b>
<b>Overlay District:</b>	<b>Gateway 85 Overlay District</b>
<b>Address:</b>	<b>4600 Block of Britt Road</b>
<b>Map Number:</b>	<b>R6165 017</b>
<b>Site Area:</b>	<b>46.29 acres</b>
<b>Units:</b>	<b>229</b>
<b>Proposed Development:</b>	<b>Traditional Neighborhood Development</b>
<b>Commission District:</b>	<b>District 2 – Commissioner Ku</b>
<b>Future Development Type:</b>	<b>Neighborhood Traditional+</b>
<b>Staff Recommendation:</b>	<b>APPROVAL WITH CONDITIONS</b>
<b>Planning Commission Recommendation:</b>	<b>APPROVAL WITH CONDITIONS</b>



Planning Commission Advertised Public Hearing Date: 7/8/2024 (Public Hearing Held/  
Recommendation Tabled to 8/6/2024)  
Board of Commissioners Advertised Public Hearing Date: 7/23/2024 (Public Hearing Tabled to  
9/24/2024)

**Applicants:** Burns Golf Course, LLC  
Parkland Communities, Inc.  
4445 Britt Road  
Tucker, GA 30084

**Owner:** Burns Golf Course, LLC  
2570 Lake Erin Drive  
Tucker, GA 30084

**Contact:** Michelle Battle, Esq.

**Contact Phone:** 404.601.7616

## **Zoning History**

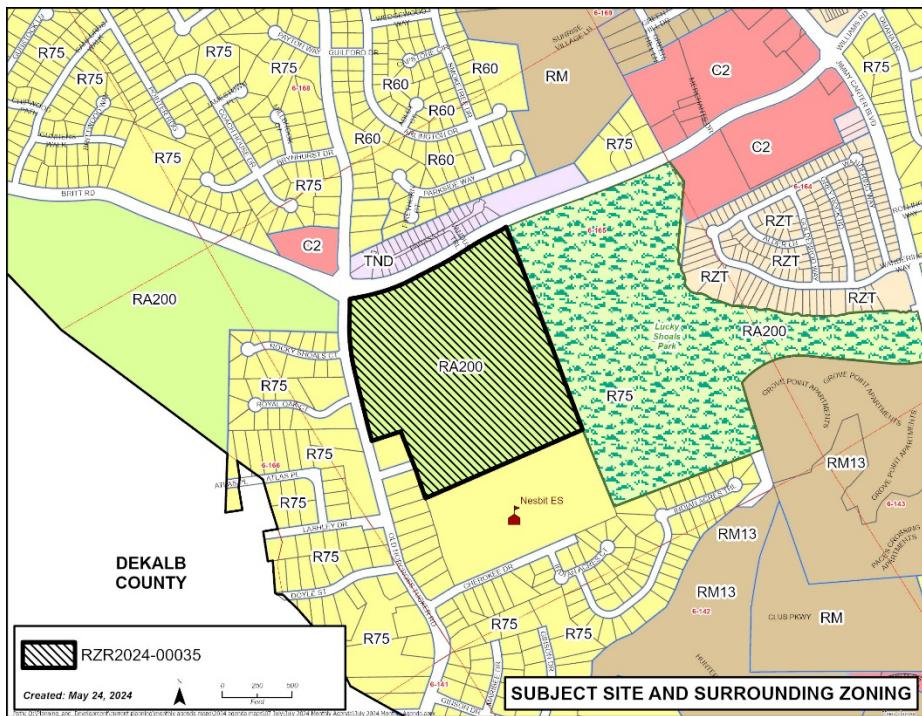
The subject property is zoned RA-200 (Agriculture-Residence District). The property was rezoned from R-75 (Single-Family Residence District) to RA-200 for a golf course in 1997, pursuant to RZ-97-149. The property is located in the Gateway 85 Overlay District, which only applies to non-residential development.

## **Existing Site Condition**

The subject property is a 46.29-acre parcel located in the southeast quadrant of the intersection of Britt Road and Old Norcross Tucker Road. The property is the eastern portion of the Heritage Golf Links golf course. There is a stream running west to east through the center of the property. The terrain falls approximately 50 feet from Britt Road to the stream, and then rises approximately 50 feet to the southern property line. The site contains wetlands and floodplains. There is a concrete golf cart path bridge over Old Norcross Tucker Road to connect to the golf course to the west. The golf cart paths cross the stream over five wood bridges. A 20-foot-wide sanitary sewer easement runs through the southwest corner of the property. There is a berm with trees and a decorative metal fence along both street frontages, and a chain-link metal fence along the internal property boundaries. There are sidewalks along both frontages on Britt Road and Old Norcross Tucker Road. The nearest Gwinnett County Transit stop is approximately 0.5 miles from the subject property.

## **Surrounding Use and Zoning**

The subject property is located in an established residential area located between Jimmy Carter Boulevard to the east and the Dekalb County boundary to the west. The property is surrounded by residential, civic and commercial uses. The subject property shares its eastern property line with Lucky Shoals Park, its southern boundary with Nesbit Elementary School, and its southwest boundary with residences fronting Old Norcross Tucker Road. The Heritage Golf Links main property and the Rocky Shoals and Smoketree Forest subdivisions are across Old Norcross Tucker Road to the west. Creekside Heritage, a traditional neighborhood development subdivision approved for single-family detached homes and townhouses, is across Britt Road to the north. A small commercial center containing a multi-tenant building, car wash, and fuel canopy is located diagonally across the street intersection to the northwest. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Traditional Neighborhood Development	TND	4.95 units per acre
North	Traditional Neighborhood Development	TND	4.67 units per acre (approved)
East	Lucky Shoals Park	R-75	N/A
South	GCPS (Nesbit Elementary) Single-Family Residential	R-75 R-75	N/A 0.83 units per acre
West	Golf Course Single-Family Residential	RA-200 R-75	N/A 1.7 units per acre

## Project Summary

The applicant requests rezoning of a 46.29-acre property from RA-200 to TND for a Traditional Neighborhood Development, including:

- A total of 229 units, comprised of 80 single-family detached residences, 40 duplex dwellings, and 109 townhouses yielding a density of 4.95 units per acre.
- 18 two-story single-family detached residences with a minimum floor area of 2,300 square feet and recessed two-car, front-loaded garages on lots 19-36.
- 34 two-story single-family detached homes with floor areas between 1,800 and 2,200 square feet and two-car alley-loaded garages on lots 196-229.
- 28 one-story single-family detached residences with a minimum floor area of 1,200 square feet and recessed one-car, front-loaded garages on lots 1-18 and 37-46.
- 40 one-story duplex dwellings with a minimum floor area of 1,325 square feet and one-car, alley-loaded garages on lots 47-86.
- 33 two-story townhouses with a minimum floor area of 1,700 square feet and two-car, front-loaded garages on lots 87-119.

- 76 two-story townhouses with a minimum floor area of 1,600 square feet and two-car, alley-loaded garages on lots 120-195.
- Exterior building materials of brick and/or cementitious siding.
- 15.55 acres, or 33.6% of total open space dispersed throughout and around the site.
- 11.10 acres, or 23.9% of usable open space including an amenity area, a central recreation area, and paths and courtyards between townhouse and duplex buildings. The amenity area includes a clubhouse, pool, and playground.
- Reuse of the existing golf cart paths, bridges over the stream, and the bridge over Old Norcross Tucker Road to the Heritage Golf Links as multi-use paths throughout the development.
- Two sidewalk connections into Lucky Shoals Park.
- Mail kiosks located within a green space on both sides of the stream.
- 79 on-street parallel parking spaces to serve townhouse guests and the recreation area.
- Five stormwater management facilities located on both sides of the stream.
- 27-foot-wide public internal streets within a 55-foot-wide right-of-way and 5-foot-wide sidewalks on both sides of internal streets and along the external street frontages.
- A full-access entrance from Britt Road with a center left-turn lane and deceleration lane into the property.
- A roundabout at the intersection of Old Norcross Tucker Road and Rocky Shoals Court.
- A gated gravel emergency fire access entrance to Old Norcross Tucker Road.
- A 40-foot-wide graded and replanted buffer adjacent to R-75 zoned properties.
- A 50-foot-wide landscape strip along the entire Britt Road frontage and along the Old Norcross Tucker Road frontage north of the roundabout where there is an existing berm and trees.
- Five-foot-wide planting strips with street trees planted every 40 feet and streetlights placed every 80 feet along the internal streets.

## Zoning and Development Standards

The applicant is requesting a rezoning to TND for a traditional neighborhood development. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Project Area	Minimum 5 acres	46.29 acres	YES
Density	Maximum 8 units per acre	4.95 units per acre	YES
Lot Coverage	Maximum 80%	<80%	YES
Front Yard Setback	10'	>10'	NO*
Rear Yard Setback	Minimum 20'	20'	YES
Side Yard Setback	Minimum 5'	5'	YES
Garage Door Setback	Minimum 18'	18'	YES
Street Frontage Setback	Minimum 40' setback 10' landscape strip	40' setback 10' landscape strip	YES
Building Height	Maximum 35'	<35'	YES
Open Space	Minimum 10% or 4.63 acres	33.6% or 15.55 acres	YES
Usable Open Space	Minimum 5% or 2.31 acres	23.9% or 11.10 acres	YES
Central Open Space	Minimum 10,000 SF	>10,000 SF	YES
One- and Two-Family Dwellings Parking	Minimum 2 spaces per dwelling Maximum 4 spaces per dwelling	2-4 spaces per dwelling	YES
Townhouse Parking	Minimum 2 spaces per dwelling	3 per dwelling	YES

	Maximum 3 spaces per dwelling		
Townhouse Guest Parking	28 spaces	57 spaces	YES
Recreation Area Parking	Minimum 12 spaces Maximum 23 spaces	22 spaces	YES
Block Length	Maximum 500'	765'	NO**
Housing Mix	Maximum 50% per housing type	35% Single-family detached 17% Duplex 48% Townhouses	YES
Alley Loaded Driveways	100%	66%	NO***
Buffer	Minimum 40' undisturbed	40' graded and replanted	NO****

\* The applicant has requested a variance to increase the front yard setback.

\*\* The applicant has requested a variance to provide a street greater than 500 feet long.

\*\*\* The applicant has requested a variance to provide 33% of the dwellings with front-loaded driveways.

\*\*\*\*The applicant has requested a waiver to provide a 40-foot-wide graded and replanted buffer.

## Variance Requests

In addition to the rezoning request, the applicant is seeking variances from the following provisions of Title II of the UDO:

1. Section 212.50.7 B. Dwelling, Townhouse

**All townhouse buildings shall include a continuous sidewalk no less than 3 ft. in width connecting front entrances of all dwellings.**

The applicant is requesting to not provide the sidewalk to 33 front-loaded townhouse entrances.

2. Section 212.80.2 A. Building and Site Design Standards

**The fronts of all dwelling units shall be oriented toward the street with at least one direct pedestrian sidewalk connection to an adjacent sidewalk.**

The applicant is requesting to orient all duplex dwellings and some of the townhouse and single-family detached dwellings to courtyards instead of a street.

3. Section 212.80.2 C. Building and Site Design Standards

**The minimum front yard setback shall also serve as the maximum front yard setback.**

The applicant is requesting that 46 front-loaded single-family detached dwellings and 33 front-loaded townhouses exceed the maximum 10-foot front yard setback by up to 10 feet.

4. Section 212.80.2 G. Building and Site Design Standards

**All single-family lots shall include a side-by-side two-car garage that is either attached or detached.**

The applicant is requesting that 28 single-family lots include an attached one-car garage.

5. Section 212.80.3 A.1. Streets

**The street network shall form an interconnected grid pattern. Cul-de-sacs and dead-end streets shall be prohibited.**

The applicant is requesting to provide two dead-end streets with fire truck turnarounds.

6. Section 212.80.3 A.2. Streets

**The maximum permitted block length shall be 500 feet.**

The applicant is requesting one block to be approximately 765 feet long.

7. Section 212.80.3 B.1 Driveways and Alleys

**All driveways shall be accessed from an alley.**

The applicant is requesting to allow for 79 lots comprised of 46 single-family detached homes and 33 townhouses to be accessed from the street.

## **Waiver Request**

In addition to the rezoning request, the applicant is seeking a waiver from the following provision of Title III of the UDO:

1. Section 610.20.2 B. Buffer Screening

**Buffers shall be natural, undisturbed, and free of encroachments except as authorized by a condition of zoning, special use or variance approval, or as authorized herein, and shall contain the existing tree cover and vegetation as well as any supplemental plantings or replanting's as may be required.**

The applicant is requesting a 40-foot-wide graded and replanted buffer where a 40-foot-wide undisturbed buffer against R-75 is required.

## **Public Participation**

The applicant held a community meeting for the development on June 5, 2024, at the Lucky Shoals Community Center adjacent to the property. There were 100-110 community members in attendance who raised concerns and questions regarding traffic, loss of open space, rental restrictions, and proposed lot sizes. The applicant is attempting to address these concerns with the proposed roundabout, centralized open space for public use, and openness to a rental cap. The public participation plan and report are shown in Exhibit H.

## **Internal and External Agency Review**

In addition to these Development Standards, the applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency review comments are attached (Exhibit I). Standard site and infrastructure improvements will also be required related to stormwater, transportation, water, and sewer utilities. Recommended improvements not already required by the UDO have been added as staff recommended conditions.

## **Staff Analysis**

**Rezoning Request Analysis:** According to the UDO, if a proposed amendment is for the rezoning of property and involves a change in zoning classification, the Department shall evaluate the request and make a recommendation with respect to the standards governing exercise of zoning power as defined in Section 270-20.6. After this evaluation, staff makes the following findings based on the standards from the UDO:

**A. Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.**

The surrounding area includes a variety of housing types, sizes, and styles. Creekside Heritage, a small traditional neighborhood development approved for single-family detached residences and townhomes is located north of the subject property. Wedgewood, a mature townhouse and apartment community, is less than a mile north from the property. Apartment and townhouse communities are also located to the northeast along Jimmy Carter Boulevard. Several single-family detached subdivisions are located to the north, south, and west along Old Norcross Tucker Road and Britt Road. The proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.

**B. Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property.**

The subject property shares most of its boundaries with a public park and a school. The 40-foot-wide replanted buffer against R-75 zoned properties would screen the development from adjacent properties. The 50-foot-wide landscape strip along Britt Road and Old Norcross Tucker Road north of the proposed roundabout would improve the streetscape. The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property.

**C. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.**

The property has a reasonable economic use as currently zoned.

**D. Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

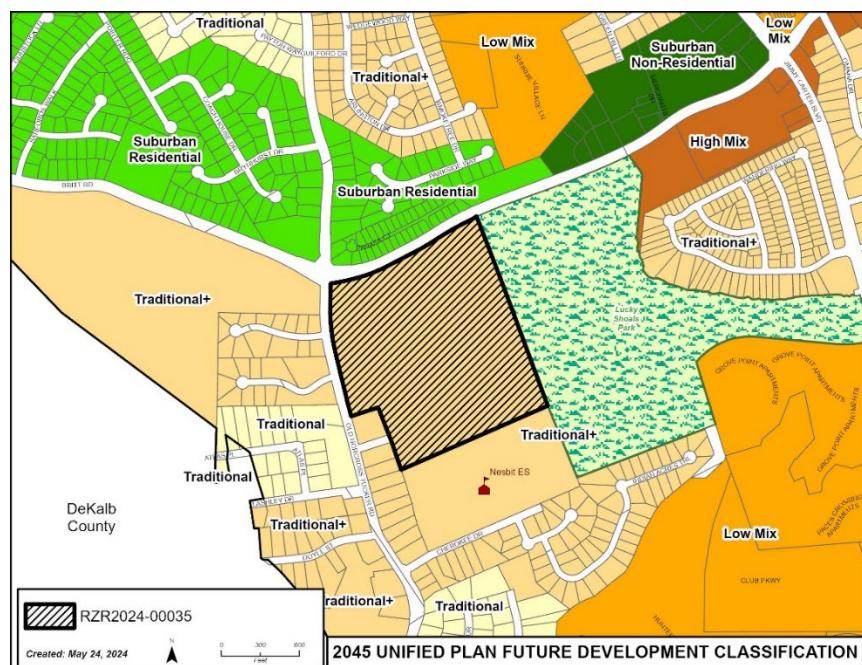
An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. The traffic impact study estimated that the development would generate 133 morning peak hour and 164 evening peak hour trips

within a 24-hour period and that the level of service at surrounding intersections would remain unchanged, except that the proposed roundabout would improve the level of service at the intersection of Old Norcross Tucker Road with Rocky Shoals Court. The study recommended a left-turn lane and deceleration lane at the Britt Road entrance. An increased impact is anticipated on school enrollment. Agency review comments related to any potential improvements concerning this rezoning request are attached (Exhibit I).

**E. Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map; and**

The Unified Plan's Future Development Map indicates "Neighborhood Traditional+" for the subject property, which encourages gentle density in predominately single-family residential areas with a target density between 7 and 8 units per acre. A variety of housing types including single-family detached, single-family cottages, duplexes, triplexes, quadplexes, townhomes, and stacked flats are all appropriate in "Neighborhood Traditional+". This development type intends for residences to be built with front porches, modest setbacks, and side or alley loaded garages to promote a pedestrian-friendly environment. Street and sidewalk connectivity are also encouraged as practicable. Greens and passive parks are preferred park typologies.

The proposed mixture of housing types are recommended for "Neighborhood Traditional+", and TND is a recommended zoning district. The proposed subdivision incorporates a variety of housing types and sizes with open space and pedestrian connectivity. The majority of residences would be alley-loaded with large front porches facing open space and courtyards. Where necessary, front-loaded garages would be recessed behind the living area for single-family residences and placed below second-story balconies for townhomes. The development would also provide two internal pedestrian connections to Lucky Shoals Park. Although the proposed density is less than the target density for the future development type, it is appropriate for the context of the surrounding area. The proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map.



**F. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning.**

The subject property is located adjacent to a park which would allow residents to walk to these facilities. The development would provide new housing with a spectrum of price points and housing types in an established, mostly built-out area. The proposed development would also provide additional potential patrons for nearby commercial centers.

**Variance Requests Analysis:** The standards for granting variances are outlined in Section 270-90.7 of the UDO. Staff makes the following findings related to the variance request:

Three of the variances (#1, 3, and 7) are requested to construct 46 single-family detached residences and 33 townhouses with front-loaded garages. One variance would allow for dwellings adjacent to external property lines and stream buffers to be accessed from the street rather than an alley. A second variance would allow for the garages to be setback from the street at least 18 feet to meet driveway length requirements of the UDO. The final variance related to front-loaded dwellings would eliminate the requirement for a three-foot-wide walkway from the sidewalk to front-loaded townhomes due to a lack of space for the four-foot-wide grass strip between driveways. These variances may be approved but should be limited to lots adjacent to external property lines and the stream so that the intent of the TND zoning district is not nullified.

Variance #2 is being requested to orient dwellings towards open space and courtyards rather than a street. Pedestrian walkways are provided from the front entrances through the open space to a public sidewalk.

Variance #4 is being requested to construct 28 single-family homes with an attached one-car garage where a two-car garage is required. These homes would have a minimum floor area of 1,200 square feet and a driveway wide enough for two cars. Smaller homes with one-car garages would offer affordability and still meet minimum parking requirements.

Variance #5 is being requested to provide two dead-end streets with fire truck turnarounds where street access is not practical. One street dead-ends at the southern property line abutting a public school. The second street ends but provides a gravel driveway with a gated entrance for emergency access. The development has two full-access entrances, so a third street connection is not necessary.

Variance #6 is being requested to provide an approximately 765-foot-long street over a stream when the maximum street length is 500 feet. The location of the stream, associated buffers and wetlands necessitates this street length.

These variances do not circumvent the intent of the TND zoning district or the UDO.

**Waiver Request Analysis:** When considering waivers from Title III of the UDO, staff is required to review whether an undue hardship may result from strict compliance with the regulations and that approval would not adversely affect the general public welfare or nullify the intent of the Development Regulations. In addition, there must be a determination that there are unusual topographical or other exceptional conditions. Staff makes the following findings related to the waiver request:

The applicant is requesting a 40-foot-wide graded and replanted buffer where a 40-foot-wide undisturbed buffer against R-75 is required. Although the properties are zoned R-75, the southern and western property lines abut civic uses (elementary school and park) that would unlikely to be impacted. In addition, the buffer will be replanted to the County's buffer standards. Approval of the requested waiver would not adversely affect the general public welfare or nullify the intent of the Development Regulations.

### **Staff Recommendation**

Based on the staff's evaluation of the request and the standards governing the exercise of zoning power, the Department of Planning and Development recommends **APPROVAL WITH CONDITIONS** of the rezoning request.

In addition, staff recommends **APPROVAL** of the following variances:

1. To not provide the required sidewalk to up to 33 front-loaded townhouse entrances.
2. To orient dwellings to open space and courtyards instead of a street.
3. To exceed the maximum 10-foot front yard setback by up to 10 feet for up to 46 front-loaded single-family detached dwellings and up to 33 front-loaded townhouses.
4. To allow an attached one-car garage for up to 28 single-family dwellings.
5. To allow two dead-end streets with fire truck turnarounds.
6. To exceed the maximum 500-foot block length by up to 265 feet.
7. To allow driveways for up to 46 single-family detached homes and up to 33 townhouses to be accessed from the street.

In addition, staff recommends **APPROVAL** of the following waiver:

1. To provide a 40-foot-wide graded and replanted buffer against R-75 zoned property.

### **Planning Commission Recommendation**

Based on staff's evaluation of the request, information presented at the public hearing, and the Planning Commission's consideration of the standards governing the exercise of zoning power related to this application, the Planning Commission recommends **APPROVAL WITH CONDITIONS** of the rezoning request.

In addition, the Planning Commission recommends **APPROVAL** of the following variances:

1. To not provide the required sidewalk to up to 33 front-loaded townhouse entrances.
2. To orient dwellings to open space and courtyards instead of a street.

3. To exceed the maximum 10-foot front yard setback by up to 10 feet for up to 46 front-loaded single-family detached dwellings and up to 33 front-loaded townhouses.
5. To allow two dead-end streets with fire truck turnarounds.
6. To exceed the maximum 500-foot block length by up to 265 feet.
7. To allow driveways for up to 46 single-family detached homes and up to 33 townhouses to be accessed from the street.

In addition, the Planning Commission recommends **DENIAL** of the following variance:

4. To allow an attached one-car garage for up to 28 single-family dwellings.

In addition, the Planning Commission recommends **APPROVAL** of the following waiver:

1. To provide a 40-foot-wide graded and replanted buffer against R-75 zoned property.

### **Planning Commission Recommended Conditions (includes Staff Recommended Conditions, as Amended)**

Approval as TND (Traditional Neighborhood Development) for a traditional neighborhood development, subject to the following conditions:

1. Development shall be limited to single-family detached, duplex, and townhouse dwellings and accessory structures and uses, not to exceed 229 units, including 109 townhouse dwellings, 80 single-family detached dwellings, and 40 duplex dwellings.
2. The development shall be constructed in general conformance with ~~Exhibit B: Site Plan dated received May 17, 2024~~ **the site plan submitted to the Gwinnett County planning staff on July 8, 2024**, with revisions required by conditions and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
3. The buildings shall be constructed in general conformance with Exhibit C: Building Elevations dated received May 17, 2024, with revisions required by conditions and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development. Exterior building materials shall be of brick, stacked stone, fiber cement shake, siding, and/or board and batten. The design and location of front porches and garages on dwellings shall be consistent with the elevations provided for each lot type within the development. **The minimum square footage of each unit type shall be as stated on the color rendering dated July 8, 2024, as presented at the Planning Commission public hearing of the same date. Additionally, all townhomes and single-family dwelling units shall contain a minimum a two-car garage.**
4. The development shall include amenities and open space in general conformance with Exhibit B: Site Plan dated received May 17, 2024, including, but not limited to, a central recreation area, pocket parks, a cabana with pool, playground, and trails, subject to the review and approval of the Department of Planning and Development.
5. A maximum of 46 single-family detached dwellings and 33 townhouses may have driveways

accessed from a street as shown on Exhibit B: Site Plan dated received May 17, 2024.

6. The maximum front setback for dwellings with front-loaded garages shall be 20 feet. All front-loaded garages on single-family detached dwellings shall be flush or recessed from the primary front building façade.
7. A full-access entrance comprised of one entry lane and two exit lanes, shall be provided along Britt Road, as shown on Exhibit B: Site Plan dated received May 17, 2024, subject to the review and approval of the Gwinnett County Department of Transportation.
8. A deceleration lane and a left-turn lane shall be provided along Britt Road, as shown on Exhibit B: Site Plan dated received May 17, 2024, subject to the review and approval of the Gwinnett County Department of Transportation.
9. A roundabout shall be provided at the intersection of Old Norcross Tucker Road and Rocky Shoals Court as shown on Exhibit B: Site Plan dated received May 17, 2024, subject to the review and approval of the Gwinnett County Department of Transportation. **The center island of the roundabout shall contain landscaping, public art, and/or Lucky Shoals community signage, subject to review and approval of the Gwinnett County Department of Transportation.**
10. Existing sidewalks less than five-feet-wide along the Britt Road and Old Norcross Tucker Road frontages shall be replaced with five-foot-wide sidewalks, subject to the review and approval of the Gwinnett County Department of Transportation.
11. A 50-foot-wide landscape strip shall be provided along Britt Road and Old Norcross Tucker Road north of the proposed roundabout. A 10-foot-wide landscape strip shall be provided along Old Norcross Tucker Road south of the proposed roundabout.
12. A 40-foot-wide graded and replanted buffer shall be provided abutting R-75 zoned properties. At least 20 feet in width of the buffer shall be outside of a utility easement.
13. There shall be a maximum of two dead-end streets within the development.
14. Two public pedestrian access easements connecting to Lucky Shoals Park shall be provided, at no cost to the County, prior to the issuance of the final plat, subject to the review and approval of the Department of Community Services.
15. Stormwater BMP facilities shall either be designed as an amenity through landscaping, trails, and/or benches, or screened from view of adjoining properties and rights of way by decorative fencing and/or landscaping that is in compliance with the Gwinnett County Stormwater Management Manual, subject to the review and approval of the Department of Planning and Development
16. Existing vegetation and landscaping shall remain on the property until the issuance of a development permit.
17. All grassed areas within lots and usable open space shall be sodded.
- 18. Commercial uses shall not be permitted within this TND zoning development.**

- 19. The developer shall grant a limited public access easement within the open space area outlined in red on the site plan presented at the July 8, 2024, Planning Commission public hearing.**
- 20. A homeowner's association shall be responsible for the maintenance of all open space and residential lawns.**
- 21. A maximum of 15 percent of the units shall be rental units and shall be incorporated into the HOA covenants and is the responsibility of this organization to ensure compliance.**
- 22. The development shall include at least one transit passenger shelter or related transportation support facility on Britt Road or Old Norcross Tucker Road if the November 2024 transit referendum is approved, subject to the review and approval of the Gwinnett Department of Transportation. Pedestrian connections shall be provided to this transit facility from within the development, subject to the review and approval of the Department of Planning and Development.**
- 23. The emergency access road with knox box reflected on the submitted site plan shall remain as such in perpetuity and not be opened as a public road unless determined to be absolutely necessary by the Gwinnett County Department of Transportation.**

**Exhibits:**

- A. Site Visit Photos
- B. Site Plan
- C. Building Elevations
- D. Letter of Intent and Applicant's Response to Standards
- E. Application and Disclosure of Campaign Contributions
- F. DWR Sewer Capacity Certification Letter
- G. Traffic Impact Study
- H. Public Participation Plan and Report
- I. Internal and External Agency Review Comments
- J. Maps
- K. Documents Presented at the July 8, 2024, Planning Commission Public Hearing
- L. Site Plan Presented to Planning Staff on July 8, 2024

## Exhibit A: Site Visit Photos



View of site interior near Britt Road



View of stream and proposed open space near Old Norcross Tucker Road



View of Britt Road



View of Old Norcross Tucker Road



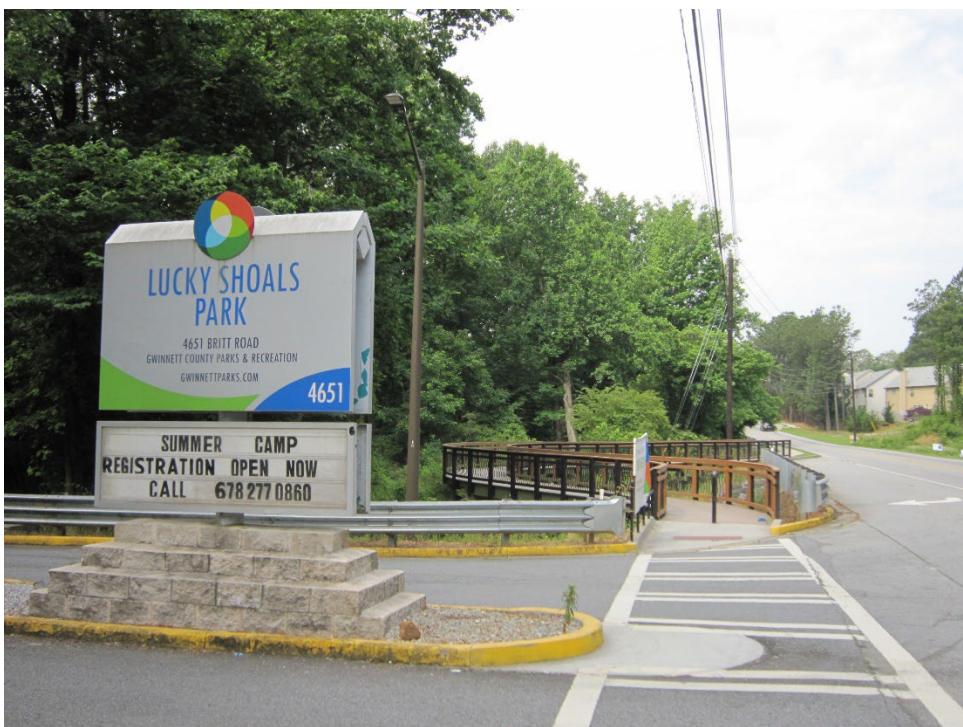
View of homes abutting the site along Old Norcross Tucker Road



View of homes in Rocky Shoals across Old Norcross Tucker Road



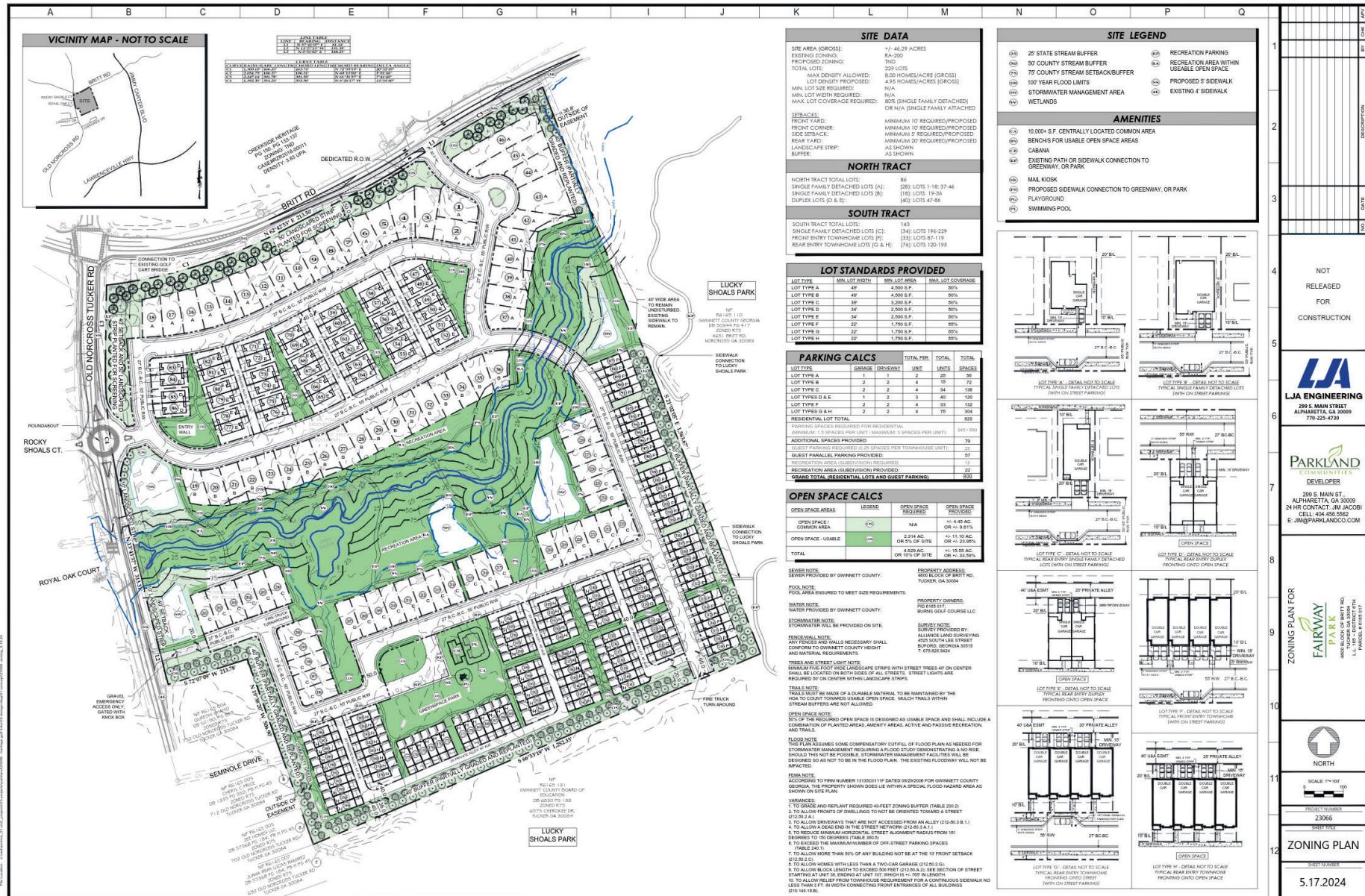
View of homes in Creekside Heritage across Britt Road



View of sidewalk connection to abutting Lucky Shoals Park

**Exhibit B: Site Plan**

**[attached]**



## GWINNETT COUNTY PLANNING AND DEVELOPMENT

RECEIVED

RZR2024-00035  
5.17.24

## REZONING PLAN



LJA

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

RZR2024-00035  
5.17.24

COLOR RENDERING

Page 21 of 104

PARKLAND  
COMMUNITIES

6

BF

### OPEN SPACE CALCS

OPEN SPACE AREAS	LEGEND	OPEN SPACE REQUIRED	OPEN SPACE PROVIDED
OPEN SPACE / COMMON AREA	OS	N/A	+/- 4.45 AC. OR +/- 9.61%
OPEN SPACE - USABLE	UOS	2,314 AC. OR 5% OF SITE	+/- 11.10 AC. OR +/- 23.98%
TOTAL		4,629 AC. OR 10% OF SITE	+/- 15.55 AC. OR +/- 33.59%



LJA

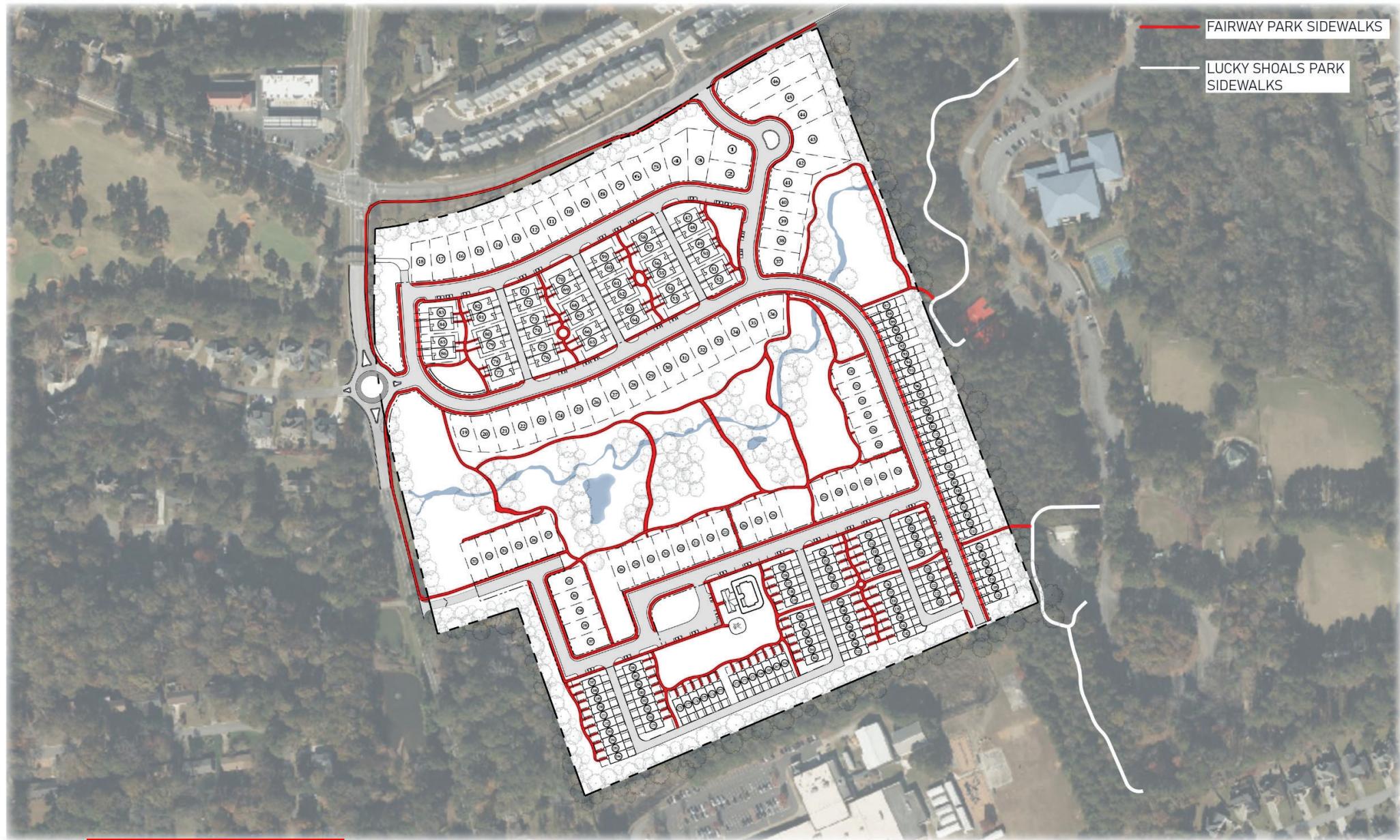
GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

RZR2024-00035

5.17.24

### OPEN SPACE EXHIBIT



LJA

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

RZR2024-00035  
5.17.24

## PEDESTRIAN CONNECTIVITY EXHIBIT



LJA

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

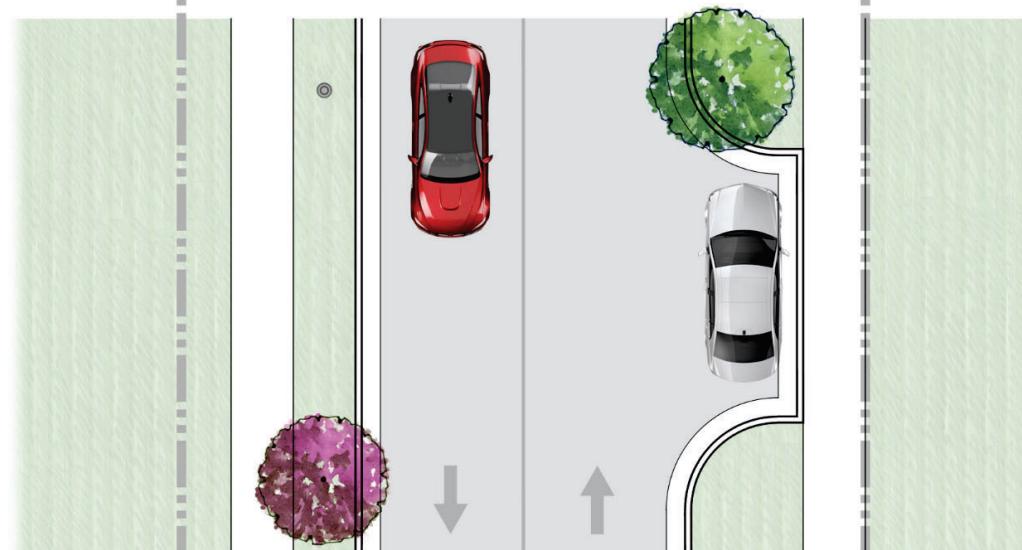
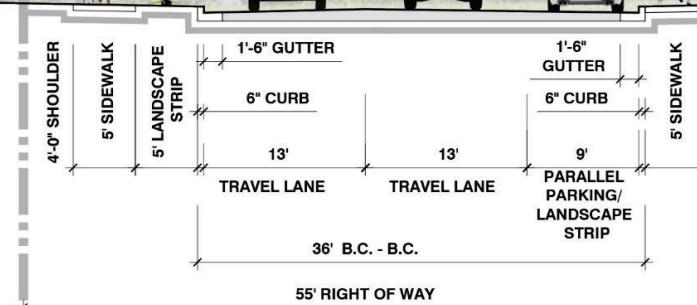
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## VEHICULAR CIRCULATION MAP



55' RIGHT OF WAY (PARKING)



STREET TREES 40' ON CENTER AND PEDESTRIAN LIGHTS SHALL BE PROVIDED BETWEEN EVERY OTHER STREET TREE (80' ON CENTER), UNLESS WAIVED BY THE DIRECTOR DUE TO ADEQUATE LIGHTING FROM STREETLIGHTS, WITHIN THE REQUIRED LANDSCAPED STRIPS.

SPACING OF STREET TREES AND STREET LIGHTS MAY BE ADJUSTED TO ACCOUNT FOR DRIVEWAYS, UTILITY POLES, FIRE HYDRANTS AND OTHER OBSTRUCTIONS AND TO PROVIDE ADEQUATE VISUAL CLEARANCE FOR INTERSECTIONS, DRIVEWAYS, AND TRAFFIC CONTROL DEVICES.



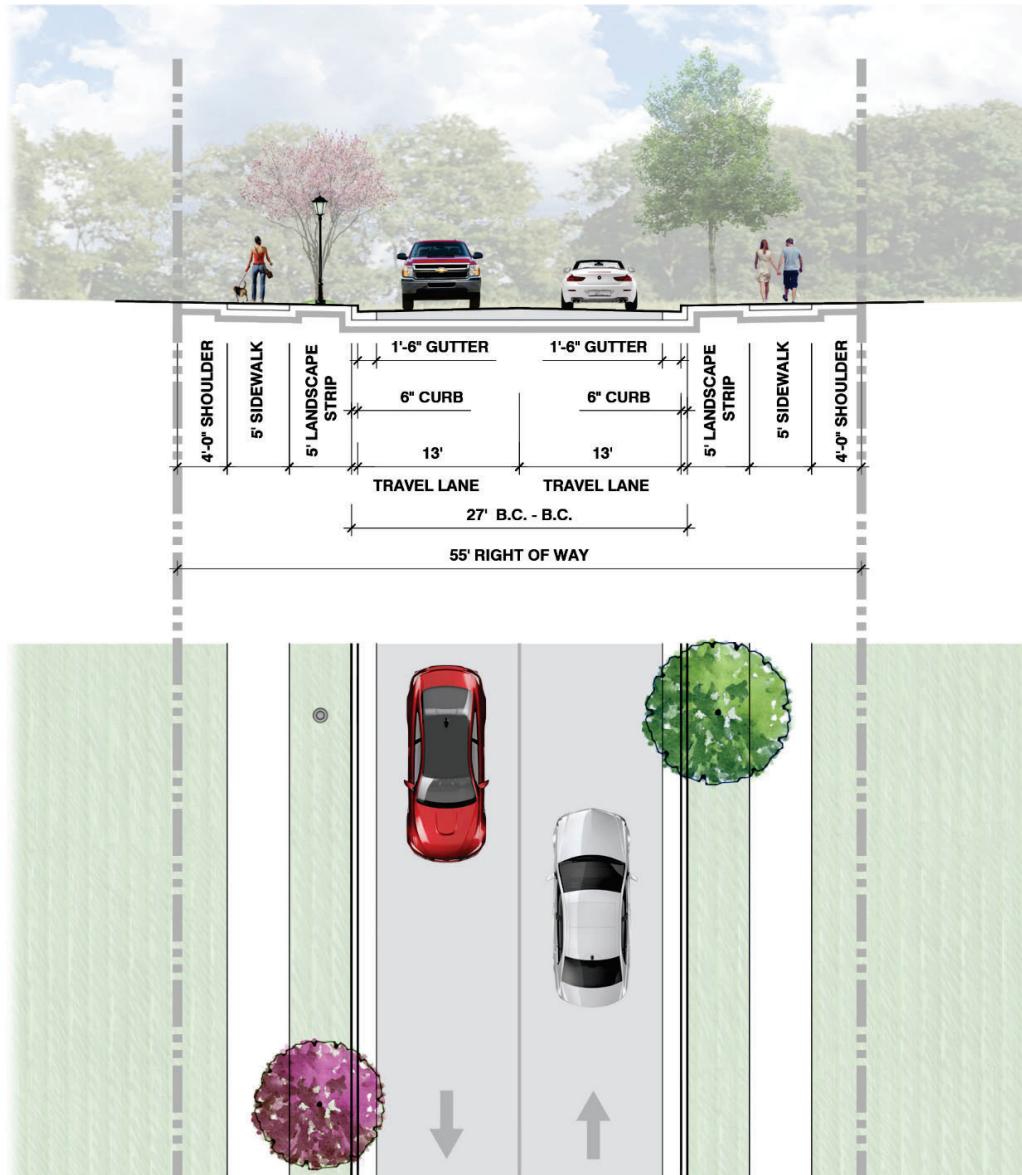
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GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

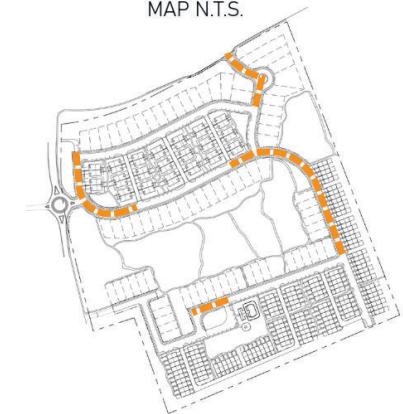
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5.17.24

## STREET PLANS AND SECTIONS



MAP N.T.S.



STREET TREES 40' ON CENTER AND PEDESTRIAN LIGHTS SHALL BE PROVIDED BETWEEN EVERY OTHER STREET TREE (80' ON CENTER), UNLESS WAIVED BY THE DIRECTOR DUE TO ADEQUATE LIGHTING FROM STREETLIGHTS, WITHIN THE REQUIRED LANDSCAPED STRIPS.

SPACING OF STREET TREES AND STREET LIGHTS MAY BE ADJUSTED TO ACCOUNT FOR DRIVEWAYS, UTILITY POLES, FIRE HYDRANTS AND OTHER OBSTRUCTIONS AND TO PROVIDE ADEQUATE VISUAL CLEARANCE FOR INTERSECTIONS, DRIVEWAYS, AND TRAFFIC CONTROL DEVICES.

0' 10'  
SCALE: 1" = 10'

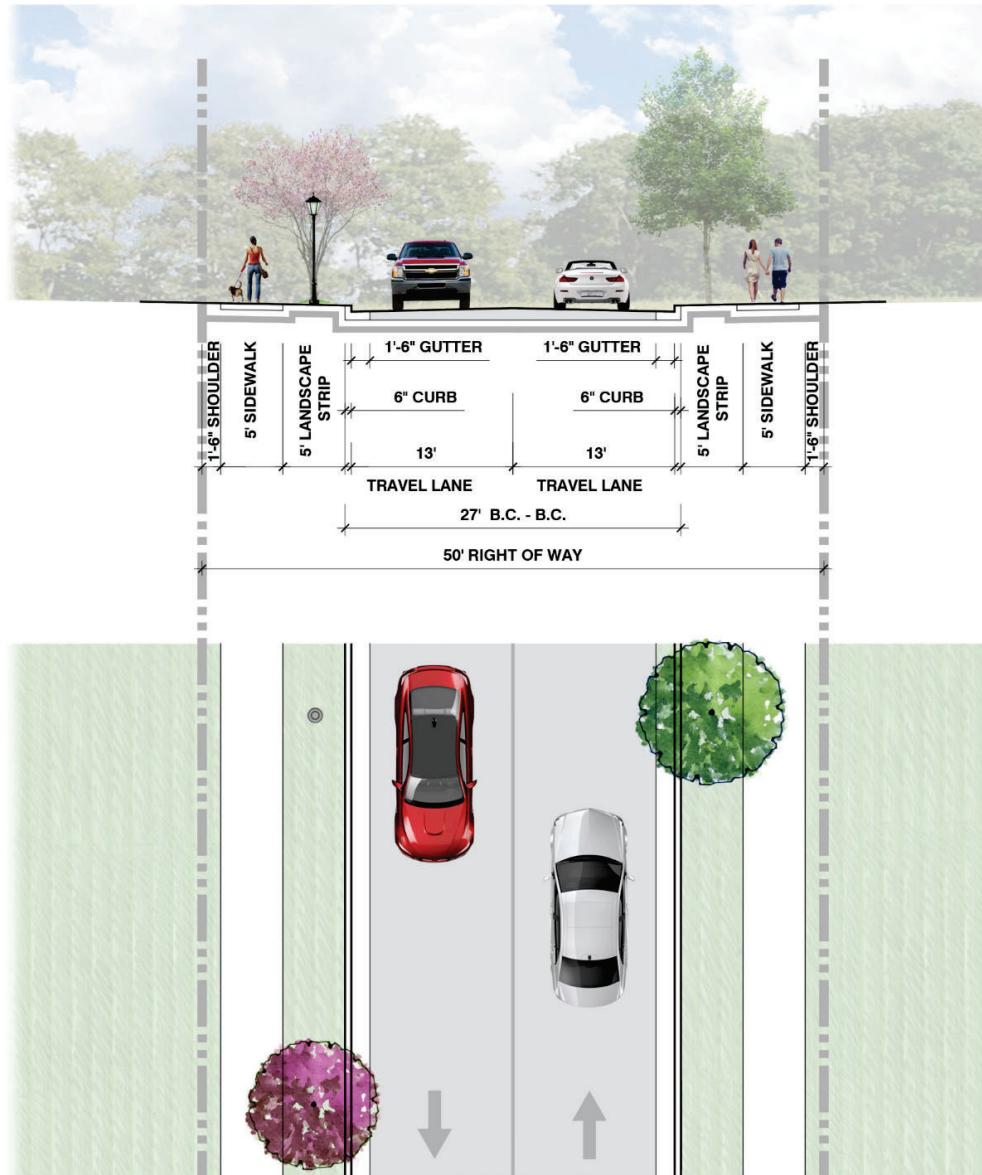
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PLANNING AND DEVELOPMENT

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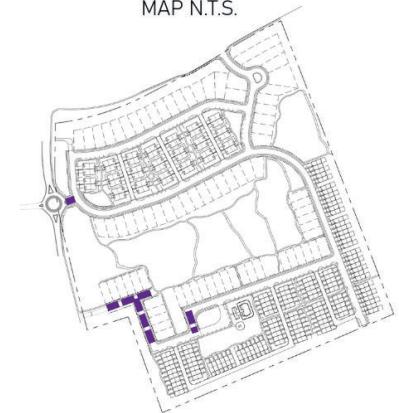
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5.17.24

## STREET PLANS AND SECTIONS



50' RIGHT OF WAY

MAP N.T.S.



STREET TREES 40' ON CENTER AND PEDESTRIAN LIGHTS SHALL BE PROVIDED BETWEEN EVERY OTHER STREET TREE (80' ON CENTER), UNLESS WAIVED BY THE DIRECTOR DUE TO ADEQUATE LIGHTING FROM STREETLIGHTS, WITHIN THE REQUIRED LANDSCAPED STRIPS.

SPACING OF STREET TREES AND STREET LIGHTS MAY BE ADJUSTED TO ACCOUNT FOR DRIVEWAYS, UTILITY POLES, FIRE HYDRANTS AND OTHER OBSTRUCTIONS AND TO PROVIDE ADEQUATE VISUAL CLEARANCE FOR INTERSECTIONS, DRIVEWAYS, AND TRAFFIC CONTROL DEVICES.



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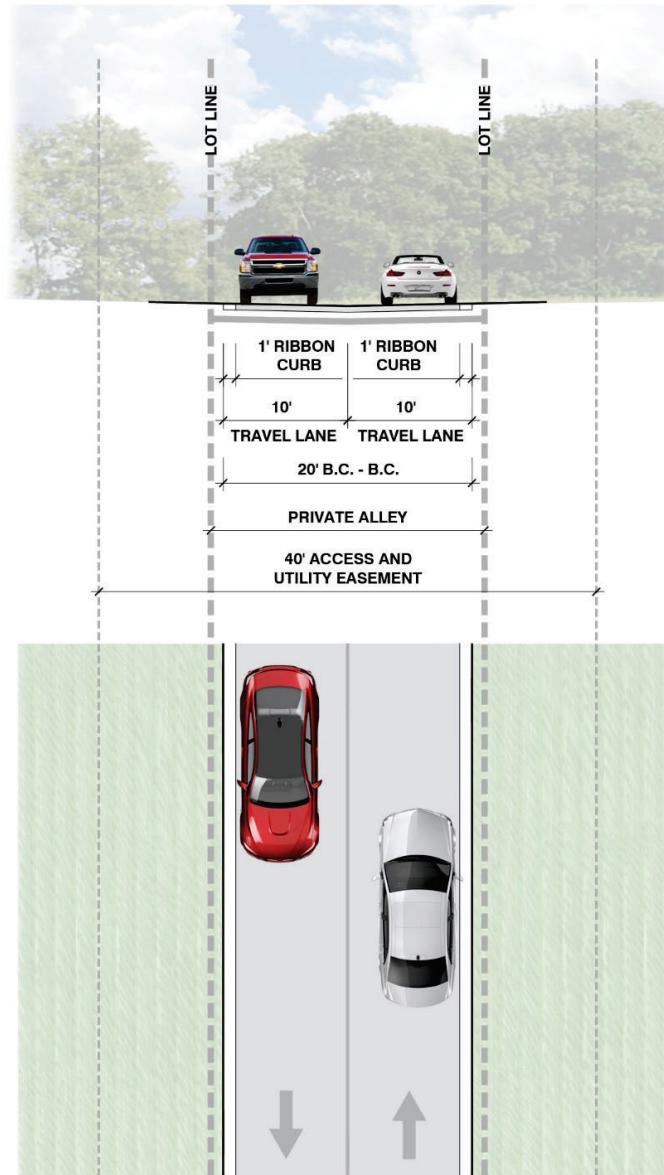
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5.17.24

STREET PLANS AND SECTIONS

Page 27 of 104

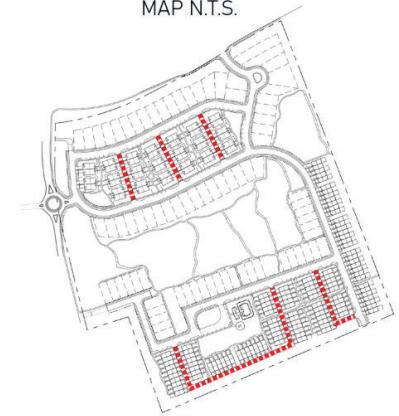
PARKLAND  
COMMUNITIES 16

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■■■■■ PRIVATE ALLEY

MAP N.T.S.



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## STREET PLANS AND SECTIONS

**Exhibit C: Building Elevations**

**[attached]**

**LEGEND**

- SFD FRONT ENTRY LOTS - TYPE A
- SFD FRONT ENTRY LOTS - TYPE B
- SFD REAR ENTRY LOTS
- DUPLEX LOTS
- FRONT ENTRY TOWNHOMES
- REAR ENTRY TOWNHOMES

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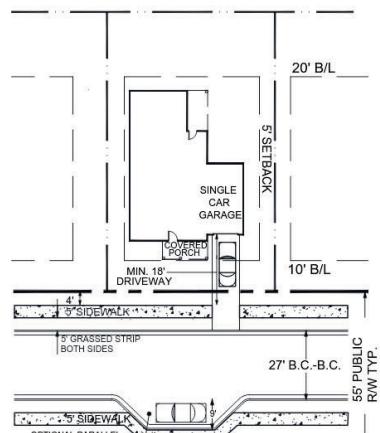
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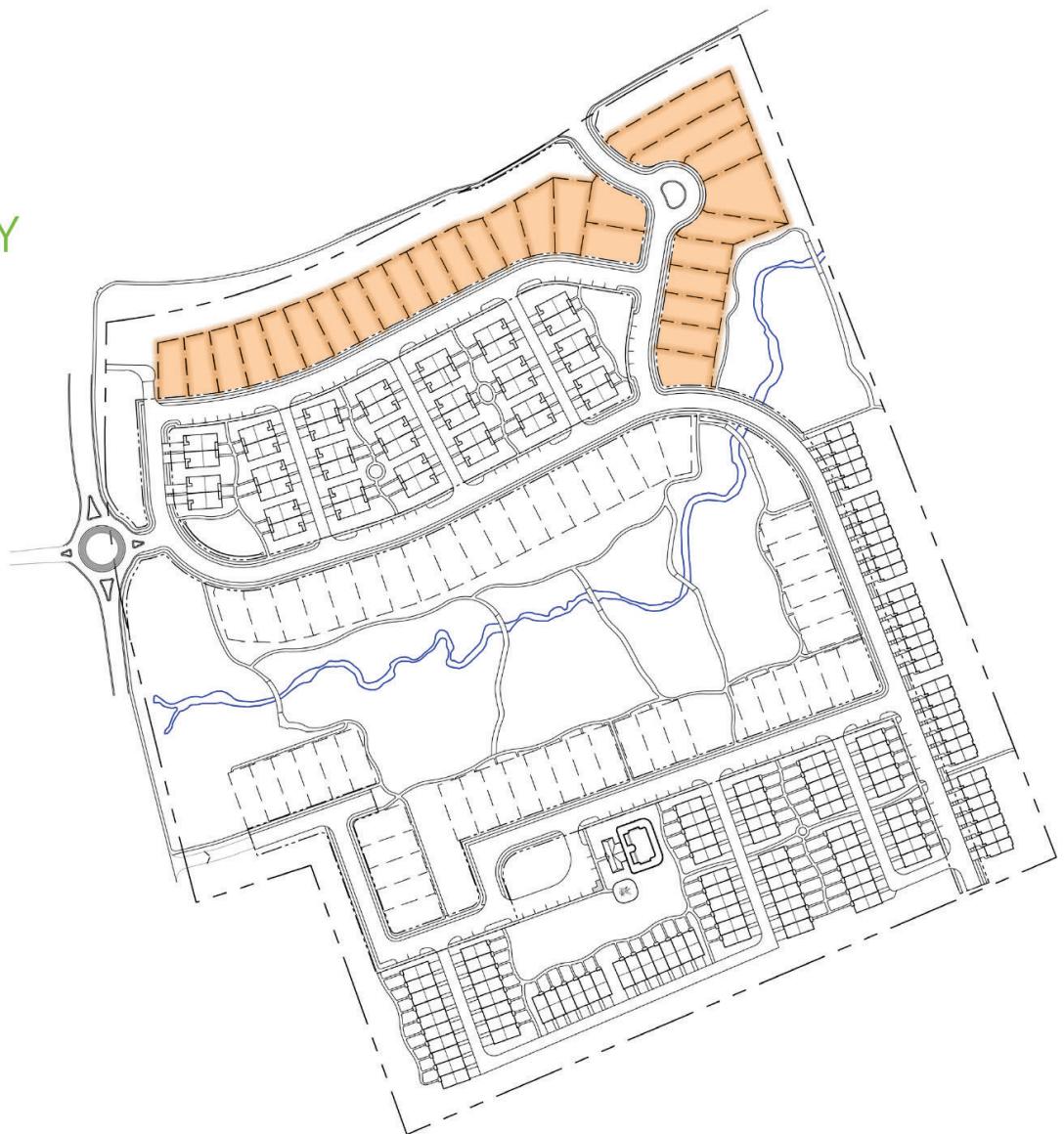
**RESIDENTIAL PRODUCT MAP**

## FRONT ENTRY SINGLE FAMILY DETACHED LOTS - TYPE A

- PROPOSED LOTS: 28 LOTS
- PARKING PROVIDED: 56 SPACES



LOT TYPE 'A' - DETAIL NOT TO SCALE  
TYPICAL SINGLE FAMILY DETACHED LOTS  
(WITH ON STREET PARKING)



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SINGLE FAMILY DETACHED UNITS - LOT TYPE A

Page 31 of 104

PARKLAND  
COMMUNITIES 20

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REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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**SINGLE FAMILY DETACHED UNITS - LOT TYPE A - IMAGES**



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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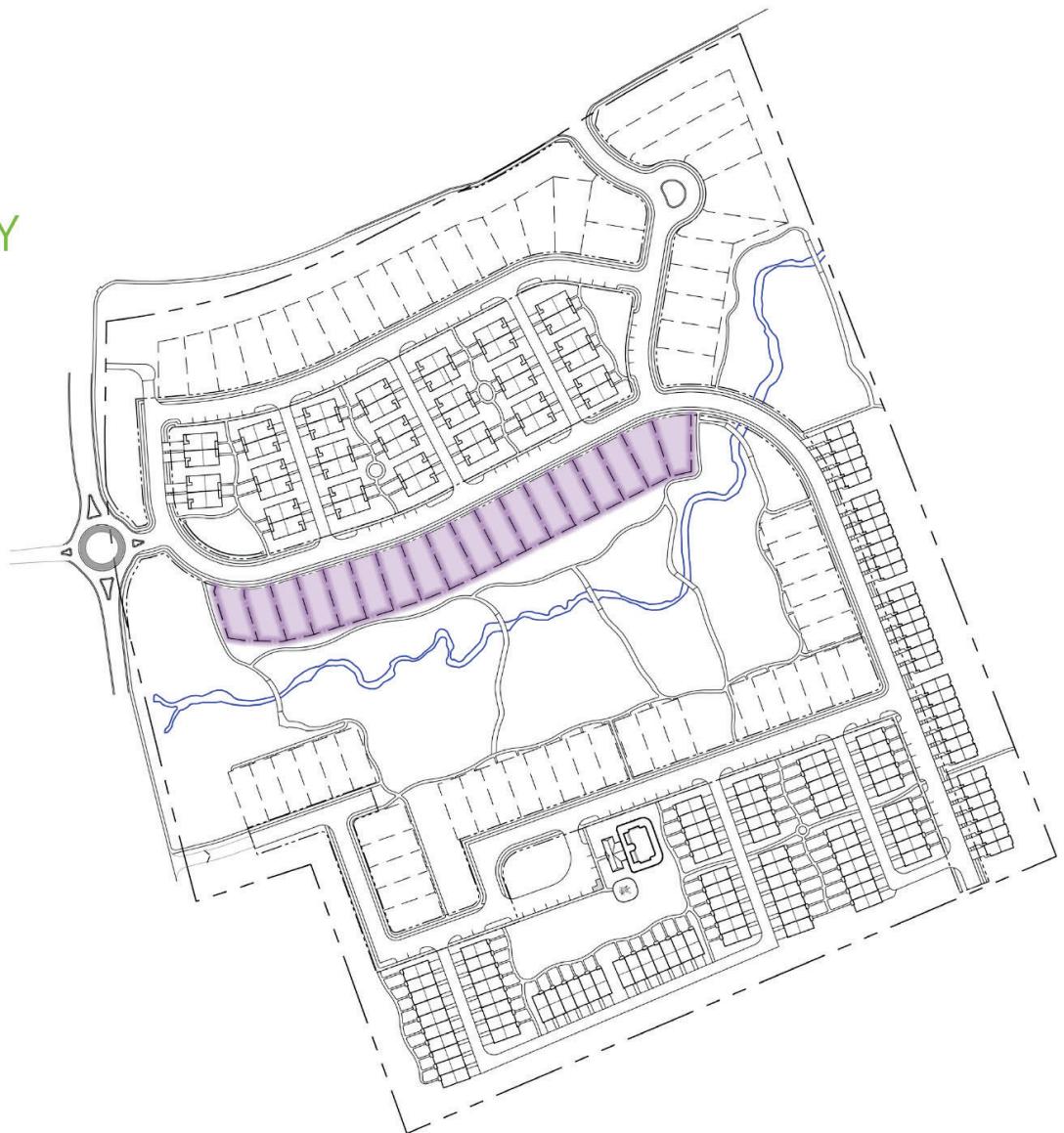
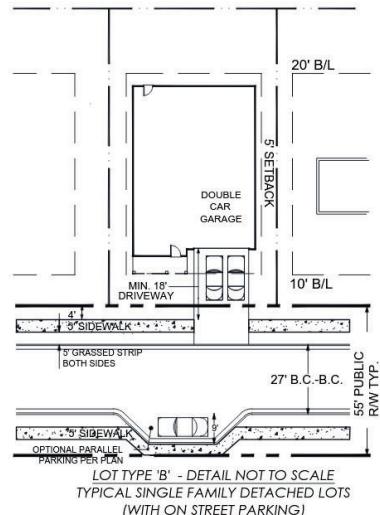
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SINGLE FAMILY DETACHED UNITS - LOT TYPE A - IMAGES

## FRONT ENTRY SINGLE FAMILY DETACHED LOTS - TYPE B

- PROPOSED LOTS: 18 LOTS
- PARKING PROVIDED: 72 SPACES



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SINGLE FAMILY DETACHED UNITS - LOT TYPE B



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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5.17.24

SINGLE FAMILY DETACHED UNITS - LOT TYPE B - IMAGES



REAR ELEVATION

MATERIALS:

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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PLANNING AND DEVELOPMENT

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5.17.24

SINGLE FAMILY DETACHED UNITS - LOT TYPE B - IMAGES



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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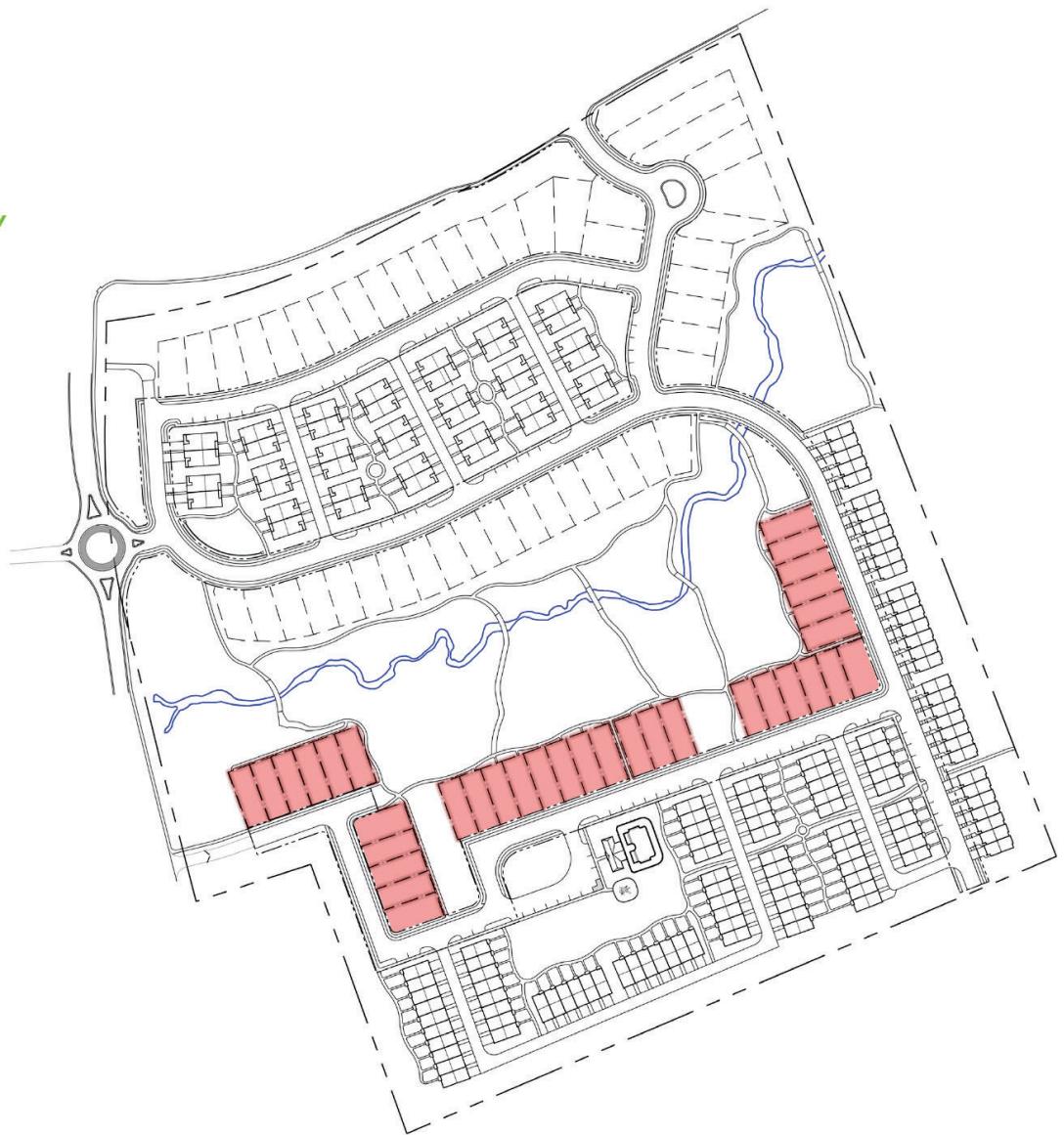
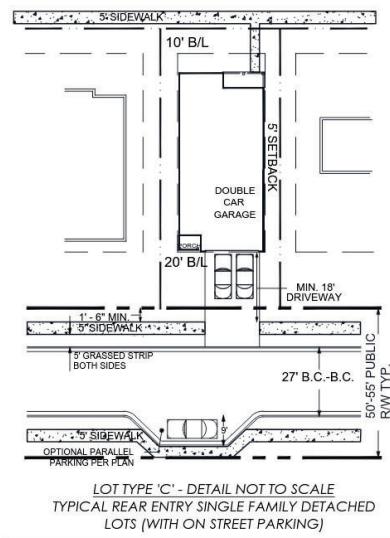
RZR2024-00035

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**SINGLE FAMILY DETACHED UNITS - LOT TYPE B - IMAGES**

## REAR ENTRY SINGLE FAMILY DETACHED LOTS - TYPE C

- PROPOSED LOTS: 34 LOTS
- PARKING PROVIDED: 136 SPACES



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5.17.24

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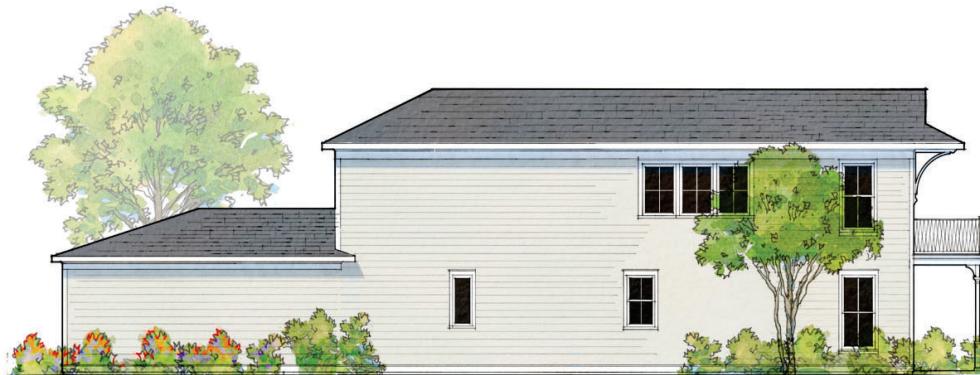
## SINGLE FAMILY DETACHED UNITS - LOT TYPE C



**REAR ELEVATION**

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



**LEFT ELEVATION**



**RIGHT ELEVATION**

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**SINGLE FAMILY DETACHED UNITS - LOT TYPE C - IMAGES**



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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PLANNING AND DEVELOPMENT

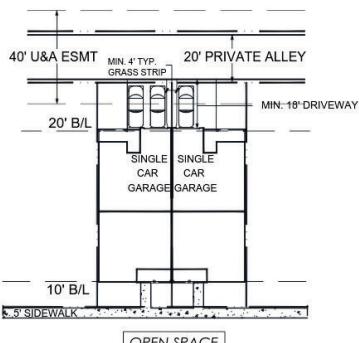
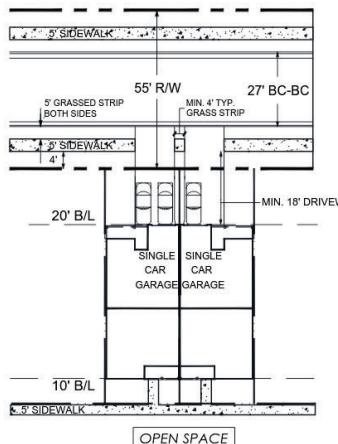
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SINGLE FAMILY DETACHED UNITS - LOT TYPE C - IMAGES

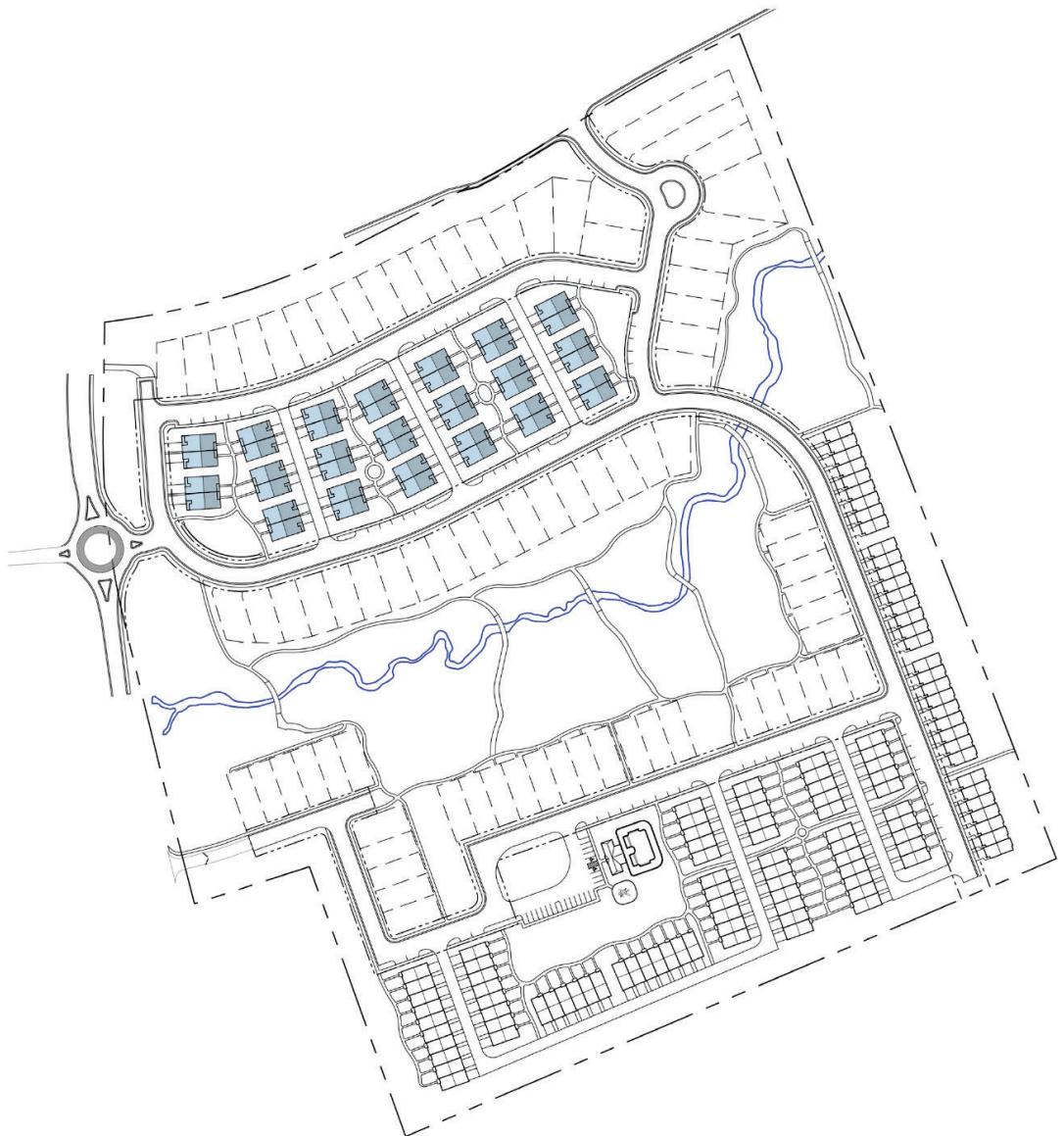
## DUPLEX UNITS - LOT TYPE D AND E

- PROPOSED LOTS: 40 LOTS
- PARKING PROVIDED: 120 SPACES



LOT TYPE 'D' - DETAIL NOT TO SCALE  
TYPICAL REAR ENTRY DUPLEX  
FRONTING ONTO OPEN SPACE

LOT TYPE 'E' - DETAIL NOT TO SCALE  
TYPICAL REAR ENTRY DUPLEX  
FRONTING ONTO OPEN SPACE



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5.17.24

DUPLEX UNITS- LOT TYPE D AND E

Page 41 of 104

PARKLAND  
COMMUNITIES

30

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REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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5.17.24

**DUPLEX UNITS- LOT TYPE D AND E - IMAGES**



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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PLANNING AND DEVELOPMENT

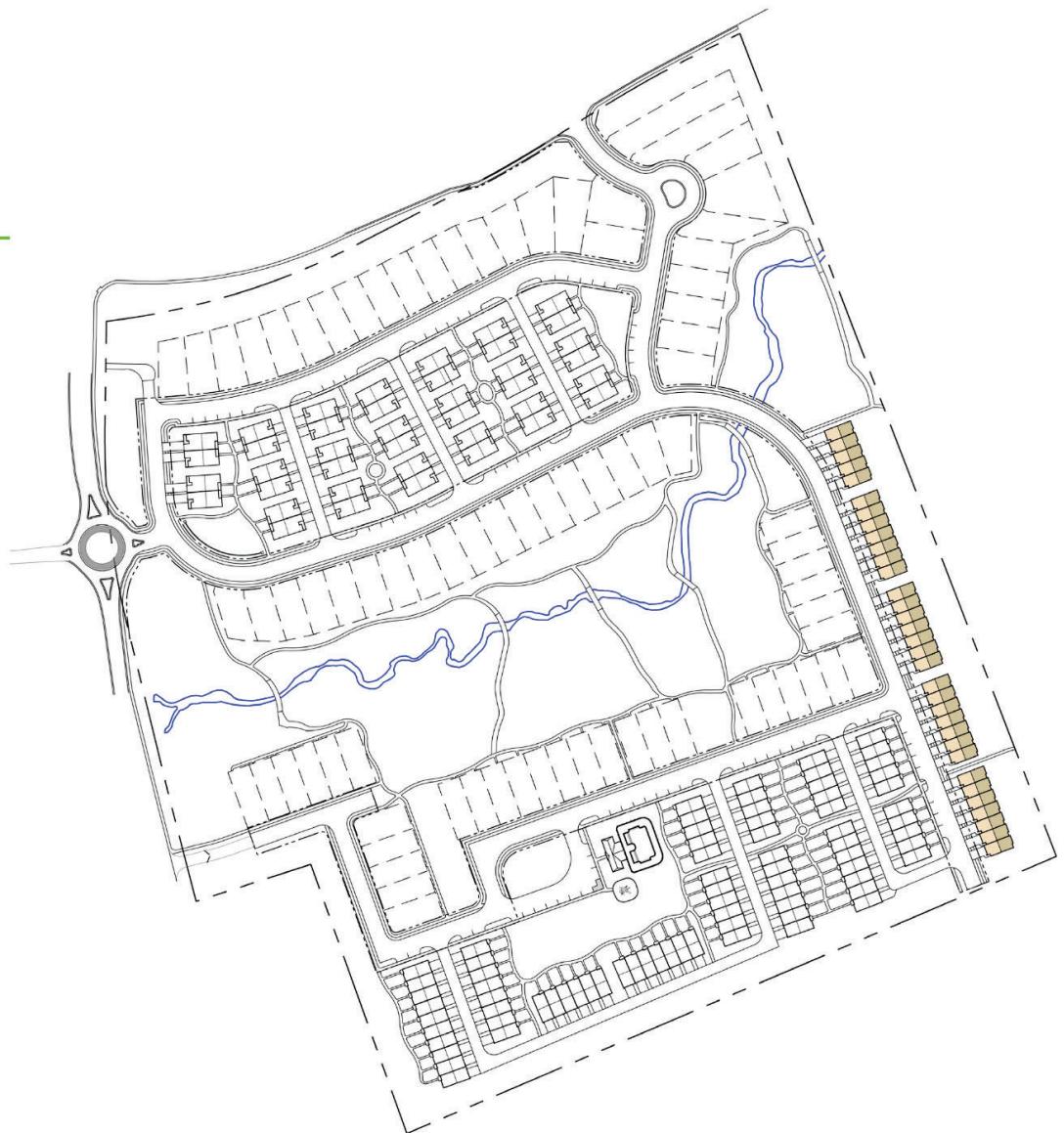
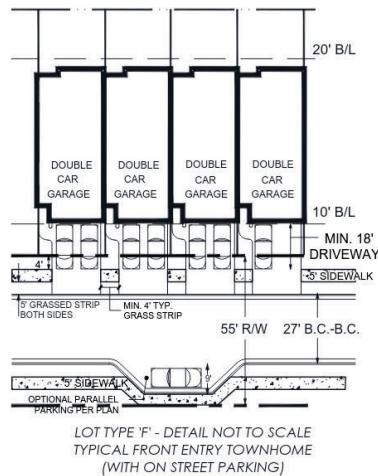
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5.17.24

**DUPLEX UNITS- LOT TYPE D AND E - IMAGES**

## FRONT ENTRY TOWNHOMES - LOT TYPE F

- PROPOSED LOTS: 33 LOTS
- PARKING PROVIDED: 132 SPACES



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5.17.24

FRONT ENTRY TOWNHOMES - LOT TYPE F

Page 44 of 104

PARKLAND  
COMMUNITIES

33

BF



LEFT ELEVATION



REAR ELEVATION

**MATERIALS:**

- BRICK
- CEMENTITIOUS SIDING



RIGHT ELEVATION

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PLANNING AND DEVELOPMENT

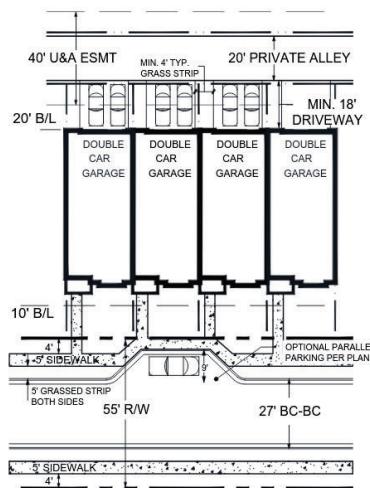
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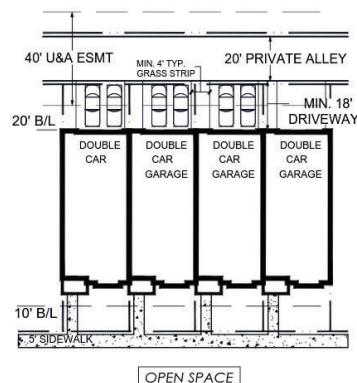
FRONT ENTRY TOWNHOMES - LOT TYPE F - IMAGES

## REAR ENTRY TOWNHOMES - LOT TYPE G AND H

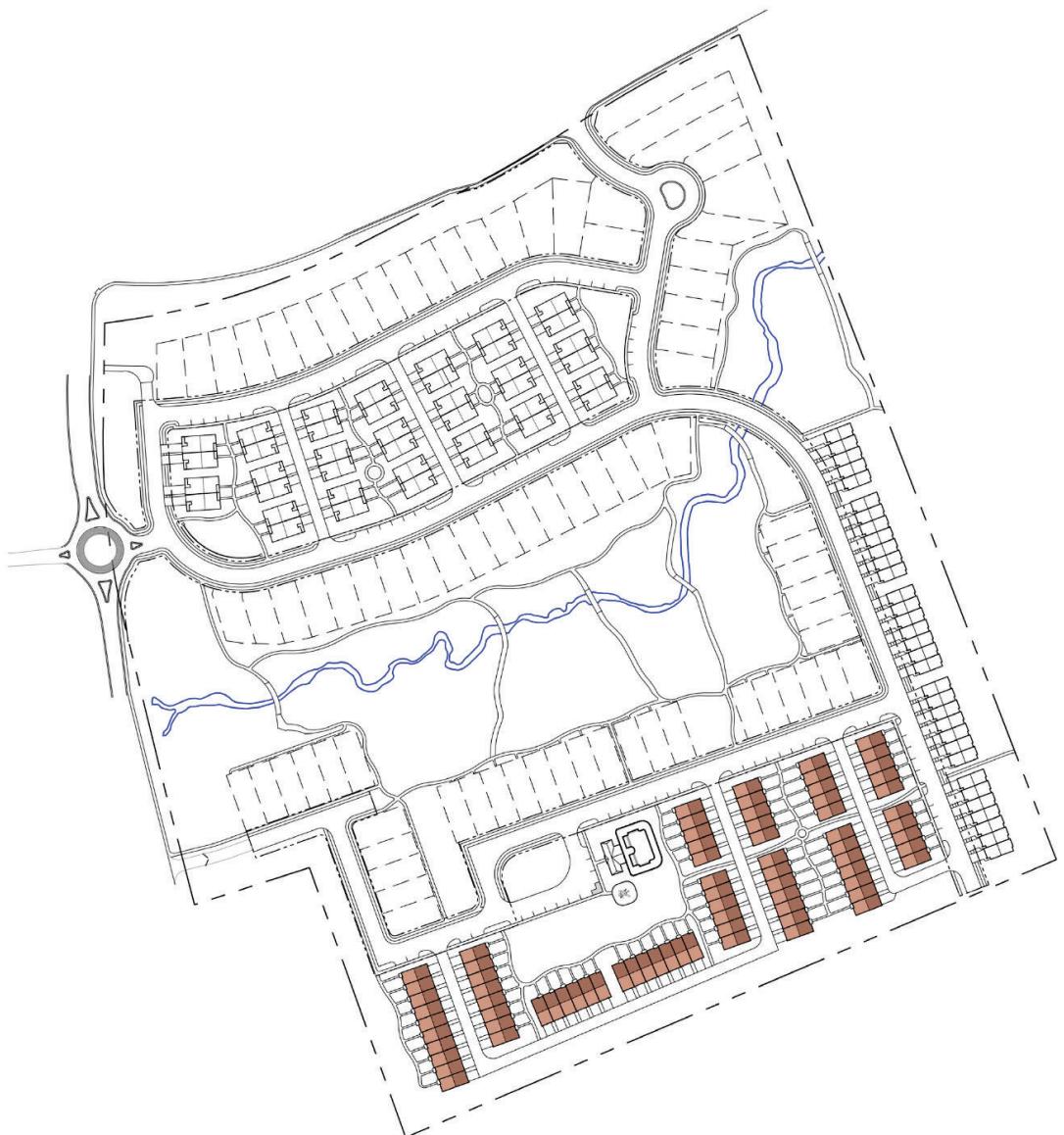
- PROPOSED LOTS: 76 LOTS
- PARKING PROVIDED: 304 SPACES



LOT TYPE 'G' - DETAIL NOT TO SCALE  
TYPICAL REAR ENTRY TOWNHOME  
FRONTING ONTO STREET



LOT TYPE 'H' - DETAIL NOT TO SCALE  
TYPICAL REAR ENTRY TOWNHOME  
FRONTING ONTO OPEN SPACE





REAR ELEVATION

MATERIALS:

- BRICK
- CEMENTITIOUS SIDING



LEFT ELEVATION



RIGHT ELEVATION

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REAR ENTRY TOWNHOMES - LOT TYPES G AND H - IMAGES

**Exhibit D: Letter of Intent and Applicant's Response to Standards**

**[attached]**

Letter of Intent  
 Parkland Communities, Inc., and Burns Golf Course LLC  
 Rezoning RA-200 to TND

The Applicants, Parkland Communities, Inc., and Burns Golf Course LLC, request to rezone the 46.29-acre property located at the southeast corner of Old Norcross Tucker Road and Britt Road from RA-200 (Agriculture-Residence District) to TND (Traditional Neighborhood Development) to construct a for sale residential community with 229 homes. The subject site has historically been Heritage Golf Link's 9-hole golf course known as Tradition, which adjoins the primary 18-hole course and clubhouse on the west side of Old Norcross Tucker Road. The Burns family, the owners of the golf course, have been made aware that major improvements to the Burns Lake dam are required to continue operating the 18-hole golf course. To fund the necessary dam repair, as well as various other course improvements, the owners have decided that the only course of action is to sell the extra 9-hole property. Making these improvements will allow for the owners to keep the business in the family and keep the golf course in the neighborhood for years to come. The subject site is the perfect opportunity for a TND community. To the east, the site abuts Lucky Shoals Park which has its entrance on Britt Road. Nesbit Elementary School is located to the south, which has access from Cherokee Drive via Old Norcross Tucker Road. A small portion of the site's western property line is shared with three single-family lots as well as the Seminole Drive right-of-way, all of which front Old Norcross Tucker Road. The site is also conveniently located halfway between two commercial nodes, including the intersection of Britt Road and Chamblee Tucker Road (City of Tucker), and the intersection of Britt Road and Jimmy Carter Boulevard (Gwinnett), which offers a variety of retail, restaurants, and various services.

Comprehensive Plan

This proposed zoning application undoubtedly meets the intent of the Gwinnett County 2045 Unified Plan. The site is located within the "Traditional +" future development area, which recommends 7-8 units per acre with TND as one of the applicable zoning districts. The property is currently zoned RA-200, which is not a recommended zoning for the property by the 2045 Unified Plan. The housing types that are deemed appropriate within Traditional + specifically include townhomes, duplexes, single family cottages, and single family, all of which are included in this proposed application. It should also be noted that this zoning request has a density of approximately 4.95 units per acre, which is significantly less than the target density of 7-8 units per acre for the "Traditional +" future development area. At under 5 units per acre, the development provides a gentler density that is more compatible with the existing area. Ultimately, this development will bring a much-needed variety of housing, specifically missing middle housing, which is greatly needed in this area of Gwinnett County.

Overall Development

As designed, this Traditional Neighborhood Development will offer a total of 229 homes, with the intention of providing a broad diversity of high-quality, necessary missing-middle housing at an attainable price point. The development has a density of approximately 4.95 units per acre, which is significantly less than the maximum of eight units per acre allowed within a TND zoning district, and less than many of the existing high-quality TND developments throughout the County. As shown on the site plan, the community is naturally divided horizontally by a stream and vast open space, with both sides offering their own unique housing types, parks, and amenities. The northern half will offer a total of 86 homes. This will include 28 one story single-family detached homes, each with at least three bedrooms, two bathrooms and a one car garage. These homes on lots 1-18 and lots 37-46 will start at approximately 1,200 square feet. The 18 homes on the lots that back up to the stream (19-36) will be larger, starting at approximately 2,300 square feet and will likely have basements due to the steep topography. These single-family homes will include a RZR2024-00035

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5.17.24 two-car garage that is recessed behind the front façade. Each of the single-family homes will have direct pedestrian access to the sidewalks adjacent to the interior streets. Centered amongst the single-family detached homes, 40 duplex homes will be provided. The duplex homes will have a rear-entry single-car garage with two-car driveway that is accessed via alley. Each duplex home will have three bedrooms and two bathrooms, with a floor area of approximately 1,325 square feet. The rear-entry garages allow for each of the duplexes to front greenspace, which includes pedestrian paths that connect to the street adjacent sidewalks and provide access through the rest of the community. The southern half of the development will offer a total of 143 homes including 34 front-entry single-family lots, 76 rear-entry townhomes, and 33 front-entry townhomes. The front-entry townhomes (87-119) will be located along the eastern side of the property and will front and have direct vehicular access to the interior street. Each of these will be 22-feet wide and have three or four bedrooms with two-and-a-half baths, with a floor area of approximately 1,700 square feet. The rear entry townhomes (120-195) will also be 22-feet wide and have three bedrooms and two-and-a-half bathrooms, with a floor area of approximately 1,600 square feet. Apart from units 120-129, which will front the interior street, the rear-entry townhomes will front a portion of the development's open space, including linear parks or the main amenity area. All townhomes will have a two-car garage and two-car driveway. The 34 single-family detached homes that front the centralized green space (196-229) will have a floor area ranging between 1,800-2,200 square feet with at least three bedrooms, two-and-a-half bathrooms, and a two-car rear-entry garage that is accessed from the interior street. Each home, including townhomes, duplexes, and single-family detached will be constructed with a combination of brick and cementitious siding, which can be seen in tremendous detail within the attached development booklet.

Open Space and Amenities

One of Parkland's main priorities for Fairway Park is to provide a substantial amount of natural and usable open space. Fortunately, they intend to maintain and utilize the existing terrain and environmentally sensitive areas include the stream and floodplain, and fairway area at the center of the site. This area includes existing golf cart paths throughout fairways, which Parkland plans to expand and connect to the interior sidewalks throughout the site, offering not only sufficient walkability, but also a massive natural and recreation area for residents to enjoy. The entirety of the centralized recreation area is intended to be fully usable due to the existing condition of the area as a golf fairway and plans for enhancement. Another unique open space feature is the park space that all the rear-entry homes face. These areas provide great opportunities for residents to interact, and safe space for children to enjoy time outdoors. Also within these areas are paths, an alternative to the street-adjacent sidewalks, providing another sufficient route to the center of the site, the frontages of Old Norcross Tucker and Britt Road, Lucky Shoals Park, and the main amenity area, which includes the pool, cabana, and large park space. As part of the trail system, the sidewalk will connect to the existing bridge across Old Norcross Tucker Road, providing direct gated access to the golf course. Other open space areas will include the 40-feet wide graded and replanted buffers adjacent to the R-75 zoned properties, a 10-feet landscape strip adjacent to the stormwater ponds along a portion of Old Norcross Tucker Road, and a 50-feet landscape strip along Britt Road and a portion of Old Norcross Tucker Road.

Additional Site Improvements

Major roadway improvements will be implemented as a result of the zoning to ensure sufficient site access and overall enhancement to traffic of the surrounding area. Externally, full-movement access will be provided along Britt Road. This will also include an eastbound deceleration turn lane, and a westbound dedicated turn lane, allowing for appropriate site access without impeding the flow of traffic. On Old Norcross Tucker Road, the Applicant will be providing a roundabout that will provide access to the proposed development and Rocky Shoals Court. The Roundabout will also improve traffic flow and safety on Old Norcross Tucker, which currently has issues with speeders, per the neighborhood residents. Internally, a bridge will be constructed over the stream, linking the northern and southern portions of the development. This allows for the proposed location of the site access points and best vehicular and

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<sup>5.17.24</sup> pedestrian circulation. Additionally, emergency access will also be provided off Old Norcross Road, which will be gated with a Knox Box. For parking, in addition to each home having off-street parking spaces in garages and driveways, the development provides an abundance of additional guest parking. There are 79 parallel parking spaces located throughout the development in the form parallel spaces along the internal streets. This helps prevent typical in-street parking that impedes traffic flow.

Variances

In addition to the rezoning request, the Applicant requests the following variances to allow for the most sufficient layout and prosperous development.

1. To grade and replant required 40-feet zoning buffer (Table 230.2)

The graded and replanted buffers are necessary adjacent to residentially zoned properties. As noted on the site plan, a portion of the buffer along the eastern property line will remain undisturbed as it currently exists. This area includes an existing cart path that runs parallel through the buffer, which will remain for pedestrian connectivity.

2. To allow fronts of dwellings to not be oriented toward a street (212.80.2 A.)

Provides the opportunity for a portion of the units as shown on the site plan to front open space and amenities as a better alternative, which offers walkability through a network of paths.

3. To allow driveways that are not accessed from an alley (212-80.3 B.1.)

Allowing front loaded units that are accessed from the internal street, it allows the developer to provide more product variation, which is the intent of the TND district.

4. To allow a dead end in the street network (212-80.3 A.1.)

Allowing dead end streets provides a necessary emergency vehicle turnaround, primarily in areas of the site that do not have the opportunity for a street connection.

5. To reduce minimum horizontal street alignment radius from 181 degrees to 150 degrees (Table 360.8)

Reducing the horizontal street alignment radius is necessary to navigate around the existing topography and stream within the site.

6. To exceed the maximum number of off-street parking spaces (Table 240.1)

Exceeding the maximum provides the opportunity to offer additional guest parking to offset any concerns about cars parked on the street.

7. To allow more than 50% of any building to be located beyond 10-feet front building setback (212.80.2.C.)

The ability to increase setback allows for a variety in the distances from street to avoid monotony and allows for the homes that have vehicular access from the street to have sufficient driveway length.

8. To allow homes with less than a two-car garage (212.80.2.G.)

As shown in the typical lot details and further explained in the letter of intent, a portion of the units will offer a minimum of single-car garages and will also include a two-car driveway.

9. To allow block length to exceed 500 feet (212.80.A.2.)

The longer block length is necessary and the only option due to the stream that bisects the site. This area can be seen from unit 36 to 107, proposed +/- 765-feet.

10. To waive required 3-feet wide sidewalk connecting front entrances of all buildings (210.140.18.B.)

Pertaining to the front-loaded units, the addition of a 3-feet wide sidewalk would increase impervious surface within the front yard of each unit. Removing the sidewalk requirement will allow for more green space and more attractive front yards with less concrete.

The Applicant looks forward to meeting with staff and the community to answer all questions or concerns and is excited for the opportunity to provide exceptional and unique missing middle housing in a highly desirable section of Gwinnett County. Please refer to the attached supplemental application materials for further information regarding the proposed planning and architecture of the development.

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**STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER**

Pursuant to requirements of the United Development Ordinance, the Board of Commissioners finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.

Please respond to the following standards in the space provided or use attachment as necessary:

(A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Please see attached

---

(B) Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property:

Please see attached

---

(C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

Please see attached

---

(D) Whether the proposed rezoning will result in a use which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

Please see attached

---

(E) Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map:

Please see attached

---

(F) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning:

Please see attached

---

**Standards Governing the Exercise of the Zoning Power**

To further demonstrate that the proposed rezoning and land use is consistent with the intent of the UDO and 2045 Unified Plan, the applicant submits its response to the Standards Governing Exercise of the Zoning Power as follows:

**(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:**

Rezoning the subject site to TND for the purpose of constructing a mixture of housing types including single-family detached, duplexes, and townhomes is suitable in relation to the adjacent and nearby properties. As proposed, the development will provide a variety of housing at an attainable price, which is necessary for the area and the county. Accompanying the adjacent Lucky Shoals Park, 18 holes of the golf course will remain in the community, maintaining a substantial amount of recreation area.

**(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY:**

The proposed rezoning will not adversely affect the use of the surrounding properties. The proposed development will maintain the residential character of the area and will provide the necessary infrastructure improvements for the betterment of the surrounding area.

**(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:**

Due to the location of the property, including its school district and existing housing stock, the applicant suggests that the subject property does not have a reasonable economic use as currently zoned. Additionally, the sale of the subject site is necessary for the Heritage Golf Course to maintain its existing 18 holes on the west side of Old Norcross Tucker Road. The applicant submits the rezoning would allow for a use more compatible with the demand and pattern of development in the area.

**(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:**

The rezoning will not likely result in any excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Any improvements required by the County will be met through the permitting process.

**(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE UNIFIED PLAN AND FUTURE DEVELOPMENT MAP:**

The proposed development meets the intent of the 2045 Unified Plan. The subject property is located within the Traditional + future development area, which encourages TND as a zoning category, and duplexes, single-family and townhomes as appropriate land uses. Additionally, the proposed development is under the target density, which is more suitable for the surrounding area.

**(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER APPROVAL OR DISAPPROVAL OF THE PROPOSED REZONING:**

The pattern of residential sales in the area, current lack of missing middle housing in the area, and the consistency with the new land use plan, suggest supporting grounds for approval of the rezoning.

May 2, 2024

**VIA ELECTRONIC SUBMISSION**

Gwinnett County Board of Commissioners  
75 Langley Drive  
Lawrenceville, GA 30046

Re: Constitutional Notice Regarding Rezoning of Britt Road Property, Parcel No. 6165 017 (the "Property") from RA-200 to TND (the "Rezoning").

Dear Board of Commissioners:

This firm represents the applicants for the above-referenced Rezoning, Burns Golf Course, LLC ("BGC") and Parkland Communities, Inc. ("Parkland") (collectively, "Applicants"). BCG owns the Property, and Parkland contracted to purchase it.

Applicants seek to rezone the Property, consisting of 46.292 acres, from RA-200 (Agriculture-Residence District) to TND (Traditional Neighborhood Development). The purpose of the TND District is to "create an innovative zoning classification that encourages a pattern of neighborhood development that will be distinguished from other residential zoning districts through a diversity of lot sizes, housing types and sizes to accommodate persons of a variety of stages of life in a pedestrian-oriented setting that is well integrated with the County's neighborhoods, parks, civic spaces, and supportive services." (UDO § 212-20).

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PLANNING AND DEVELOPMENT

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517-24  
RZR2024-00035  
Bloom Parham, LLP

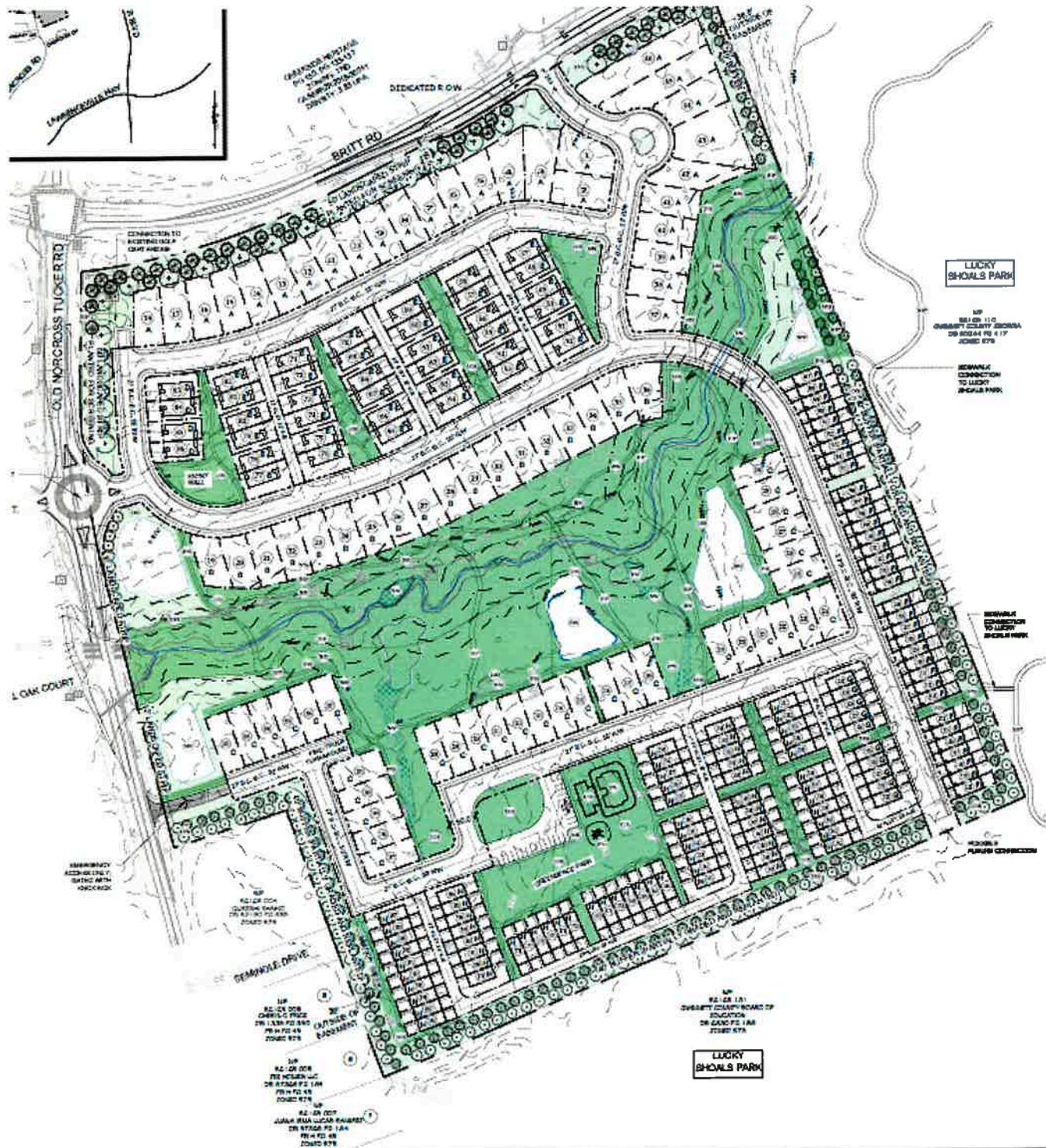
977 Ponce de Leon Ave., NE

Atlanta, Georgia 30306 404.577.7710 phone

404.577.7715 fax

BF  
[www.bloom-law.com](http://www.bloom-law.com)

That is exactly what the proposed development (“Fairway Park” or the “Community”) will provide for Gwinnett County. The zoning site plan is depicted below:



## GWINNETT COUNTY PLANNING AND DEVELOPMENT

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5.17.24 RZR2024-00035

As shown on the site plan, the Community is naturally divided horizontally by a stream and vast open space, with both sides offering their own unique housing types, parks, and amenities. The northern half Fairway Park will offer a total of 86 units, all of which will be age targeted housing for those 55 and older. This section of the Community will include a mix of 46 single-family homes and 40 duplex units. The southern half of the Community will include a mix of 34 single-family homes, 76 rear-entry townhomes, and 34 front-entry townhomes.

Fairway Park provides a pedestrian-oriented setting through the incorporation and expansion of existing golf cart paths, which will be integrated into the interior sidewalks in the Community. Fairway Park includes expansive and usable natural and open space, as well as additional parks and open space throughout the Community. Exceptional amenities, including a pool, cabana, and a park space will be connected by pedestrian paths. The site plan includes proposed sidewalk connections to the adjacent Lucky Shoals Park. All of these features (and more) are squarely within the stated intent of the TND District.

Moreover, Applicants only propose a density of 4.97 units per acre, which is substantially lower than the 8.0 units per acre permitted by the TND District.

The Rezoning is entirely consistent with Gwinnett County's newly adopted 2045 Unified Plan. The 2045 Unified Plan is Gwinnett County's "blueprint for the future" and "sets the policy agenda for growth and development over the next 20 years." The Rezoning conforms exactly to what Gwinnett County has identified as the "blueprint for the future" of the Property.

The Property is located within the Traditional+ future development area. Traditional+ includes the goal to "encourage gentle density through smaller footprint homes and Accessory Dwelling Units." Traditional+ expressly includes TND as a recommended zoning category but does not include RA-200. Traditional+ identifies appropriate housing types as townhomes/stacked flats, quads/triplexes/duplexes, single family cottages, and single family residential. Thus, the residential housing types proposed by the Rezoning are consistent with Traditional+. The Community is actually below the target density of 7-8 units per acre set forth in Traditional+. Fairway Park is consistent with the goals of providing smaller footprint single family homes and pedestrian pathways connecting to adjacent uses. The Community provides pedestrian sidewalk connections to Lucky Shoals Park, consistent with Traditional+ being a "high priority area for pedestrian investment, particularly in terms of providing safe connections between neighborhoods, their Village Centers, schools, and other major destinations." For these reasons, the Rezoning matches with what Gwinnett County has already stated it desires for the Property's future development. Therefore, there can be no rational basis for denying the rezoning.

Finally, Applicants have diligently met with residents in the surrounding neighborhoods to develop the proposed plan for the Property. Applicants held 6 meetings with residents of the community (January 1, 2023; December 13, 2023; January 10, 2024; January 28, 2024; February 29, 2024; and March 7, 2024) for

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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51724  
RZR2024-00035

purposes of listening to and addressing neighborhood feedback. Applicants also conducted multiple meetings with County planning staff. Applicants revised the plan 11 times in response to commentary and in an effort to address neighborhood concerns, including several reductions in the proposed unit count. As a result, Applicants have gone above and beyond to accommodate the neighbors.

Accordingly, denial of the Rezoning, rezoning to a category other than TND, or the imposition of unreasonable conditions will unreasonably impair and destroy Applicants property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia, Article I, Section III, Paragraph I of the Constitution of the State of Georgia, and the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States.

Denial of the Rezoning, rezoning to a category other than TND, or the imposition of unreasonable conditions is unconstitutional, illegal, null and void, constituting a taking of Applicants' property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

Denial of the Rezoning, rezoning to a category other than TND, or the imposition of unreasonable conditions unconstitutionally discriminates, in an arbitrary, capricious, and unreasonable manner, between Applicants and other similarly situated entities and property owners in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

Denial of the Rezoning, rezoning to a category other than TND, or the imposition of unreasonable conditions constitutes an unreasonable and extreme hardship upon Applicants without remotely advancing the public health, safety and welfare and would constitute an arbitrary and capricious act without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia, Article I, Section III, Paragraph I of the Constitution of the State of Georgia, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Sincerely,

BLOOM PARHAM, LLP

*Simon H. Bloom (w/ permission)  
By AJP*

Simon H. Bloom

cc: Michael Ludwiczak (via email Mike.Ludwiczak@gwinnettcounty.com)

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517-24  
RZR2024-00035

**Exhibit E: Application and Disclosure of Campaign Contributions**

**[attached]**

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**REZONING APPLICATION**

5.21.2024

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF GWINNETT COUNTY, GA.

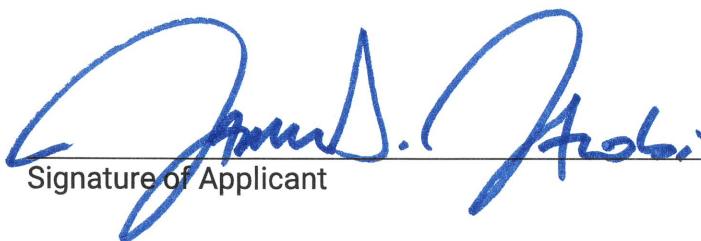
<b>APPLICANT INFORMATION</b>		<b>PROPERTY OWNER INFORMATION</b>	
Name: <u>Burns Golf Course LLC, and Parkland Communities Inc.</u>		Name: <u>Burns Golf Course LLC</u>	
Address: <u>4445 Britt Road</u>		Address: <u>2570 Lake Erin Drive</u>	
City: <u>Tucker</u>		City: <u>Tucker</u>	
State: <u>GA</u>	<u>ZIP: 30084</u>	State: <u>GA</u>	<u>ZIP: 30084-2537</u>
Phone: <u>404-601-7616</u>		Phone: <u>404-601-7616</u>	
Email: <u>mlb@battlelawpc.com</u>		Email: <u>mlb@battlelawpc.com</u>	
Contact Person: <u>Michele Battle, Esq.</u>		Phone: <u>404-601-7616</u>	
Contact's Email: <u>mlb@battlelawpc.com</u>			
<b>APPLICANT IS THE:</b>			
<input type="checkbox"/> Owner's Agent		<input checked="" type="checkbox"/> Property Owner	
<input type="checkbox"/> Contract Purchaser			
Current Zoning District(s): <u>RA-200</u> Requested Zoning District: <u>TND</u>			
Parcel Number(s): <u>6165 017</u>		Acreage: <u>46.292</u>	
Property Address(es): <u>4600 Block of Britt Road</u>			
Proposed Development: <u>Traditional Neighborhood Development (SFD, TH, Duplex)</u>			
Variance(s): <u>Please see attached</u>		Waiver(s): <u>Please see attached</u>	
<b>RESIDENTIAL DEVELOPMENT</b>		<b>NON-RESIDENTIAL DEVELOPMENT</b>	
No. of Dwelling Units: <u>229</u>		No. of Buildings: _____	
Dwelling Unit Sq. Ft.: <u>1,200 - 2,300</u>		Total Building Sq. Ft.: _____	
Density: <u>4.95</u>		Floor Area Ratio: _____	
Floor Area Ratio (LRR, MRR, HRR): _____			
<b>MIXED-USE DEVELOPMENT</b>			
No. of Dwelling Units: _____		Dwelling Unit Sq. Ft.: _____	
Total Non-Residential Sq. Ft.: _____		Floor Area Ratio: _____	

**RECEIVED**

5.2.2024

**REZONING APPLICANT'S CERTIFICATION**

The undersigned below is authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.



Signature of Applicant

1.22.2024

Date



Type or Print Name and Title



Signature of Notary Public

1/22/2024

Date



Notary Seal

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5.2.2024

**REZONING APPLICANT'S CERTIFICATION**

The undersigned below is authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.

*Lloyd S. Burns III*

Signature of Applicant

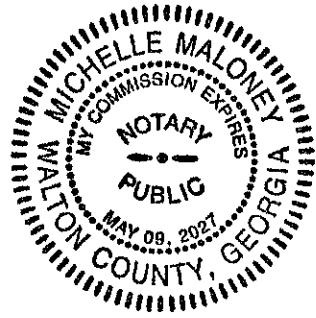
*5/2/2024*

Date

*Lloyd S. Burns III*

Type or Print Name and Title

*member / manager*



*[Signature]*  
Signature of Notary Public

*5/2/24*  
Date

Notary Seal

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5.2.2024

**REZONING PROPERTY OWNER'S CERTIFICATION**

The undersigned below, or as attached, is the owner of the property considered in this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.

*Lloyd S. Burnett*

Signature of Property Owner

*1/25/2024*

Date

*Lloyd S. Burnett* owner

Type or Print Name and Title

*LM*

*1/25/24*

Date



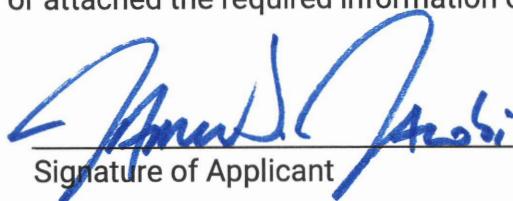
Signature of Notary Public

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5.2.2024

**CONFLICT OF INTEREST CERTIFICATION FOR REZONING**

The undersigned below, making application for a rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

 1.22.2024 JAMES D. JACOBI Pres.  
Signature of Applicant Date Type of Print Name and Title

 1.22.24 Tyler Lasser  
Signature of Applicant's Date Type or Print Name and Title  
Attorney or Representative

 1/22/2024 Notary Seal  
Signature of Notary Public Date Notary Seal  
TONKAWAYNOR  
MY COMMISSION  
EXPIRES  
02/27/2027  
NOTARIAL  
DEPARTMENT  
GWINNETT COUNTY, GEORGIA

**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Board of Commissioners?

Yes

No

(Your Name)

If the answer is yes, please complete the following section:

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)

Attach additional sheets if necessary to disclose or describe all contributions.

RECEIVED

5.2.2024

**CONFFLICT OF INTEREST CERTIFICATION FOR REZONING**

The undersigned below, making application for a rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

Lloyd S. Bennett

Signature of Applicant

5/2/2024

Date

Lloyd S. Bennett III member/manager

Type of Print Name and Title

Tyler Lasser

Signature of Applicant's

Attorney or Representative

5.2.2024

Date

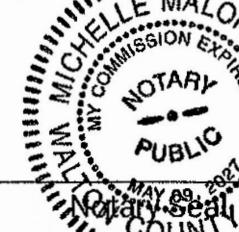
Tyler Lasser

Type or Print Name and Title

W

5/2/24

Date



Signature of Notary Public

Yes

No

Lloyd S. Bennett III

(Your Name)

If the answer is yes, please complete the following section:

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)

Attach additional sheets if necessary to disclose or describe all contributions.

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Gwinnett County Planning Division  
Rezoning Application  
Last Updated 12/2023

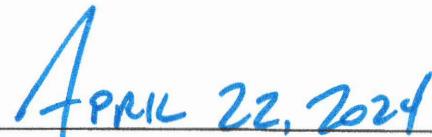
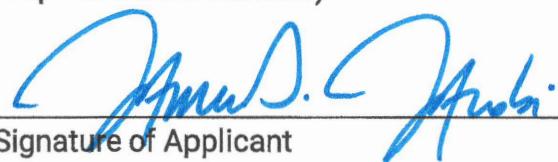
**VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING**

The undersigned below is authorized to make this application. The undersigned certifies that all Gwinnett County property taxes billed to date for the parcel listed below have been paid in full to the Gwinnett County Tax Commissioner. In no case shall an application or reapplication for rezoning be processed without such property verification.

**A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.**

Parcel I.D. Number: 6165 017  
(Map Reference Number)

Signature of Applicant



Date

Type or Print Name and Title

James D. Jacob

**PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 Langley Drive. THIS FORM MUST BE SIGNED BY A REPRESENTATIVE OF THE TAX COMMISSIONER'S OFFICE.**

**TAX COMMISSIONERS USE ONLY**

Payment of all property taxes billed to date for the above referenced parcel has been verified as paid current and confirmed by the signature below.

Jacqueleen Garcia

Tax Associate II

Name

Title

04/24/2024

Date

**Exhibit F: DWR Sewer Capacity Certification Letter**

**[attached]**



November 13, 2023

Jim Jacobi  
Parkland Communities  
363 S. Main St.  
Alpharetta, Ga.30009

**APPROVED**  
 **DENIED**  
 **CONDITIONALLY APPROVED**  
**Sewer Capacity Request #C2023-251-11**  
**Expiration Date: 11/13/2024**  
**Tie-In Manhole FID: 236908**

RE: Sewer Availability for Proposed Development – Heritage Golf Course Project  
Parcel ID 6165 017

Dear Mr. Jacobi:

Gwinnett County Department of Water Resources (GCDWR) has reviewed the impact of the proposed development consisting of 309 townhomes on the above parcel(s) and determined:

Gwinnett County has adequate sewer capacity to serve the proposed development.

This confirmation is based on your anticipated annual average daily flow of 53.65 gpm discharging to the sewer tie-in manhole at Facility ID 236908.

**Capacity Allocation:** Sewer capacities are allocated only upon the issuance of a Development Permit, by Gwinnett County Planning & Development and after all applicable conditions established in this Sewer Capacity Certification, if any, are met.

**Certification Expiration:** The Sewer Capacity Certification is valid for 12 months from the date of this letter. If rezoning is approved, GCDWR will issue a revised Sewer Capacity Certification based on the approved units, as needed. The capacity request can be renewed for an additional 12 months. If a Development Permit has not been obtained by the expiration date above the developer may apply for renewal by providing evidence of active rezoning, plan review, or permitting efforts.

Once the Sewer Capacity Certification expires, the capacity is no longer allocated, and a new Sewer Capacity Certification request must be submitted for re-evaluation with no guarantee of available capacity. The evaluation will be based on the updated conditions of the sewer system.

**Certification Invalidation:** This certification is not valid if there are proposed changes to your development that could impact downstream sewer capacity (e.g. land use density, sewer tie-in manhole, parcel changes, and/or rezoning). In this case the development must resubmit for a new Sewer Capacity Request with updated information prior to the expiration of the previous one.

Please contact us at 678-376-7026 if you have any questions.



# Gwinnett

GWINNETT COUNTY  
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GWINNETT COUNTY  
DEPARTMENT OF WATER RESOURCES

684 Winder Highway | Lawrenceville, GA 30045-5012  
678.376.6700  
[www.gwinnettcounty.com](http://www.gwinnettcounty.com) | [www.gwinnetth2o.com](http://www.gwinnetth2o.com)

Sincerely,

GWINNETT COUNTY DEPARTMENT OF WATER RESOURCES

Lorraine Campagne, PE  
Section Manager, Development Support  
678.376.7058

C: Gwinnett County DWR – Tai Yi Su, Division Director; Raghu Vemuru, Engineer V; Mikala Weston, Engineer III  
Gwinnett County P&D – Charli Young, Planning Manager; Geniva Sylvain, Engineer I; Christina Dejarnette, Engineer I

**Exhibit G: Traffic Impact Study**

**[attached]**

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5.2.24



# Homestead Park Residential Development

Traffic Impact Study

**Prepared for:**

Parkland Communities, Inc.

**Prepared by:**

KCI Technologies Inc.  
2160 Satellite Boulevard, Suite 130  
Duluth, GA 30097

[www.kci.com](http://www.kci.com)  
678.990.6200

March 2024

KCI Project #242309125

A blue-toned graphic featuring a stylized city skyline with buildings and roads. In the foreground, there are abstract shapes representing trees and water. The text 'RISE TO THE CHALLENGE' is overlaid on the left side of the graphic.

RISE TO THE  
CHALLENGE

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### 3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

#### 3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 70 Single-Family detached houses and 160 Single-Family attached housing. The most applicable ITE land use (LU) codes are LU 210 (Single-Family Detached) and LU 215 (Single-Family Attached Housing). Due to the development type, pass-by reductions and internal capture reductions were not included for the traffic analysis. **Table 1** below summarizes the trips expected daily, during the AM peak hour and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	70	749	14	41	55	45	27	72
Single-Family Attached Housing (215)	160	1,169	24	54	78	52	40	92
<b>Driveway Totals</b>		<b>1,918</b>	<b>38</b>	<b>95</b>	<b>133</b>	<b>97</b>	<b>67</b>	<b>164</b>

#### 3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveway. The split of development trips within the site is estimated to be 40% for the proposed driveway #1 (along Britt Road) and 60% for the proposed driveway #2 (along Old Norcross Tucker Road).

The directional distribution for the proposed development is estimated to be:

- 40% to/from the west along Britt Road
- 20% to/from the east along Britt Road
- 20% to/from the north along Old Norcross Tucker Road
- 15% to/from the south along Old Norcross Tucker Road
- 5% to/from the east along Cherokee Drive (to Nesbit Elementary School)

Project trip distribution is illustrated in **Figure 4** in Appendix A.

#### 3.3 Future Build Traffic Volumes

The 2028 future Build traffic volumes were calculated by adding the proposed development (Heritage Club) traffic volumes to the projected year 2028 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2028 Build traffic volumes.

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#### 4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6<sup>th</sup> Edition. The Synchro Studio software, which utilizes the HCM 6<sup>th</sup> Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

**Table 2: Level of Service Criteria**

Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

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**4.1 Existing Conditions Capacity Analysis**

Capacity analysis was performed for the existing year 2023 conditions and existing traffic volumes. The Build traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Existing Year (2023) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Old Norcross Tucker Road at Britt Road	Signalized	<b>Overall</b>	<b>B (16)</b>	<b>B (12)</b>
		NB	B (19)	B (14)
		SB	B (17)	B (15)
		EB	B (10)	B (12)
		WB	B (14)	B (10)
2. Old Norcross Tucker Road at Rocky Shoals Court	Stop Control	EB	B (14)	B (14)
3. Old Norcross Tucker Road at Lashley Drive	Stop Control	EB	C (16)	B (13)
4. Old Norcross Tucker Road at Cherokee Drive	Signalized	<b>Overall</b>	<b>B (10)</b>	<b>A (5)</b>
		NB	A (7)	A (4)
		SB	A (9)	A (4)
		WB	B (18)	B (12)

\*Average vehicle delay in seconds

The existing intersections are currently operating at acceptable levels of service during the AM and PM peak hours.

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#### 4.2 Future No-Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future Conditions and includes the No-Build traffic (without the Homestead Park development volumes) and the existing roadway conditions. **Table 4** summarizes the results of the capacity analysis for the Future No-Build Conditions.

Table 4: No Build (2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Old Norcross Tucker Road at Britt Road	Signalized	Overall	<b>B (17)</b>	<b>B (13)</b>
		NB	C (21)	B (15)
		SB	B (19)	B (16)
		EB	B (11)	B (12)
		WB	B (16)	B (11)
2. Old Norcross Tucker Road at Rocky Shoals Court	Stop Control	EB	B (15)	B (14)
3. Old Norcross Tucker Road at Lashley Drive	Stop Control	EB	C (17)	B (14)
4. Old Norcross Tucker Road at Cherokee Drive	Signalized	Overall	<b>B (11)</b>	<b>A (6)</b>
		NB	A (7)	A (5)
		SB	A (10)	A (6)
		WB	B (19)	B (15)

\*Average vehicle delay in seconds

By the 2028 Future No-Build Conditions, the study intersections are expected to continue operating with acceptable levels of service during the AM and PM peak hours.

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**4.3 Future Build Conditions Capacity Analysis**

Capacity analysis was performed for the year 2028 Future Build Conditions and includes the No-Build traffic volumes plus the Homestead Park development volumes. The Build traffic conditions and volumes are illustrated in **Figure 5**. **Table 5** summarizes the results of the capacity analysis.

Table 5: Build (2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Old Norcross Tucker Road at Britt Road	Signalized	<b>Overall</b>	<b>B (18)</b>	<b>B (14)</b>
		NB	C (22)	B (16)
		SB	B (20)	B (17)
		EB	B (11)	B (13)
		WB	B (16)	B (11)
2. Old Norcross Tucker Road at Rocky Shoals Court/Proposed Driveway #2	Roundabout	<b>Overall</b>	<b>A (6)</b>	<b>A (6)</b>
		NB	A (6)	A (5)
		SB	A (6)	A (6)
		EB	A (5)	A (5)
		WB	A (6)	A (4)
3. Old Norcross Tucker Road at Lashley Drive	Stop Control	EB	C (18)	B (14)
4. Old Norcross Tucker Road at Cherokee Drive	Signalized	<b>Overall</b>	<b>B (11)</b>	<b>A (6)</b>
		NB	A (7)	A (5)
		SB	A (10)	A (6)
		WB	B (19)	B (15)
5. Britt Road at Proposed Driveway #1	Stop-Control	NB-Drwy 1	C (25)	D (32)
		SB-Panasa Ct	D (28)	D (30)

\*Average vehicle delay in seconds

By the 2028 Future Build Conditions, the study intersections and two proposed site driveways are expected to operate with acceptable levels of service during the AM and PM peak hours.

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**4.4 Turn Lane Analysis at Site Driveway**

Gwinnett County has criteria for installation of right-turn lanes as set forth by the Unified Development Ordinance (UDO) for County-maintained roads. The County UDO states that right-turn deceleration lanes shall be provided at each project driveway or subdivision street entrance that is provided street access to a Minor Collector Street or major Thoroughfare. Since Britt Road is classified as a minor collector the proposed driveway #1 would require a right-turn deceleration lane.

Additionally, Gwinnett County has minimum requirements for left-turn deceleration lanes as set forth by the County's *Criteria and Guidelines for Left Turn Lanes*. Since Britt Road is a 2-lane route, has a posted speed limit of 40 mph, and has average daily traffic (ADT) greater than 6,000 vehicles per day, the left-turn criteria states that if there will be more than 75 lots at proposed driveways, then left-turn deceleration lanes would be warranted. Based upon the concept plan, the 75 lot threshold is met at proposed driveway #1; therefore a left-turn deceleration lane is required at proposed driveway #1.

Since proposed driveway #2 is proposed to be a single-lane roundabout and operate with acceptable levels of service, no additional lanes are needed.

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## 5. Recommendations

Recommendations for access for the proposed Homestead Park residential development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveways and appropriate traffic control (i.e. stop control) were based on Gwinnett County criteria. Recommendations were based on transportation industry standards and engineering judgment. Specifics of the driveway design will need to follow Gwinnett County requirements for the driveways located along Britt Road and Old Norcross Tucker Road

### 5.1 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2028 Build year conditions the following driveway geometric recommendations are provided:

- Britt Road at Proposed Driveway #1
  - Provide a full-movement driveway; driveway to be stop-control
  - Provide one entry lane and two exit lanes (left-turn/through lane and separate right-turn lane)
  - Provide a right-turn deceleration lane along Britt Road
  - Provide a left-turn deceleration lane along Britt Road
- Old Norcross Tucker Road at Proposed Driveway #2
  - Provide a full-movement driveway; to be a single-lane roundabout
  - Provide one entry lane and one exit lane

**Exhibit H: Public Participation Plan and Report**

**[attached]**



## Public Participation Plan

- 1. Who do you intend to contact in addition to property owners within 1,000 feet of the site, if any?**

In addition to the property owners within 1,000 feet, we intent to contact planning staff, the planning commissioners and district commissioner

- 2. Where do you plan to host the Public Participation Meeting? Ensure that the meeting is held in person at a convenient location for interested parties.**

Lucky Shoals Park Community Center - 4651 Britt Rd, Norcross, GA 30084

Location is nextdoor to the subject site.

- 3. What date and time do you plan to host the Public Participation Meeting? Ensure that the meeting is held at a convenient time for interested parties, e.g. not during typical work hours on weekdays.**

Meeting will be held on Wednesday June 5th at 7pm

- 4. What is your method for providing opportunities for discussion with interested parties at the Public Participation Meeting?**

We will offer plenty of time for Q&A and discussion after an in-depth presentation displaying all the changes made since the last few public participation meetings.



## Public Participation Report

- 1. List all groups that you notified of the requested application. Include a copy of the notification package and stamped Postal Service Form 3877 (attached) with itemized name and address of each addressee.**

Everyone included within the mailout address list given from P&D, District 2 Planning Commissioners and Commissioner Ku.

- 2. Provide the date, time, and location of all meeting(s) that the applicant and/or representative attended to discuss an application with interested parties.**

Lucky Shoals Park Community Center on June 5th at 7pm.

- 3. Provide the number of people who participated in the meeting(s). Include the sign-in sheet(s) with meeting date, time, location, and attendee names.**

100 - 110 people participated in the meeting

- 4. What issues and concerns were expressed by attendees at the meeting(s)?**

The most repeated concerns were as follows:

- Traffic
- Loss of open space
- Rental restrictions
- Larger lots, build R-100

- 5. What are the applicant's responses to the issues and concerns that were expressed at the meetings? What changes to the development will be made?**

- Traffic study has been conducted. Also, Parkland will be providing a roundabout and left turn lane on Britt Road although it is not required.

- The existing use is not publicly accessible. Parkland will work to donate the centralized open space to the County for public use, linking Old Norcross Tucker Road to Lucky Shoals Park.

- Parkland is open to a rental cap. There is no intent for this to be a rental community.

- There is no demand for larger lots in this area of the county due to the current housing stock and prices. This provides a variety of housing types for a variety of home buyers at an attainable price. Also, everything being proposed is consistent with the comprehensive plan including the zoning and land uses.

**Exhibit I: Internal and External Agency Review Comments**

**[attached]**



**Department of Planning and Development**  
**TECHNICAL REVIEW COMMITTEE**

<b>TRC Meeting Date:</b>		5/10/2024		
Department/Agency Name:		DOCS		
Reviewer Name:		Glenn Boorman		
Reviewer Title:		Division Director – Project Admin – Parks & Recreation		
Reviewer Email Address:		glenn.boorman@gwinnettcounty.com		
Case Number:				
Case Address:		4445 Britt Road		
<b>Comments:</b>		<input type="checkbox"/>	<input checked="" type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2				
3				
4				
5				
6				
7				
<b>Recommended Zoning Conditions:</b>		<input checked="" type="checkbox"/> X	YES	<input type="checkbox"/>
1	Any trail connection to the Lucky Shoals Park's existing/ future trail requires Community Services department's approval.			
2				
3				
4				
5				
6				
7				

**Note:** Attach additional pages, if needed

*Revised 7/26/2021*



**Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE**

<b>TRC Meeting Date:</b> 06.05.2024		
Department/Agency Name: Transportation		
Reviewer Name: Brent Hodges		
Reviewer Title: Construction Manager 2		
Reviewer Email Address: <a href="mailto:Brent.Hodges@gwinnettcounty.com">Brent.Hodges@gwinnettcounty.com</a>		
Case Number: RZR2024-00035		
Case Address: 4600 Britt Road, Tucker, 30084		
<b>Comments:</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
1	Britt Road is minor collector. ADT = 12,644. Old Norcross Tucker Road is a major collector. ADT = 6,796.	
2	0.5 mile to the nearest Ride Gwinnett facility located at the intersection of Britt Road and Jimmy Carter Boulevard.	
3	For the existing sidewalk along the entire site frontage of Britt Road and Old Norcross Tucker Road, the developer shall verify the existing width is 5'. Any portion of sidewalk that is not 5', shall be widened to the minimum 5' width, per section 360-90 of the UDO.	
4	Per the traffic impact study submitted by the applicant in regard to the Britt Road driveway design: <ul style="list-style-type: none"><li>Provide a full-access driveway, to align with Vanduse Trail.</li><li>Provide (1) one entry lane and (2) two exit lanes (a shared left/through lane and a solo right turn lane).</li><li>Provide a right and left turn lane from Britt Road into the site.</li></ul>	
5	Per the traffic impact study submitted by the applicant in regard to the Old Norcross Tucker Road driveway design: <ul style="list-style-type: none"><li>Provide a full-movement driveway to be designed as a single-lane roundabout, to align with Rocky Shoals Court.</li></ul>	
6	Traffic Calming shall be provided for any internal street exceeding 500' without a control point.	
7		
<b>Recommended Zoning Conditions:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
1		
2		
3		
4		
5		

**Note:** Attach additional pages, if needed

Revised 7/26/2021



**Department of Planning and Development**  
**TECHNICAL REVIEW COMMITTEE**

<b>TRC Meeting Date:</b>	
Department/Agency Name: DWR	
Reviewer Name: Mike Pappas	
Reviewer Title: GIS Planning Manager	
Reviewer Email Address: <a href="mailto:Michael.pappas@gwinnettcounty.com">Michael.pappas@gwinnettcounty.com</a>	
Case Number: RZR2024-00035	
Case Address: 4600 Block of Britt Road	
<b>Comments:</b>	
	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
1	Water: The proposed development may connect to an existing 16-inch water main located on either the northern right-of-way of Britt Road or on the western right-of-way of Old NorcrossTucker Road.
2	Sewer: A Sewer Capacity Certification (C2023-251-11) has been approved for 309 townhomes and must be updated to reflect the new unit count. The proposed development plans to connect to an existing 15-inch gravity sewer located on the subject site.
3	
4	
5	
6	
7	
<b>Recommended Zoning Conditions:</b>	
	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
1	
2	
3	
4	
5	
6	
7	

**Note:** Attach additional pages, if needed

*Revised 7/26/2021*

Residential Rezoning Impact on Local Schools Prepared for Gwinnett County BOC, July, 2024											Proposed Zoning			
	School	2024-25	Forecast	Capacity	+/- Cap.	2025-26	Forecast	Capacity	+/- Cap.	2026-27	Forecast	Capacity	+/- Cap.	Approximate Student Projections from Proposed Developments
RZM2024-00007	<b>Archer High School</b>	<b>2,950</b>	2,850	100	100	<b>2,887</b>	2,850	37	37	<b>2,863</b>	2,850	13	13	11
	McConnell Middle School	<b>2,096</b>	1,775	321	321	<b>2,121</b>	1,775	346	346	<b>2,185</b>	1,775	410	410	8
	Cooper Elementary School	<b>1,511</b>	1,625	-114	-114	<b>1,527</b>	1,625	-98	-98	<b>1,543</b>	1,625	-82	-82	15
RZM2024-00008	<b>Grayson High School</b>	<b>3,585</b>	3,000	585	585	<b>3,693</b>	3,000	693	693	<b>3,803</b>	3,000	803	803	25
	Bay Creek Middle School	<b>1,449</b>	1,150	299	299	<b>1,485</b>	1,150	335	335	<b>1,537</b>	1,150	387	387	19
	Trip Elementary School	<b>1,440</b>	1,200	240	240	<b>1,498</b>	1,200	298	298	<b>1,558</b>	1,200	358	358	36
RZR2024-00023	<b>Dacula High School</b>	<b>2,553</b>	2,550	3	3	<b>2,617</b>	2,550	67	67	<b>2,682</b>	2,550	132	132	16
	Dacula Middle School	<b>1,855</b>	1,900	-45	-45	<b>1,901</b>	1,900	1	1	<b>1,949</b>	1,900	49	49	11
	Mulberry Elementary School	<b>790</b>	975	-185	-185	<b>826</b>	975	-149	-149	<b>871</b>	975	-104	-104	21
RZR2024-00030	<b>Dacula High School</b>	<b>2,553</b>	2,550	3	3	<b>2,617</b>	2,550	67	67	<b>2,682</b>	2,550	132	132	3
	Dacula Middle School	<b>1,855</b>	1,900	-45	-45	<b>1,901</b>	1,900	1	1	<b>1,949</b>	1,900	49	49	1
	Alcova Elementary School	<b>1,501</b>	1,150	351	351	<b>1,554</b>	1,150	404	404	<b>1,608</b>	1,150	458	458	3
RZR2024-00032	<b>Mountain View High School</b>	<b>2,226</b>	2,300	-74	-74	<b>2,209</b>	2,300	-91	-91	<b>2,253</b>	2,300	-47	-47	21
	Twin Rivers Middle School	<b>1,683</b>	2,150	-467	-467	<b>1,700</b>	2,150	-450	-450	<b>1,734</b>	2,150	-416	-416	15
	Dyer Elementary School	<b>929</b>	1,175	-246	-246	<b>903</b>	1,175	-272	-272	<b>894</b>	1,175	-281	-281	30
RZR2024-00033	<b>Grayson High School</b>	<b>3,585</b>	3,000	585	585	<b>3,693</b>	3,000	693	693	<b>3,803</b>	3,000	803	803	57
	Couch Middle School	<b>1,139</b>	1,150	-11	-11	<b>1,167</b>	1,150	17	17	<b>1,197</b>	1,150	47	47	45
	Starling Elementary School	<b>1,322</b>	1,200	122	122	<b>1,348</b>	1,200	148	148	<b>1,375</b>	1,200	175	175	80
RZR2024-00034	<b>Seckinger High School</b>	<b>2,326</b>	2,800	-474	-474	<b>2,452</b>	2,800	-348	-348	<b>2,550</b>	2,800	-250	-250	1
	Jones Middle School	<b>1,820</b>	1,575	245	245	<b>1,893</b>	1,575	318	318	<b>1,969</b>	1,575	394	394	1
	Ivy Creek Elementary School	<b>1,583</b>	1,275	308	308	<b>1,614</b>	1,275	339	339	<b>1,646</b>	1,275	371	371	1
RZR2024-00035	<b>Meadowcreek High School or:</b>	<b>2,521</b>	2,850	-329	-329	<b>2,470</b>	2,850	-380	-380	<b>2,433</b>	2,850	-417	-417	43
	<b>McClure Health Science High School</b>	<b>1,180</b>	1,500	-320	-320	<b>1,190</b>	1,500	-310	-310	<b>1,200</b>	1,500	-300	-300	
	Lilburn Middle School	<b>1,588</b>	2,000	-412	-412	<b>1,556</b>	2,000	-444	-444	<b>1,542</b>	2,000	-458	-458	33
	Nesbit Elementary School	<b>1,214</b>	1,400	-186	-186	<b>1,202</b>	1,400	-198	-198	<b>1,220</b>	1,400	-180	-180	61
RZR2024-00036	<b>Mill Creek High School</b>	<b>2,721</b>	2,800	-79	-79	<b>2,694</b>	2,800	-106	-106	<b>2,735</b>	2,800	-65	-65	45
	Osborne Middle School	<b>1,763</b>	1,575	188	188	<b>1,798</b>	1,575	223	223	<b>1,816</b>	1,575	241	241	35
	Pucketts Mill Elementary School	<b>746</b>	1,200	-454	-454	<b>725</b>	1,200	-475	-475	<b>708</b>	1,200	-492	-492	63

**From:** [Courtney Smith](#)  
**To:** [Ford, Brian](#)  
**Cc:** [John McHenry](#); [Chen, Yang](#)  
**Subject:** RE: [External]RE: RZR2024-00035  
**Date:** Monday, June 10, 2024 8:21:15 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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**CAUTION:** This email originated from outside of Gwinnett County Government. Maintain caution when opening links, attachments, or responding. When in doubt, contact [phishing@gwinnettcounty.com](mailto:phishing@gwinnettcounty.com).

Brian,

I apologize for the delay, but please see below for our comments.

Given the proximity of RZR2024-00035 to the northern boundaries of the City of Tucker, our Engineering and Public Works staff have reviewed the rezoning application for possible impacts to our City streets. After thorough review, we would like to provide the following recommendations:

- We recommend that the developer conduct an Intersection Control Evaluation (ICE) to determine if a roundabout is in fact the best treatment at the intersection of Old Norcross and the new development. We also recommend the developer look at potential traffic backup on the NB approach into the circle and ways to mitigate it.
- We recommend an additional right turn only lane on the Old Norcross-Tucker NB approach at Britt Rd.
- We recommend sidewalk connectivity via crosswalks on the east side of the roundabout.

Best,



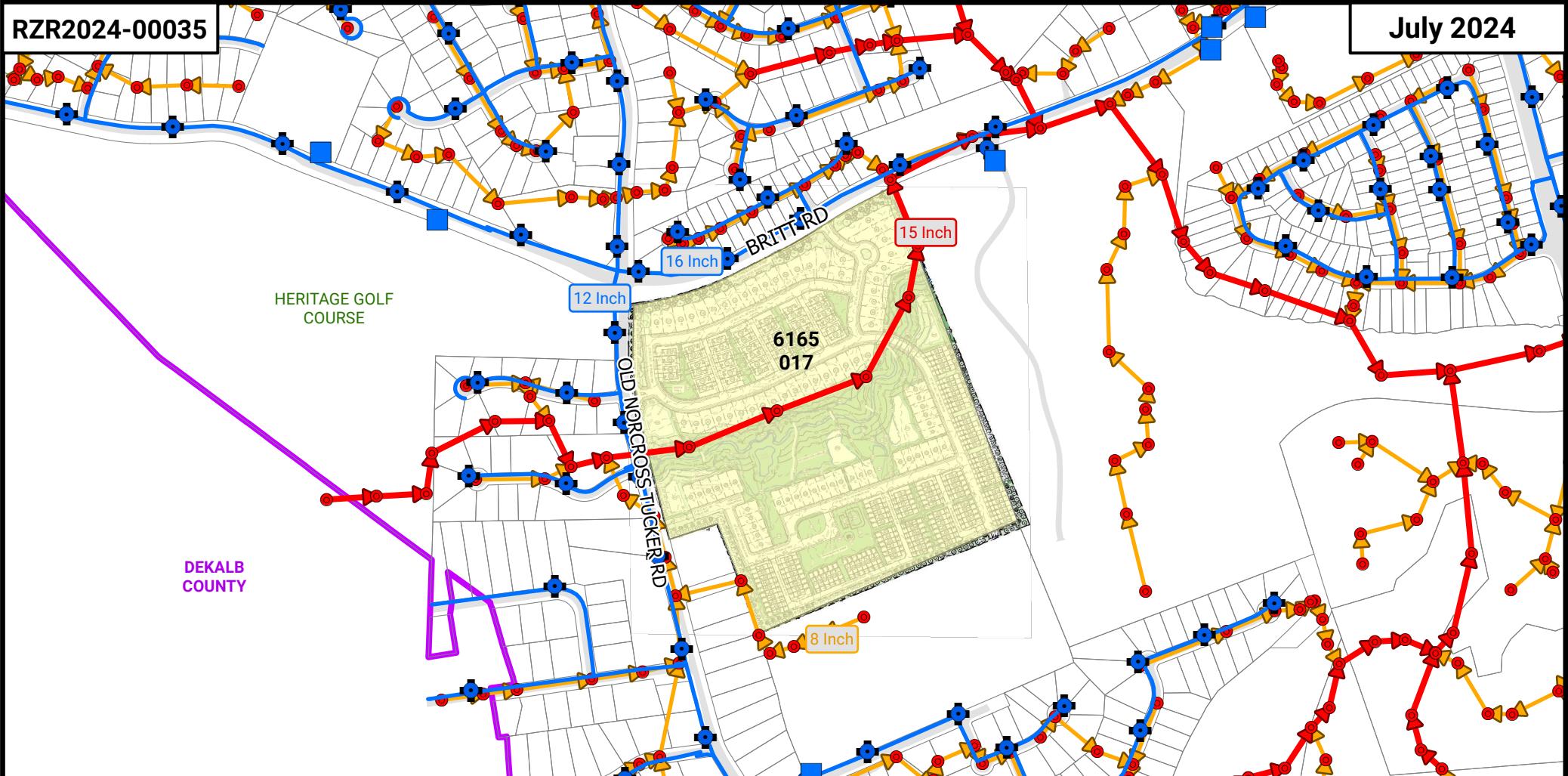
**COURTNEY SMITH**  
DIRECTOR OF COMMUNITY DEVELOPMENT

T: 470-273-3091

E: [csmith@tuckerga.gov](mailto:csmith@tuckerga.gov) | W: [tuckerga.gov](http://tuckerga.gov)



Tucker City Hall | 1975 Lakeside Parkway, Suite 350 | Tucker, GA 30084



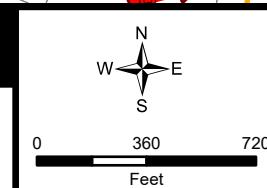
## 4600 Block of Britt Rd

RA-200 to TND

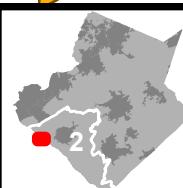
# Water & Sewer Utility Map

### LEGEND

- Water Main
- Hydrant
- Master Vault
- Manhole
- Sewer Collector
- Sewer Interceptor



### LOCATION



**Water Comments:** The proposed development may connect to an existing 16-inch water main located on either the northern right-of-way of Britt Road or on the western right-of-way of Old Norcross Tucker Road.

**Sewer Comments:** A Sewer Capacity Certification (C2023-251-11) has been approved for 309 townhomes and must be updated to reflect the new unit count. The proposed development plans to connect to an existing 15-inch gravity sewer located on the subject site.

**Water Availability:** Water demands imposed by the proposed development may require upsizing or extensions of existing water mains in order to meet Gwinnett County Standards and fire flow demands. Any cost associated with such required improvements will be the responsibility of the development. Current Gwinnett County Standards require a minimum of 12" pipe size for commercial developments and a minimum of 8" pipe size for residential developments. Additionally, connection to a minimum of 12" and 8" mains are required for commercial and residential developments, respectively. It is the responsibility of the developer's engineer to confirm pressure and volumes are available for the development.

**Sewer Availability:** A Sewer Capacity Certification must be obtained from Gwinnett County to confirm the existing system can serve the development. Sewer demands imposed by the proposed development may require upsizing and/or extensions of existing sewer mains, and/or upsizing of an existing pump station, and/or installation of a new pump station. Any cost associated with such required improvements will be the responsibility of the development. The developer shall provide easements for future sewer connection to all locations designated by Gwinnett County during plan review.

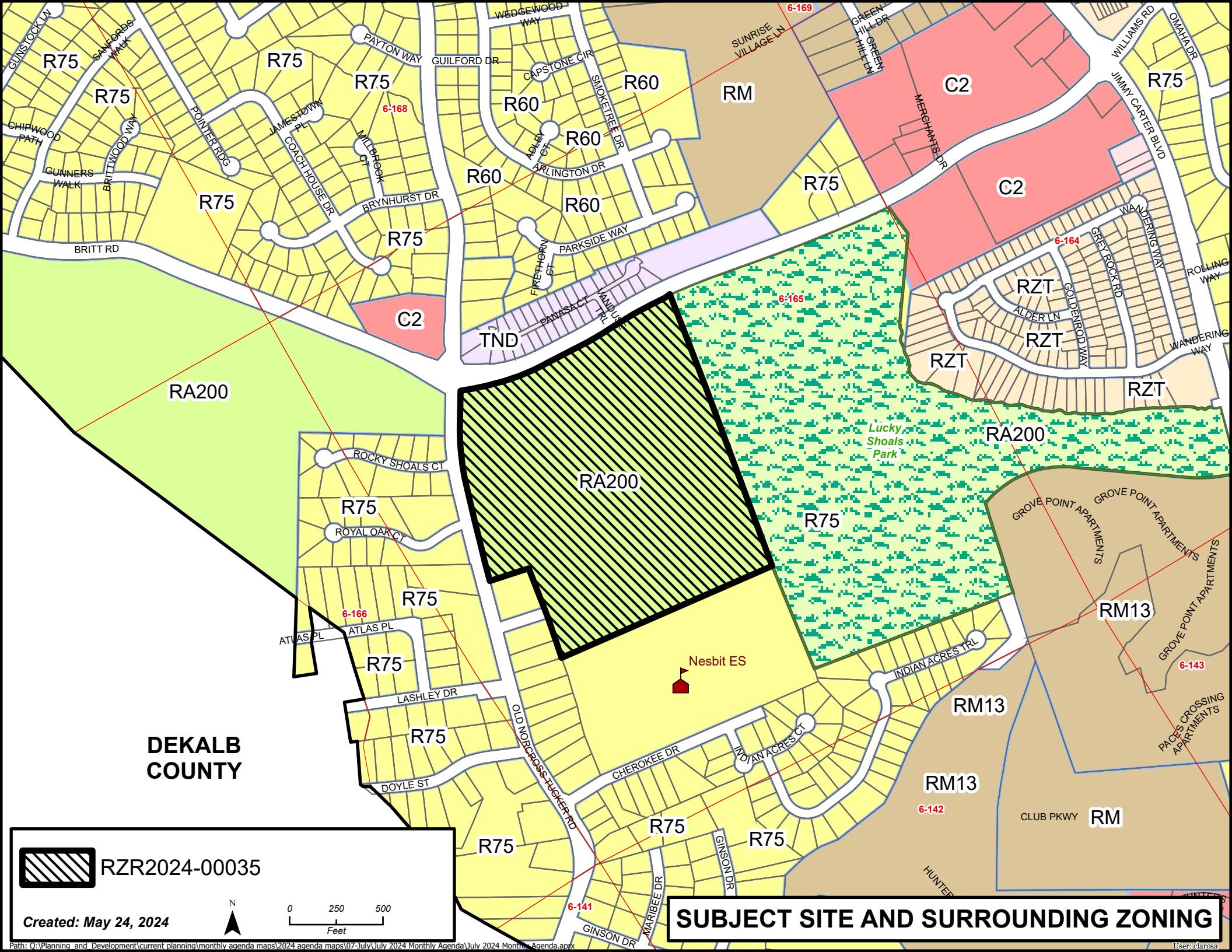
**Water and Sewer Design and Construction Requirements:** Extensions of the water and/or sanitary sewer systems within the subject development must conform to this department's policies, Gwinnett County's ordinances, and the Water Main and Sanitary Sewer Design and Construction Standards and Specifications, dated April 5th, 2016. Subsequent to design, construction, inspection, and final acceptance of the required utilities, service would then become available under the applicable utility permit rate schedules.

**Private Road Developments:** Any development with private roads must comply with the Standard Policy Requirement for the Installation of Water and Sanitary Sewer Mains within Private Developments. This policy stipulates minimum easement requirements and location of public mains and appurtenances, among other requirements.

**Exhibit J: Maps**

**[attached]**





RZR2024-00035

# DEKALB COUNTY

Created: May 24, 2024



A horizontal number line starting at 0 and ending at 500. There is a tick mark at 250. A bracket is drawn below the line, centered under the tick mark at 250, with the number 5 written in it.

## **SUBJECT SITE AND SURROUNDING ZONING**

# DeKalb County

The map shows a residential area with a green-shaded 'Suburban Residential' zone. To the north, a yellow-shaded 'Traditional' zone is visible. Street names include DUNSTOCK LN, SANFORDS WALK, BRITT RD, POINTER RDG, COACH HOUSE DR, and BRYNHURST DR. PAYTON WAY and GUILFO are also labeled.

**Traditional+**

**Suburban Residential**

**Low Mix**

The map illustrates four distinct neighborhood types within a residential area:

- Suburban Non-Residential:** Located in the upper left, this area is shaded green and contains the text "Suburban Non-Residential". It is bounded by Green Hill Ln to the north and Merchants Dr to the south.
- High Mix:** Located in the center, this area is shaded orange and contains the text "High Mix". It is bounded by Jimmy Carter Blvd to the north and Wandering Way to the south.
- Traditional+:** Located in the lower right, this area is shaded orange and contains the text "Traditional+". It is bounded by Wandering Way to the north and Omaha Dr to the east.
- Low Mix:** Located in the upper right, this area is shaded orange and contains the text "Low Mix". It is bounded by Jimmy Carter Blvd to the north and Omaha Dr to the east.

Other labeled streets include Green Hill Ln, Merchants Dr, Jimmy Carter Blvd, Wandering Way, and Omaha Dr.

## Traditional+

The map illustrates a residential area with three main neighborhood clusters. The top cluster, labeled 'Traditional', is a grid of yellow blocks. The bottom-left cluster, also labeled 'Traditional', is a grid of yellow blocks. The bottom-right cluster, labeled 'Traditional+', is a grid of yellow blocks. The boundaries between these clusters are marked by thick black lines. A winding white line, representing a river or stream, cuts through the 'Traditional' and 'Traditional+' areas. The map is set against a background of light gray and white, with a diagonal black hatched line on the right side.

The map shows the following key features and zoning areas:

- PANASACT**: Located in the top left corner.
- Lucky Shoals Park**: A large green area in the center.
- Traditional+ (Yellow)**: Zoning areas including a large triangular area in the top left, a rectangular area around Nesbit ES, and a strip along Indian Acres TRL.
- Traditional (Light Green)**: Zoning area covering the central green space and surrounding areas.
- Low Mix (Orange)**: Zoning area covering the southern and eastern parts of the map, including the Indian Acres TRL area and the area around Club Pkwy.
- Indian Acres TRL**: A street name running along the southern boundary of the green area.
- Club Pkwy**: A street name in the bottom right corner.
- Old Norcross Tucker Rd**: A street name on the left side.
- Nesbit ES**: A red building icon in the Traditional+ area.

## 2045 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION

Created: May 24, 2024



**Exhibit K: Documents Presented at the July 8, 2024, Planning Commission Public Hearing**

**[attached]**

RECEIVED

7.8.2024



**LJA**  
LJA ENGINEERING

DATE: 07-08-2024

*Fairway Park*

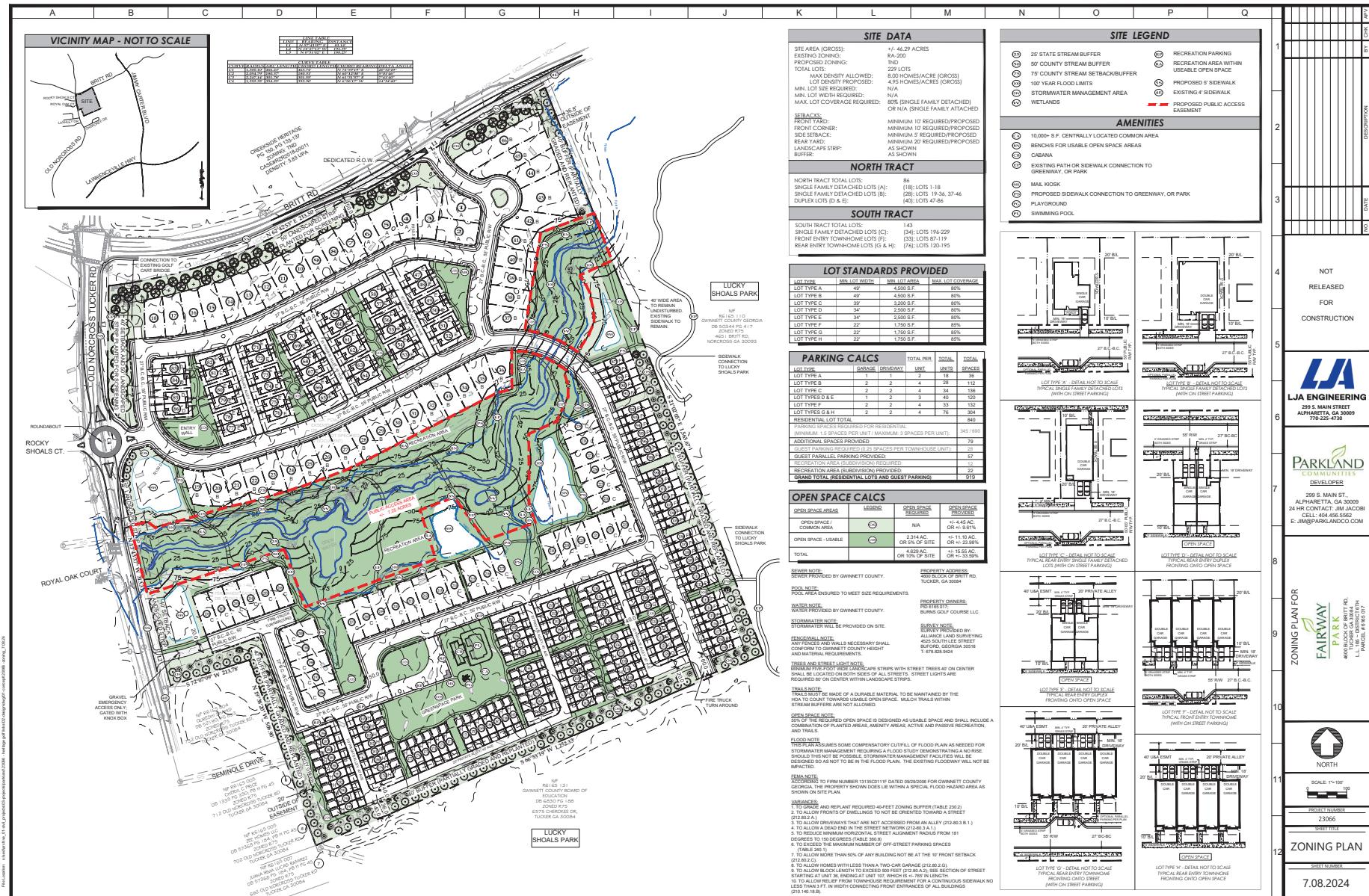
RZR2024-00035

Page 93 of 104



**PARKLAND**  
COMMUNITIES

BF





LJA

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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RZR2024-00035  
7.8.2024

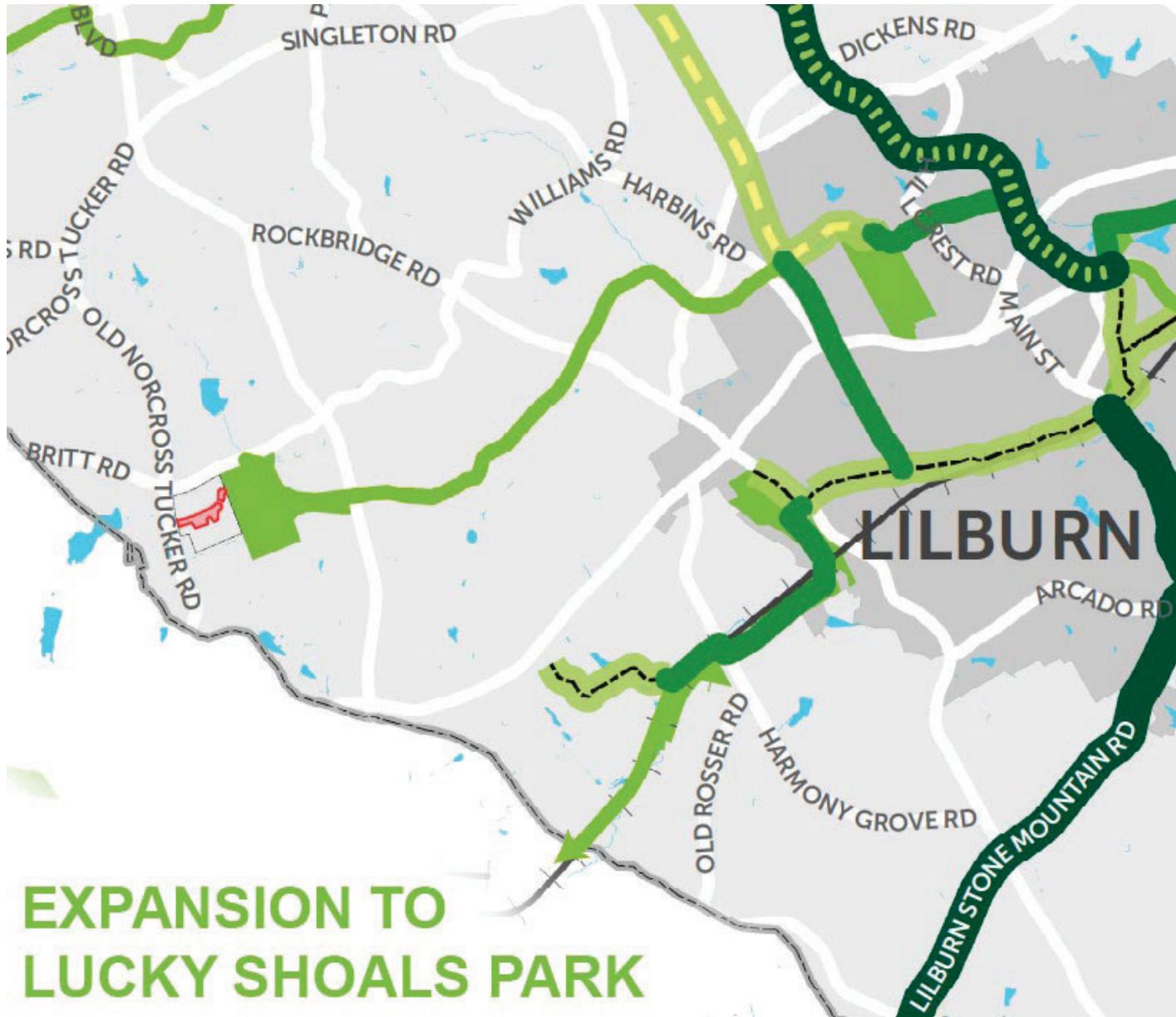
COLOR RENDERING

Page 95 of 104

PARKLAND  
COMMUNITIES

6

BF



## EXPANSION TO LUCKY SHOALS PARK

LJA

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

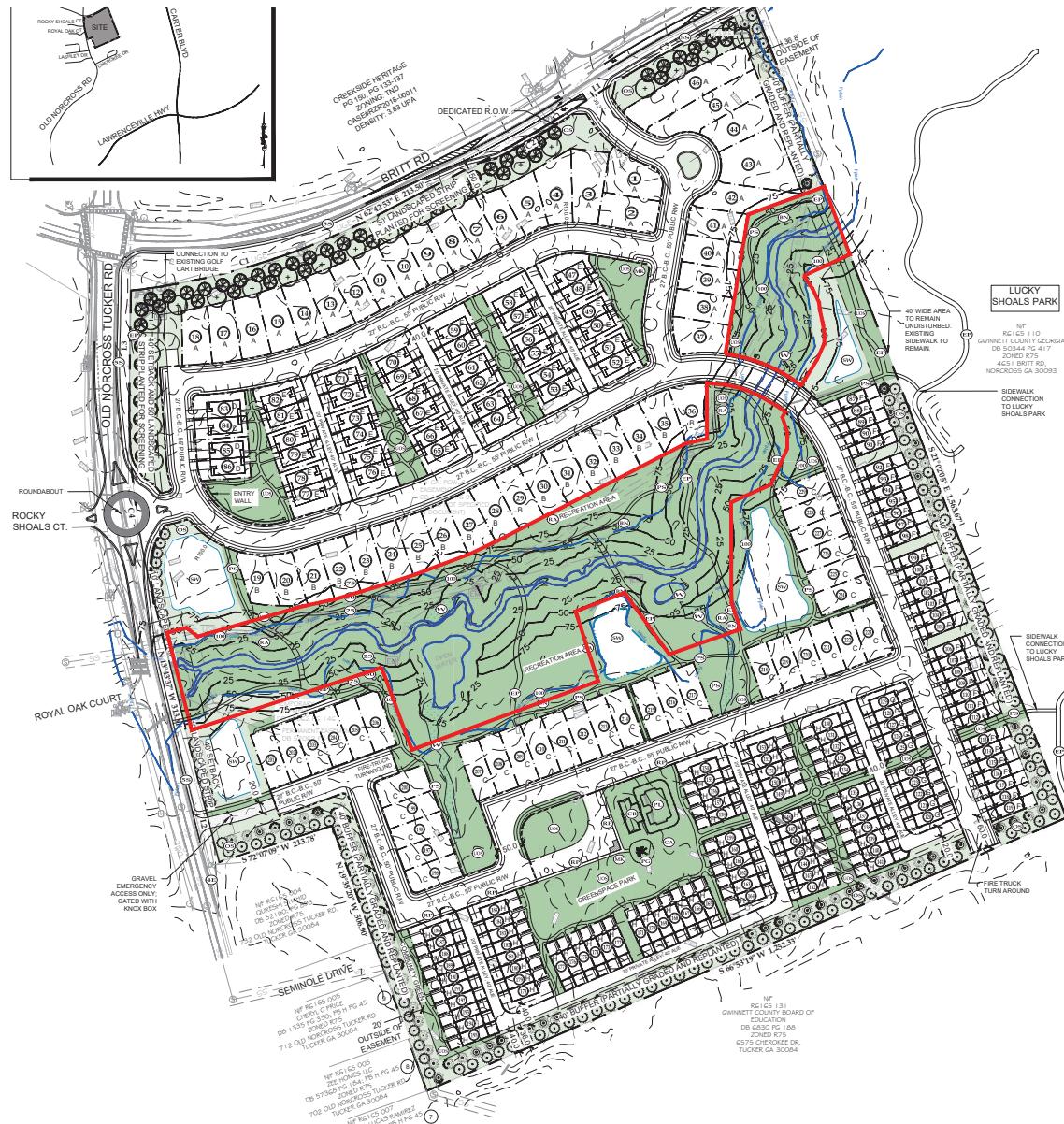
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GWINNETT COUNTY TRAILS MASTER PLAN

Page 96 of 104

PARKLAND  
COMMUNITIES



SITE AREA (GROSS): 46.29 ACRES

OPEN SPACE: +/- 7.25 ACRES

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## PROPOSED PUBLIC ACCESS EASEMENT



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## PROPOSED PUBLIC ACCESS EASEMENT



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## AMENITY AREA ENLARGEMENT



Meandering trails and sidewalks throughout the community open space provide pedestrian connection to passive and active recreation areas for bird watching, biking, running, picnicking, frisby, playing with pets, and enjoying the natural environment, to improve livability and safety.

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## TRAILS ENLARGEMENT



Courtyards offer a unique aesthetic and enhances community interaction by creating a shared park-like space for those residents enjoyment.

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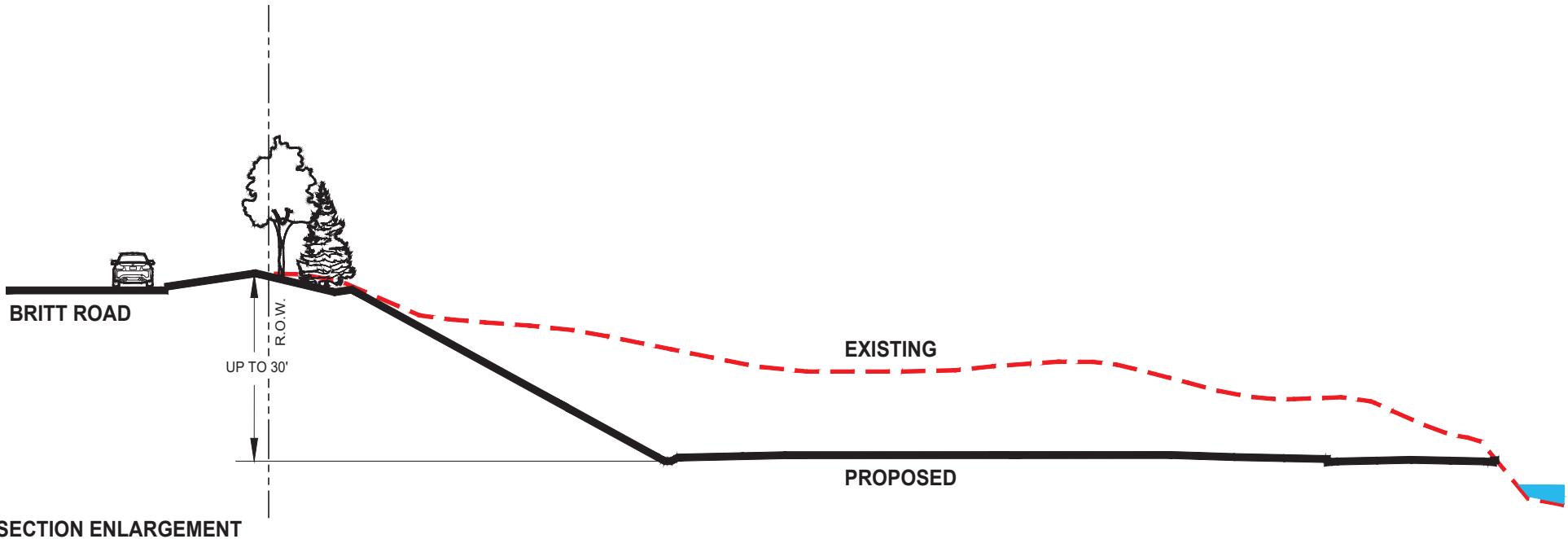
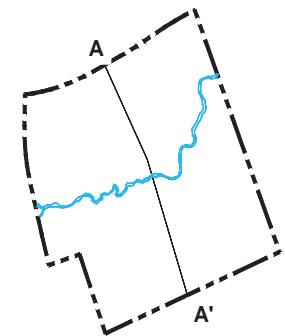
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## COURTYARD GREENS ENLARGEMENT

MAP N.T.S.



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**SITE SECTION**

Page 102 of 104

**PARKLAND  
COMMUNITIES** 24

**BF**

**Exhibit L: Site Plan Presented to Planning Staff on July 8, 2024**

**[attached]**

