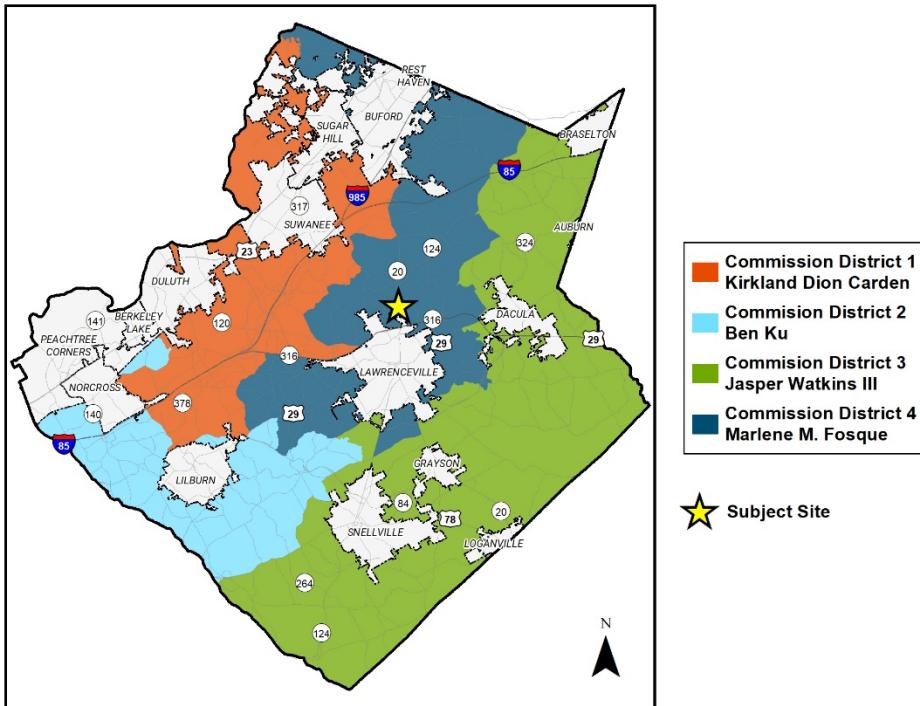




PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

Case Number:	RZM2022-00031
Current Zoning:	M-1 (Light Industry District)
Overlay District:	Mall of Georgia Overlay District
Request:	Rezoning to RM-24 (Multifamily Residence District)
Additional Requests:	Alternative Architecture Review and Buffer Reduction Waiver
Address:	974 and 1032 Buford Drive
Map Number:	R7028 005 and 006
Site Area:	18.93 acres
Units	300
Proposed Development:	Apartments
Commission District:	District 4 - Commissioner Fosque
Character Area:	Community Mixed-Use
Staff Recommendation:	APPROVAL WITH CONDITIONS

Case Number:	RZC2022-00025
Current Zoning:	M-1 (Light Industry District)
Overlay District:	Mall of Georgia Overlay District
Request:	Rezoning to C-2 (General Business District)
Additional Requests:	Alternative Architecture Review and Buffer Reduction Waiver
Address:	974 and 1032 Buford Drive
Map Number:	R7028 005 and 006
Site Area:	3.04 acres
Square Footage	20,000
Proposed Development:	Retail and Restaurant
Commission District:	District 4 - Commissioner Fosque
Character Area:	Community Mixed-Use
Staff Recommendation:	APPROVAL WITH CONDITIONS



Applicant: Carter Acquisitions, LLC
c/o Mahaffey Pickens Tucker, LLP
1550 North Brown Road, Suite 125
Lawrenceville, GA 30043

Owners: Elinburg Holdings LLLP
CE Smith Family LLLP
963 Buford Drive
Lawrenceville, GA 30043

C. E. Smith
963 Buford Drive
Lawrenceville, GA 30043

Contact: Shane Lanham

Contact Phone: 770.232.0000

Zoning History

The subject site is zoned M-1 (Light Industry District). A 1975 areawide rezoning was approved on a portion of parcel R7028 005 from M-1 to C-2 (General Business District). A 1976 zoning case, RZ-043-76, rezoned this parcel from C-2 (General Business District) and R-100 (Single-Family Residence District) to M-1 for a tractor dealership. A 2016 special use permit, SUP2016-00013, was approved on a portion of this parcel for a truck repair facility. A renewal of this special use permit, SUP2018-00050, was denied. A subsequent reapplication, SUP2019-00020, was approved on the parcel for vehicle and truck repair. Most recently, a renewal of that special use permit, SUP2021-00039, was denied.

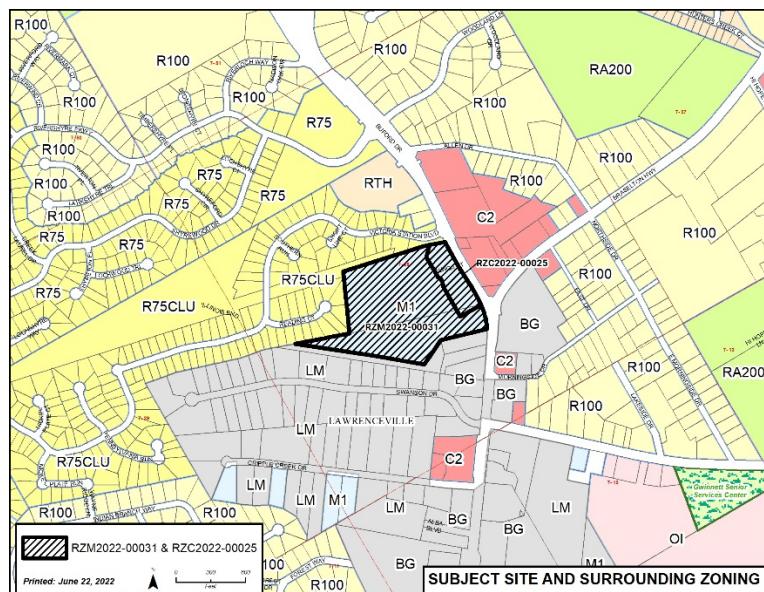
A 1975 areawide rezoning was approved on a portion of parcel R7028 006 from R-100 to C-2. A 1986 zoning case, RZ-31-86, was approved on this property from R-100 and C-2 to M-1 for a light industrial development.

Existing Site Condition

The subject site is a 21.97-acre assemblage of two parcels located immediately west of the intersection of Buford Drive and Braselton Highway. Parcel R7028 006 is currently developed with four single family residences, ranging between 624 square feet and 1,536 square feet, constructed between 1955 and 1965. Dirt and gravel driveways connect the residences to Buford Drive. Parcel R7028 006 is currently developed with a 9,750 square foot garage and office, constructed in 1977. A dilapidated paved parking area is located at the front of the garage, with an unpaved storage yard to the rear. Access to the existing garage is provided by a full access entrance at the intersection of Buford Drive and Braselton Highway. A billboard is located along the road frontage, to the north of the garage and adjacent to the intersection. A telecommunication tower is located along the existing internal property line near the center of the site. The site is heavily vegetated to the rear, with a clearing along the northern half of the Buford Drive frontage. A small segment of a stream with its associated buffers is located at the western corner of the site. An electrical transmission easement is located along the northern property line. Overhead utilities are located along the road frontage. Sidewalks are present to the south of the site along Buford Drive and along an eastern portion of Braselton Highway, immediately adjacent to the subject site. The site generally slopes down from northeast to southwest by approximately 58 feet, with the eastern half of the property being relatively flat. The nearest Gwinnett County Transit stop is located approximately 1.0 mile from the site.

Surrounding Use and Zoning

The subject site is located at the intersection of Buford Drive and Braselton Highway. To the west and north are single-family subdivisions. To the east is an industrial manufactory and neighborhood serving commercial uses. To the south are small scale industrial, office, and commercial properties within the City of Lawrenceville. University Parkway is located nearby to the south. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Apartments Retail and Restaurant	RM-24 C-2	16.2 units per acre N/A
North	Single-Family Residential	R-75 CLU	2.34 units per acre
East	Commercial	C-2 BG (Lawrenceville)	N/A N/A
South	Light Industrial	LM (Lawrenceville)	N/A
West	Single-Family Residential	R-75 CLU	2.34 units per acre

Project Summary

The applicant requests the rezoning of a 21.97-acre assemblage of two parcels from M-1 to RM-24 on 18.93 acres and to C-2 on 3.04 acres for apartments and retail, including:

- A total of 300 multifamily units in 10 buildings, yielding a net density of 16.2 units per acre.
- Two single-story retail buildings totaling 20,000 square feet in the C-2 portion of the site, along Buford Drive.
- Apartment units averaging 900 square feet of heated floor area in the RM-24 portion of the site.
- Site access from two driveways, including one limited access driveway from Buford Drive and one full access driveway at the intersection of Buford Drive and Braselton Highway.
- Three gated entrances throughout the site, for the apartment portion of the development.
- A total of 3.78 acres of common area.
- Amenities with a pool, clubhouse, stormwater amenity park, and dog wash.
- Five-foot-wide sidewalks throughout the site and along the Buford Drive frontage.
- 537 surface parking spaces located throughout the site, including 450 spaces for the RM-24 portion and 87 spaces for the C-2 portion. No parking is proposed between the commercial structures and the Buford Drive frontage.
- Six garage structures within the apartment portion of the development, providing 39 parking spaces.
- Five above ground stormwater management facilities, located primarily on the western portion of the subject site.
- Two enclosed dumpsters located near the northeastern corner of the site. One dumpster serves the RM-24 component, and the other dumpster serves the C-2 component.
- Building materials of fiber cement siding, board and batten, and brick in neutral gray tones.
- No elevations were submitted for the commercial/retail component of the request.
- A 10-foot-wide landscape strip along Buford Drive.
- A 50-foot-wide undisturbed stream buffer and a 75-foot impervious setback adjacent to the existing stream at the southwest corner of the property.
- A power easement along the northern property line and associated 20-foot-wide undisturbed zoning buffer, with a 10-foot-wide landscape strip.
- A 50-foot-wide undisturbed zoning buffer along the western property line adjacent to R-75 CLU zoned properties.

Zoning and Development Standards

The applicant is requesting a rezoning to RM-24, Multifamily Residence District and C-2, General Business District. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

RM-24 (Multi-Family Residence District)

Standard	Required	Proposed	Meets Standard?
Building Height	Maximum 65'	3 stories	YES
Front Yard Setback	Minimum 15'	> 15'	YES
Side Yard Setback	Minimum 15'	> 15'	YES
Rear Yard Setback	Minimum 30'	> 30'	YES
Minimum Heated Floor Area	1-Bedroom: 600 sq. ft. 2-Bedroom: 800 sq. ft. 3-Bedroom: 1,000 sq. ft.	Average 900 sq. ft.	YES
Off-Street Parking	Minimum: 537 spaces Maximum: 900 spaces	537 spaces	YES
Landscape Strip	Minimum 10'	10'	YES
Common Area	20% or 3.78 acres	20% or 3.78 acres	YES
Density	24 units per acre	16.2 units per acre	YES
Zoning Buffer	50' (R-75 CLU) 20' (Power Easement)	50' 20'	YES YES

C-2 (General Business District)

Standard	Required	Proposed	Meets Standard?
Building Height	Maximum 45'	1 story	YES
Front Yard Setback	Minimum 15'	> 15'	YES
Side Yard Setback	Minimum 10'	> 10'	YES
Rear Yard Setback	Minimum 30'	> 30'	YES
Off-Street Parking	Minimum: 87 spaces Maximum: 183 spaces	87 spaces	YES
Landscape Strip	Minimum 10'	10'	YES
Zoning Buffer	50' (RM-24)	0'	NO

Waiver Request

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

1. Section 610-20.5. Minimum Buffer Requirements:

A. Required buffers shall be provided in conformity [with] Table 610.0 "Table of Minimum Buffer Requirements".

I. A 50-foot undisturbed zoning buffer between the proposed RM-24 and proposed C-2 properties.

The applicant requests a reduction of the internal zoning buffer from 50 feet to 0 feet in order to develop a master-planned, mixed-use community.

Alternative Architectural Review Request

In addition to the rezoning requests, the applicant is seeking an alternative architectural review from the Planning Commission:

1. **Appendix Section 1.0 – Architectural Design Standards; 3.0.0 - Director's Review:** To allow alternate building designs, architectural materials or color selections that vary from the architectural design standards of Category 3.

The applicant is requesting to condition the development to renderings and elevations submitted with this request that do not comply with Category 3, which is required for the RM-24 zoning district (Exhibit C).

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 E). Standard site and infrastructure improvements will also be required related to transportation, stormwater, 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 270-20.5. 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 site is located adjacent to single-family detached residences, and industrial and commercial developments within the City of Lawrenceville. The property is uniquely situated at the intersection of Buford Drive and Braselton Highway, both of which are classified as arterial roads by the GCDOT Long Range Road Classification. This high visibility intersection affords an opportunity to provide a transitional development between light industrial and commercial developments and single-family detached residences. Multiple aging commercial and industrial structures are located at this intersection and are anticipated to be redeveloped in the future. A mixed-use development at this intersection will serve as an appropriate transition between the intensity of commercial development and existing residential subdivisions. The proposed rezoning, with appropriate conditions, would be suitable at this location.

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

The proposed rezoning would not adversely affect the existing use or usability of adjacent or nearby property. The property is located between light industrial, commercial, and single-family residential uses. With appropriate conditions, the subject site has the potential to provide an

effective transition in density while providing alternative housing options. The utilization of an existing signalized intersection is anticipated to provide effective traffic management to minimize the impact on adjacent properties.

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

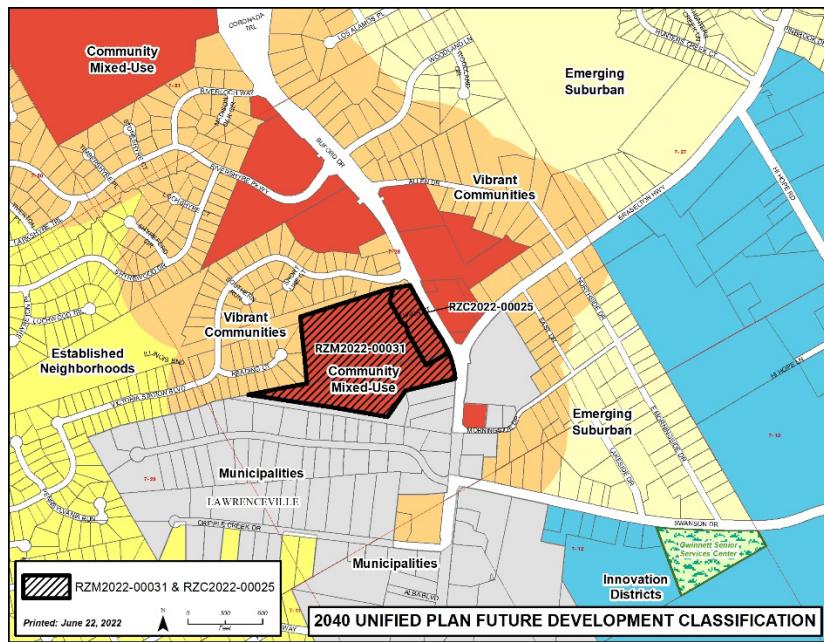
The property has a reasonable economic use as currently zoned.

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, stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. An increased impact is anticipated on school enrollment. Agency review comments related to any potential improvements concerning this rezoning request is attached (Exhibit E).

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

The 2040 Unified Plan Future Development Map indicates that the subject property lies within the Community Mixed-Use Character Area. The Character Area intends for activity nodes and connecting areas located along major corridors, including commercial and residential uses. The subject site is located at the intersection of Buford Drive and Braselton Highway, both classified as arterial roads. This intersection is anticipated to undergo redevelopment in the near future, with numerous aging commercial, industrial, and residential structures located nearby to the east. The subject site provides an opportunity to create a high-quality, mixed-use environment at a highly visible intersection, which in turn is anticipated to increase the desirability and attractiveness of adjacent properties. Additionally, the subject site provides the opportunity to create a transition in density between single-family subdivisions and more intensive land uses to the south. As the intersection of Buford Drive and University Parkway (SR 316) further to the south is currently undergoing redevelopment with proposed intensive uses, the subject site will act as a buffer between these uses and existing single-family subdivisions. With appropriate conditions of approval, a mixed-use development at this location would be in conformity with the policy and intent of the 2040 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 site is currently developed with several small single-family residences. Substantial growth in the area, particularly clustered around the intersection of Buford Drive and University Parkway to the south, is anticipated based on recent rezoning approvals. Growth is also apparent within the city limits of Lawrenceville, which has jurisdiction over most properties south of the subject site. With appropriate conditions and zoning, the subject site would provide an effective transition in densities between intense commercial and proposed residential uses to the south and single-family subdivisions to the north.

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 requests the reduction of a 50-foot-wide buffer along the proposed internal property line to 0 feet to allow for the development of the mixed-use project. This reduction will not affect adjacent properties. Reducing the buffers would not adversely affect the general public welfare or nullify the intent of the Development Regulations.

Alternative Architectural Review Analysis: The standards for granting deviations from the Architectural Design Standards are outlined in Appendix Section 1.0, 3.0.0 of the UDO. Staff makes the following findings:

The alternative architectural review request is due to the submitted building elevations, which depict materials that do not conform with the architectural design standards for Category 3. The

proposed elevations still provide high quality design despite not adhering to these design standards. According to the UDO Appendix Section 1.0 – Architectural Design Standards, “Alternate building designs, architectural materials or color selections that vary from the architectural design standards of Category 2, 3, or 4, herein shall be reviewed and approved by the Planning Commission. Creative, innovative and unique designs are encouraged, but care must be taken to maintain compatibility to surrounding buildings and community features.” The elevations provided are primarily finished in cementitious siding, with brick and board and batten as accents. Additional architectural features such as dormers, roof eave brackets, and architectural window elements are provided with the proposed elevations. The requested variance would not nullify the intent of the Architectural Design Standards.

Staff Recommendation

Based on the staff’s evaluation of the request and the standards governing 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 alternative architectural review:

1. To allow a deviation of materials required from the Architectural Design Standard: Category 3.

Staff recommends **APPROVAL** of the following Waiver request:

1. To reduce the required buffer along the internal property lines between the proposed RM-24 property and the C-2 property from 50 feet to 0 feet.

Staff Recommended Conditions

RZM2022-00031

Approval as RM-24 (Multi-Family Residence District) subject to the following conditions:

1. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan dated received June 14, 2022, and Exhibit C: Building Elevations dated received June 14, 2022, with revisions required by conditions of approval and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
2. Minimum Heated Floor Area of residential units shall be 550 square feet for efficiency units, 600 square feet for one-bedroom units, 800 square feet for two-bedroom units, and 1,100 square feet for three-bedroom units.
3. Development shall be limited to multi-family residential units and accessory uses, not to exceed 300 units.
4. No parking shall be located between buildings and Buford Drive.
5. The development shall provide 2-foot by 8-foot concrete pads every 500 feet along the Buford Drive frontage, located outside of the right-of-way, to accommodate future pedestrian amenities such as benches, planters, and trash containers.
6. All grassed areas shall be sodded.
7. No temporary tents, temporary canopies, temporary banners, temporary streamers, or temporary roping decorated with flags, tinsel, or other similar materials shall be displayed, hung, or strung

on the site, except within 60 days of the grand opening and during special events which shall cover no more than twice per calendar year and last no longer than seven day each.

8. Stormwater BMP facilities shall be screened from view of adjoining properties and rights of way by landscaping and/or decorative fencing that is in compliance with the Gwinnett County Stormwater Management Manual, subject to review and approval by the Department of Planning and Development.
9. At no cost to the County and according to the Unified Development Ordinance Chapter 900, the developer shall provide necessary easements and access for the proposed trail within the utility corridor along the western boundary which is indicated on the Gwinnett Countywide Trails Master Plan as the Piedmont Pathway. Additional coordination will be required with the utility company at the time of design and construction.
10. The Developer shall conduct an intersection control evaluation (ICE) analysis for the intersection of Buford Drive (SR 20) and Braselton Highway (SR 124).
11. The developer shall make any improvements recommended by the ICE analyses, subject to the approval of the Gwinnett County Department of Transportation (GCDOT) and the Georgia Department of Transportation (GDOT).
12. The developer shall coordinate with GCDOT Traffic Engineering Division and provide improvements for a rebuild of the existing traffic signal (TS_208) at Buford Drive (SR 20) and Braselton Highway (SR 124) to include pedestrian signal facilities as well as the 4th leg of the signalized intersection.
13. Per the classification of Buford Drive (SR 20) as a principal arterial, and the proximity to the intersection with Braselton Highway (SR 124), the developer shall bring the right-of-way dedication to 75' from the centerline along the entire frontage of the property.
14. Per being shown on the Gwinnett County Trails Master Plan as a priority trail, the developer shall construct a 10' wide multi-use path along the property frontage.
15. Sewer: Upsizing of the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer shall be required.
16. Development amenities shall at a minimum include a pool, clubhouse, stormwater amenity park, and sidewalk connectivity throughout the site, subject to the review and approval of the Department of Planning and Development.

RZC2022-00025

Approval as C-2 (General Business District) subject to the following conditions:

1. To restrict the use of the property as follows:
 - a. Retail, service-commercial, office, and accessory uses. The following uses shall be prohibited:
 - i. Adult bookstores or entertainment
 - ii. Automotive parts stores
 - iii. Automotive Repair Shop, Lubrication, and Tire Store
 - iv. Automobile Body Repair and Painting
 - v. Automotive Customization, Modification, and Rebuilding

- vi. Car Wash
- vii. Contractor's offices
- viii. Convenience stores with fuel pumps
- ix. Emissions inspection stations
- x. Equipment rental
- xi. Hookah/vapor bar or lounge
- xii. Pool halls
- xiii. Lounge or nightclub
- xiv. Restaurants with Drive-Thru Fast Food

2. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan dated received June 14, 2022, and Exhibit C: Building Elevations dated received June 14, 2022, with revisions required by conditions of approval and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
3. Buildings constructed within the proposed C-2 Zoning shall adhere to Appendix A: Design Category 3 for Commercial and Non-Residential Structures.
4. No parking shall be located between buildings and Buford Drive.
5. The development shall provide 2-foot by 8-foot concrete pads every 500 feet along the Buford Drive frontage, located outside of the right-of-way, to accommodate future pedestrian amenities such as benches, planters, and trash containers.
6. All grassed areas shall be sodded.
7. No temporary tents, temporary canopies, temporary banners, temporary streamers, or temporary roping decorated with flags, tinsel, or other similar materials shall be displayed, hung, or strung on the site, except within 60 days of the grand opening and during special events which shall cover no more than twice per calendar year and last no longer than seven day each.
8. Natural vegetation shall remain on the property until the issuance of a development permit.
9. Stormwater BMP facilities shall be screened from view of adjoining properties and rights of way by landscaping and/or decorative fencing that is in compliance with the Gwinnett County Stormwater Management Manual, subject to review and approval by the Department of Planning and Development.
10. At no cost to the County and according to the Unified Development Ordinance Chapter 900, the developer shall provide necessary easements and access for the proposed trail within the utility corridor along the western boundary which is indicated on the Gwinnett Countywide Trails Master Plan as the Piedmont Pathway. Additional coordination will be required with the utility company at the time of design and construction.
11. The Developer shall conduct an intersection control evaluation (ICE) analysis for the intersection of Buford Drive (SR 20) and Braselton Highway (SR 124).
12. The developer shall make any improvements recommended by the ICE analyses, subject to the approval of the Gwinnett County Department of Transportation (GCDOT) and the Georgia Department of Transportation (GDOT).
13. The developer shall coordinate with GCDOT Traffic Engineering Division and provide improvements for a rebuild of the existing traffic signal (TS_208) at Buford Drive (SR 20) and

Braselton Highway (SR 124) to include pedestrian signal facilities as well as the 4th leg of the signalized intersection.

14. Per the classification of Buford Drive (SR 20) as a principal arterial, and the proximity to the intersection with Braselton Highway (SR 124), the developer shall bring the right-of-way dedication to 75' from the centerline along the entire frontage of the property.
15. Per being shown on the Gwinnett County Trails Master Plan as a priority trail, the developer shall construct a 10' wide multi-use path along the property frontage.
16. Sewer: Upsizing of the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer shall be required.

Exhibits:

- A. Site Visit Photos
- B. Site Plan
- C. Building Elevations
- D. Letter of Intent and Applicant's Response to Standards
- E. Internal and External Agency Review Comments
- F. Traffic Impact Study
- G. Maps

Exhibit A: Site Visit Photos



View of Buford Drive facing south



View of Buford Drive facing south



View of adjacent Buford Drive frontage facing east



View of Buford Drive facing north



View of subject site and one existing residence



View of existing vacant commercial structure

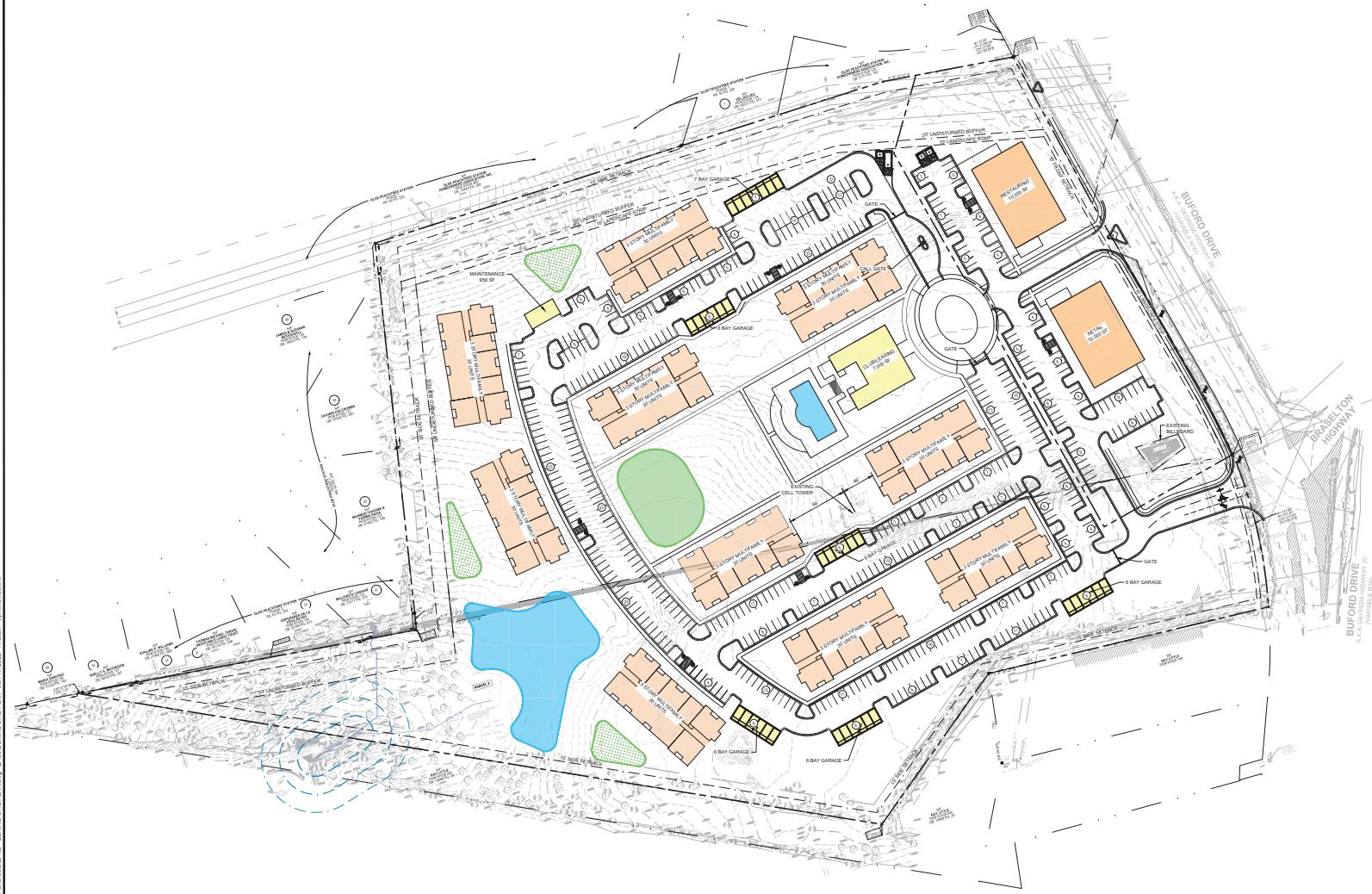
Exhibit B: Site Plan

[attached]

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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6.14.22



SITE DEVELOPMENT SUMMARY	
SITE SUMMARY	
CURRENT ZONING	M1 RM-24 & C2 MALL OF GEORGIA
PROPOSED ZONING	OVERLAY DISTRICT
OVERLAY DISTRICT	21.97 ACRES (TOTAL) 18.93 ACRES NET 18.93 ACRES GROSS 3.94 ACRES NET 2.89 ACRES
SITE AREA	
RM-24	3.78 ACRES (20% RM-24)
C2	5.78 ACRES (20% RM-24)
MAX BUILDING HEIGHT	65 FT
MIN BUILDING HEIGHT	30 FT
MIN COMMON AREA	3.78 ACRES
PROP. BUILDING HEIGHT	50 FT
PROP. COMMON AREA	15 FT (RM-24), 10 FT (C2)
Avg. HEATED AREA - MF	900 SF (Approx.)
BUILDING SETBACK	
FRONT	15 FT
SIDE	15 FT
REAR	30 FT
LANDSCAPE STRIP	
FRONT	10 FT
SIDE	10 FT
REAR	10 FT
LANDSCAPE BUFFER	
ADJACENT TO RT5 CLU	50 FT (RM-24), 75 FT (C2)
PROPOSED LAND USES & DENSITIES	
MULTIFAMILY RESIDENTIAL	300 UNITS (15 DUAC GROSS, 15 DUAC NET)
MF AVG-HEATED AREA	900 SF / UNIT (Approx.)
CLUSTERED RESIDENTIAL	2,200 SF
MaintenancE / DOG WASH	
RESTAURANT	10,000 SF 10,000 SF
PARKING SUMMARY	
REQUIRED PARKING	537 SPACES (TOTAL)
RESIDENTIAL (100 DUAC UNITS)	300 SPACES (11 UNITS)
RESTAURANT (10,000 SF)	67 SPACES (6,700,000 SF)
PROPOSED PARKING:	537 SPACES (TOTAL)
MULTIFAMILY (INCLUDING GARAGES)	400 SPACES (13 UNITS)
COMMERCIAL	87 SPACES (4,500,000 SF)

LEGEND	
PROPERTY LINE	
UNDISTURBED RESIDENTIAL BUFFER	
BUILDING SETBACK	
LANDSCAPE STRIP	
PROPOSED MULTIFAMILY BUILDING	
PROPOSED AMENITY AND ACCESSORY USE	
PROPOSED COMMERCIAL BUILDING	
PROPOSED STORMWATER POND	
PROPOSED STORMWATER AMENITY PARK	
PROPOSED BIORETENTION AREA	

CARTER
ACQUISITION
39 EOG AVENUE, SUITE 200
PHONE: 404.263.2333

LAWRENCEVILLE
MIX USE
1032 BLOOR DRIVE, LAWRENCEVILLE, GEORGIA
LAND LOT #XX-XTH DISTRICT

GWINN CERT.
LEADER: 0000072899

DRAWN BY: CMC

DESIGNED BY: CMC

REVIEWED BY: JTR

DATE: 2022.06.30

PROJECT NO: 011499012

FILE: ZONE SITE PLAN

SHEET NUMBER: LW

GRAPHIC SCALE IN FEET: 0 30 60 120

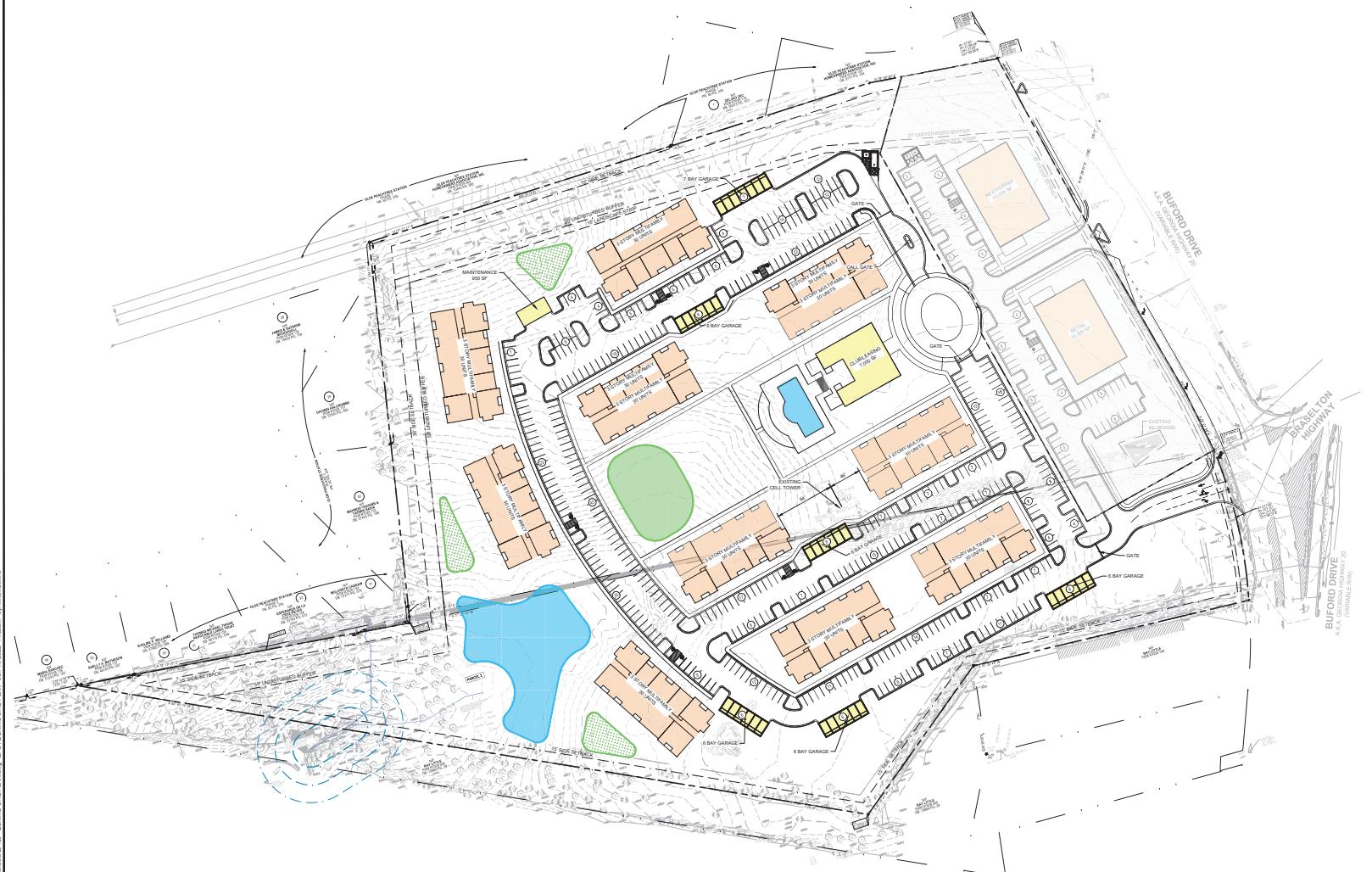
ZONE SITE PLAN

ZP.00

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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6.14.22



SITE DEVELOPMENT SUMMARY	
SITE SUMMARY	
CURRENT ZONING	M1
PROPOSED ZONING	RM-24
OVERLAY DISTRICT	MALL OF GEORGIA
SITE AREA	18.93 ACRES (TOTAL)
GROSS	3.78 ACRES (20% RM-24)
NET	18.53 ACRES
MAX BUILDING HEIGHT	65 FT
MIN COMMON AREA	3.78 ACRES (20% RM-24)
PROP BUILDING HEIGHT	50 FT
PROP COMMON AREA	15 FT (RM-24), 10 FT (C2)
AVG HEATED AREA - MF	900 SF (Approx.)
BUILDING SETBACK	30 FT
FRONT	15 FT
SIDE	10 FT (RM-24), 10 FT (C2)
REAR	10 FT
LANDSCAPE STRIP	10 FT
FRONT	10 FT
SIDE	10 FT
REAR	10 FT
LANDSCAPE BUFFER	50 FT
ADJACENT TO RT5 CLU	
PROPOSED LAND USES & DENSITIES	
MULTIFAMILY RESIDENTIAL	300 UNITS (15.2 DU/AC GROSS)
MF AND HEATED AREA	16.2 DU/AC (NET)
CLUBHOUSE / LEASING	500 SF (Approx.)
Maintenance / Dog Wash	7,000 SF
PARKING SUMMARY	
REQUIRED PARKING	450 SPACES (TOTAL)
MULTIFAMILY (300 UNITS)	450 SPACES (1 UNIT)
PROPOSED PARKING	450 SPACES (TOTAL)
MULTIFAMILY (INCLUDING GARAGES)	450 SPACES (1 UNIT)

CARTER ACQUISITION	
390 GORGAS AVENUE, SUITE 200	
PH: 404.263.0333	
DATE: 06/14/2022	
REVISION NUMBER: 0	

Kimley Horn

2020 HORN & ASSOCIATES INC.
2020 HORN & ASSOCIATES INC.
1000 CHAMBERS ROAD
THE FORUM, GEORGIA 30050
PHONE: (770) 525-5744
FAX: (770) 525-5745

LAWRENCEVILLE
MIXED USE
1032 BLUFF DRIVE, LAWRENCEVILLE, GEORGIA
LAND LOT XXX-XTH DISTRICT

GZGCC CERT.
LEED CERT.

0000072899

DRAWN BY

CMC

DESIGNED BY

CMC

REVIEWED BY

JTR

DATE

2022.06.14

PROJECT NO.

011499012

FILE

ZONING SITE

PLAN

SHEET NUMBER

ZP.01

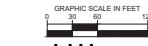


Exhibit C: Building Elevations

[attached]

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FRONT ELEVATION



Lawrenceville
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SW 7004
Snowbound
(Board & Batten)

SW 7067
Cityscape
(Siding)

SW 7015
Repose
Gray
(Painted
Brick)

Tamko Heritage
Weathered
Wood
(Shingles)

SW 7069
Iron Ore
(Window Trim,
Brackets & Panel)

Dark Gray
(Fascia & Drip
Edge)

Alum
Balcony
Railing-Bronze

Ply Gem-
Peppercorn
(Shutters)

06.09.2022

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GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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REAR ELEVATION



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RZM2022-00031 & RZC2022-00025

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LW

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LEFT ELEVATION



RIGHT ELEVATION



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

[attached]

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6.2.2022

Matthew P. Benson
Catherine W. Davidson
Gerald Davidson, Jr.*
Rebecca B. Gober
Brian T. Easley
Christopher D. Holbrook

Shane M. Lanham
Jeffrey R. Mahaffey
Jessica R. Pickens
Steven A. Pickens
Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

COMBINED LETTER OF INTENT FOR REZONING APPLICATIONS

Mahaffey Pickens Tucker, LLP submits the attached rezoning applications (the “Applications”) relative to a proposed development on an approximately 21.92-acre tract of land (the “Property”) located at the intersection of Buford Drive (State Route 20) and Braselton Highway (State Route 124). The Property is currently zoned M-1 and is located in the Community Mixed-Use Character Area as depicted on the Gwinnett County 2040 Unified Plan Future Development Map.

The Applicant is proposing to subdivide the current property into two distinct properties, each with a unique zoning. The commercial portion of the proposed development with a C-2 zoning classification would be located along the Property’s frontage on Buford Drive and would include two commercial buildings totaling approximately 20,000 square feet. The residential component with a RM-24 zoning classification would be provided behind the proposed commercial component and would provide a total of 300 multifamily residential units. The proposed residential community would include active amenities such as a pool, patio, and clubhouse as well as passive amenities and green spaces such as pocket parks, dog walking areas, and an internal sidewalk network. The two components are designed to operate harmoniously with each other and provide easy, convenient pedestrian connectivity between the uses. Three access points are provided for the development including two right-in-right-out driveways along the Buford Drive frontage and a full access driveway at the signalized intersection of Buford Drive and Braselton Highway.

The surrounding area is characterized by a relatively intense mixture of land uses including commercial, industrial, and residential. To the south, the Property is adjacent to land zoned for industrial uses in the City of Lawrenceville. To the east, across Buford Drive/Braselton Highway, is land in the City of Lawrenceville zoned for commercial uses. To the northeast, across Buford Drive, is land zoned C-2 in unincorporated Gwinnett County. To the north and northwest, is land zoned R-75 CLU. The proposed development is compatible with the surrounding land use mix and would provide an appropriate transition of uses from the more intense commercial and industrial uses to the south and the less intense residential uses to the north.

The proposed development is also compatible with the policies and recommendations of the Gwinnett County 2040 Unified Plan (the “2040 Plan”) which provides that the “Community Mixed-Use character area is intended for activity nodes and connecting areas located along major corridors” such as Buford Drive and Braselton Highway. The 2040 Plan provides that “[f]uture

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Page 26 of 45
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development and redevelopment should focus on making these corridors more pedestrian oriented with intensity focused in specific nodes.” The proposed development is in line with these land use policies by providing a mixed-use development at the intersection of two major roadways. Moreover, the 2040 Plan specifically encourages “Medium-Scale Mixed-Use Developments” that include retail and multifamily residential uses as “potential development types.” The proposed development is designed as a walkable community which would seamlessly integrate with the adjacent commercial component. Residents of the proposed community could easily walk to shopping and dining options on adjacent commercial tracts. The proposed development would also enhance the walkability of the Buford Drive corridor by extending the existing sidewalk along Buford Drive which current terminates at the Property’s southerly boundary line. In addition to the proposed pedestrian connectivity, residents of the proposed development would have convenient vehicular access to both Buford Drive and Braselton Highway which provide access to Interstate 85 and University Parkway (State Route 316).

In order to develop the Property as set forth in the Applications, the Applicant respectfully requests approval of a buffer reduction on the C-2 portion of the Property where adjacent to the RM-24 component to zero feet in order to accommodate the integrated mixed-use design of the project. Additionally, the Applicant is requesting a buffer reduction to zero feet along the northerly portion of the Property (on both the RM-24 and C-2 portions). In lieu of the required buffer, the Applicant is proposing to provide a 10-foot wide landscape strip with a 15-foot wide building setback. The Applicant also requests relief from the Architectural Design Standards of the UDO in order to construct the multifamily residential buildings in accordance with the rendering submitted with the Applications. The proposed multifamily buildings would include attractive architectural elements such as projecting and recessed facades, balconies, and an articulated roof line.

The Applicant respectfully submits that the proposed development is consistent with the policies and intent of the 2040 Plan and would complement nearby and adjacent land uses. The proposed development would provide an appropriate transition of land uses from more intense commercial and retail uses located along the Buford Drive and Braselton Highway corridors towards the single-family detached residences located to the north and west of the Property. The Applicant welcomes the opportunity to meet with staff of the Gwinnett County Department of Planning & Development to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Applications filed herewith. The Applicant respectfully requests your approval of the Applications.

This 2nd day of June, 2022.

Respectfully Submitted,

MAHAFFEY PICKENS TUCKER, LLP

Shane Lanham

Shane M. Lanham
Attorneys for Applicant

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REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

- (A) Yes, approval of the Applications will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed mixed-use development will complement existing land uses and development patterns.
- (B) No, approval of the Applications will not adversely affect the existing use or usability of any of the nearby properties. The proposed use is compatible with surrounding land uses and the policies of the Gwinnett County 2040 Unified Plan.
- (C) Due to the size, location, layout and dimensions of the subject property, the Applicant submits that the property does not have reasonable economic use as currently zoned.
- (D) No, approval of the Applications will not result in an excessive or burdensome use of the infrastructure systems. The Property is conveniently-located along major thoroughfares with access to utilities.
- (E) Yes, approval of the Applications would be in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The Property is within the Community Mixed-Use Character Area which encourages mixed-use developments including commercial and multifamily residential uses.
- (F) The Applicant submits that the mix of surrounding land uses and the Property's proximity to regional transportation corridors provide additional supporting grounds for approval of this Application. Moreover, the current M-1 zoning would accommodate much more intense land uses which are not compatible with surrounding land uses and the established development pattern of the Buford Drive and Braselton Highway corridors.

Exhibit E: Internal and External Agency Review Comments

[attached]



Department of Planning and Development
TECHNICAL REVIEW COMMITTEE

TRC Meeting Date:		July 13, 2022			
Department/Agency Name:		DOCS			
Reviewer Name:		Glenn Boorman			
Reviewer Title:		Division Director – Project Admin – Parks & Recreation			
Reviewer Email Address:		glen.boorman@gwinnettcounty.com			
Case Number:		RZM2022-00031 and RZC2022-00025			
Case Address:		974 and 1000 Block of Buford Drive			
Comments:		<input type="checkbox"/>	YES	<input checked="" type="checkbox"/>	NO
1					
2					
3					
4					
5					
6					
7					
Recommended Zoning Conditions: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
1	At no cost to the County and according to the Unified Development Ordinance Chapter 900, the developer shall provide necessary easements and access for the proposed trail within the utility corridor along the western boundary which is indicated on the Gwinnett Countywide Trails Master Plan as the Piedmont Pathway. Additional coordination will be required with the utility company at the time of design and construction.				
2					
3					
4					
5					
6					

Note: Attach additional pages, if needed

Revised 7/26/2021



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

TRC Meeting Date: 7.13.22		
Department/Agency Name: Transportation		
Reviewer Name: Brent Hodges		
Reviewer Title: Construction Manager 1		
Reviewer Email Address: Brent.Hodges@gwinnettcounty.com		
Case Number: RZM2022-00031 and RZC2022-00025		
Case Address: 974 and 1000 block of Buford Drive		
Comments: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
1	SR 20/Buford Drive is a principal arterial. ADT = 46,700.	
2	1.0 mile to nearest transit facility (#2454819) Collins Hill Road and Collins Industrial Way.	
3	The developer shall coordinate with the Georgia Department of Transportation (GDOT) regarding access along Buford Drive (SR 20).	
4		
5		
6		
7		
Recommended Zoning Conditions: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
1	The Developer shall conduct an intersection control evaluation (ICE) analysis for the intersection of Buford Drive (SR 20) and Braselton Highway (SR 124).	
2	The developer shall make any improvements recommended by the ICE analyses, subject to the approval of the Gwinnett County Department of Transportation (GCDOT) and the Georgia Department of Transportation (GDOT).	
3	The developer shall coordinate with GCDOT Traffic Engineering Division and provide improvements for a rebuild of the existing traffic signal (TS_208) at Buford Drive (SR 20) and Braselton Highway (SR 124) to include pedestrian signal facilities as well as the 4 th leg of the signalized intersection.	
4	Per the classification of Buford Drive (SR 20) as a principal arterial, and the proximity to the intersection with Braselton Highway (SR 124), the developer shall bring the right-of-way dedication to 75' from the centerline along the entire frontage of the property.	
5	Per being shown on the Gwinnett County Trails Master Plan as a priority trail, the developer shall construct a 10' wide multi-use path along the property frontage.	
6		

Note: Attach additional pages, if needed

Revised 7/26/2021



Department of Planning and Development
TECHNICAL REVIEW COMMITTEE

TRC Meeting Date:		7/13/2022			
Department/Agency Name:		DWR			
Reviewer Name:		Mike Pappas			
Reviewer Title:		GIS Planning Manager			
Reviewer Email Address:		Michael.pappas@gwinnettcounty.com			
Case Number:		RZM2022-00031 & RZC2022-00025			
Case Address:		974 and 1000 Block of Buford Drive			
Comments:		<input checked="" type="checkbox"/> X	YES	<input type="checkbox"/>	NO
1	Water: The development may connect to an existing 12-inch water main located on the west right-of-way of Buford Drive.				
2	Sewer: A Sewer Capacity Certification is required to confirm capacity.				
3	Sewer: The developer should contact GCDWR to discuss sewer connection options. Upsizing of the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer shall be required.				
4					
5					
6					
7					
Recommended Zoning Conditions:		<input checked="" type="checkbox"/> X	YES	<input type="checkbox"/>	NO
1	Sewer: Upsizing of the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer shall be required.				
2					
3					
4					
5					
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7					

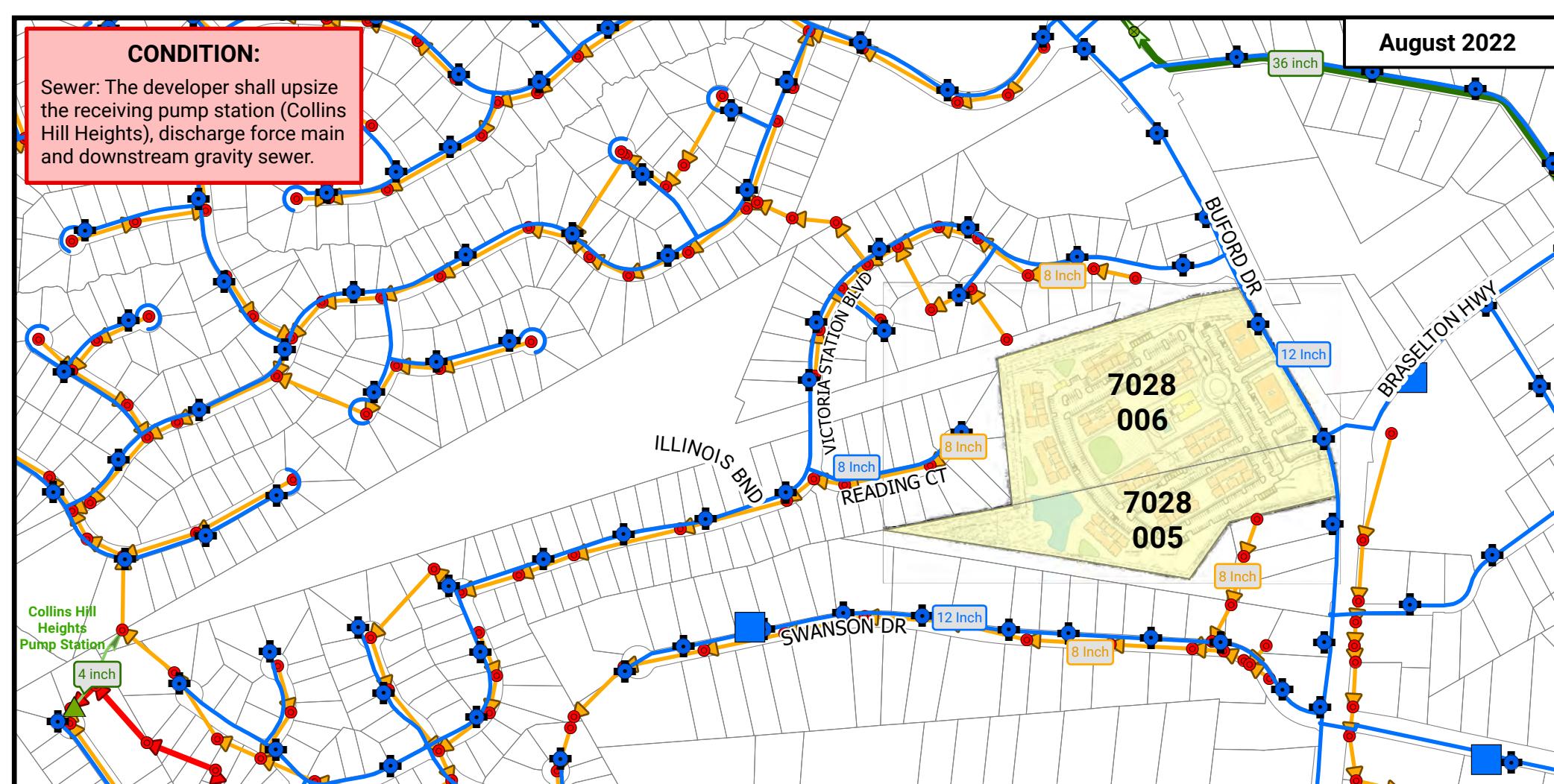
Note: Attach additional pages, if needed

Revised 7/26/2021

August 2022

CONDITION:

Sewer: The developer shall upsizing the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer.



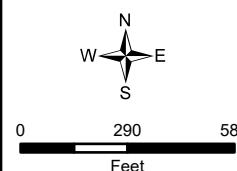
LEGEND

▲ Flow Management	◆ Hydrant	▲ Sewer Force Main
▲ Pump Station	◆ City	▲ Effluent Outfall
◆ Regional	◆ Water Main	▲ Sewer Collector
● Manhole	◆ Reuse Main	▲ Sewer Interceptor

RZM2022-00031 & RZM2022-00025

R-100 & M-1 to RM-24 & C-2

**Water & Sewer
Utility Map**



LOCATION



Water Comments: The development may connect to an existing 12-inch water main located on the west right-of-way of Buford Drive.

Sewer Comments: A Sewer Capacity Certification is required to confirm capacity. The developer should contact GCDWR to discuss sewer connection options. Upsizing of the receiving pump station (Collins Hill Heights), discharge force main and downstream gravity sewer shall be required.

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 24V16, Specification 1600, and ASCE 15-14. Upon completion of design, construction, inspection, and final acceptance, water and/or sewer utility services 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.

Residential Rezoning Impact on Local Schools
Prepared for Gwinnett County BOC, August, 2022

												Proposed Zoning
	School	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Approximate Student Projections from Proposed Developments	
RZC2022-00001 & RZC2022-00002	Duluth HS	2,643	2,650	-7	2,696	2,650	46	2,736	2,650	86	25	
	Duluth MS	1,286	1,775	-489	1,312	1,775	-463	1,331	1,775	-444	19	
	Harris ES	680	750	-70	687	750	-63	694	750	-56	33	
RZM2022-00026 & RZM2022-00027 & RZM2022-00028	Collins Hill HS	2,730	2,625	105	2,773	2,625	148	2,800	2,625	175	27	
	Creekland MS	1,911	2,100	-189	1,892	2,100	-208	1,915	2,100	-185	20	
	Rock Springs ES	792	1,325	-533	808	1,325	-517	824	1,325	-501	35	
RZM2022-00031	Collins Hill HS	2,730	2,625	105	2,773	2,625	148	2,800	2,625	175	24	
	Creekland MS	1,911	2,100	-189	1,892	2,100	-208	1,915	2,100	-185	19	
	Taylor ES	826	1,300	-474	817	1,300	-483	809	1,300	-491	32	
RZM2022-00032	Peachtree Ridge HS	3,262	3,050	212	3,295	3,050	245	3,271	3,050	221	6	
	Hull MS	1,258	1,750	-492	1,271	1,750	-479	1,290	1,750	-460	5	
	Mason ES	937	1,150	-213	924	1,150	-226	912	1,150	-238	9	
RZM2022-00033	Parkview HS	3,208	2,900	308	3,240	2,900	340	3,224	2,900	324	8	
	Trickum MS	2,160	1,775	385	2,182	1,775	407	2,170	1,775	395	7	
	Camp Creek ES	1,323	1,325	-2	1,336	1,325	11	1,350	1,325	25	11	
RZM2022-00034	Discovery HS	2,862	2,525	337	2,905	2,525	380	2,949	2,525	424	5	
	Richards MS	2,052	2,200	-148	2,093	2,200	-107	2,124	2,200	-76	4	
	Benefield ES	1,216	1,375	-159	1,204	1,375	-171	1,192	1,375	-183	6	
RZM2022-00036	Grayson HS	3,277	3,000	277	3,375	3,000	375	3,477	3,000	477	14	
	Bay Creek MS	1,318	1,150	168	1,345	1,150	195	1,385	1,150	235	10	
	Trip ES	1,241	1,200	41	1,266	1,200	66	1,291	1,200	91	18	
RZM2022-00037	Mill Creek HS	2,915	2,800	115	2,633	2,800	-167	2,596	2,800	-204	30	
	Osborne MS	1,658	1,575	83	1,646	1,575	71	1,671	1,575	96	22	
	Fort Daniel ES	727	925	-198	749	925	-176	764	925	-161	39	
RZR2022-00020	South Gwinnett HS	2,735	2,750	-15	2,790	2,750	40	2,832	2,750	82	37	
	Grace Snell MS	1,262	1,200	62	1,281	1,200	81	1,300	1,200	100	26	
	Magill ES	1,222	1,525	-303	1,253	1,525	-272	1,284	1,525	-241	47	
RZR2022-00023	Collins Hill HS	2,730	2,625	105	2,773	2,625	148	2,800	2,625	175	37	
	Creekland MS	1,911	2,100	-189	1,892	2,100	-208	1,915	2,100	-185	26	
	Rock Springs ES	792	1,325	-533	808	1,325	-517	824	1,325	-501	47	

Exhibit F: Traffic Impact Study

[attached]

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TRAFFIC IMPACT STUDY

For

Mixed Use Development
Gwinnett County, Georgia

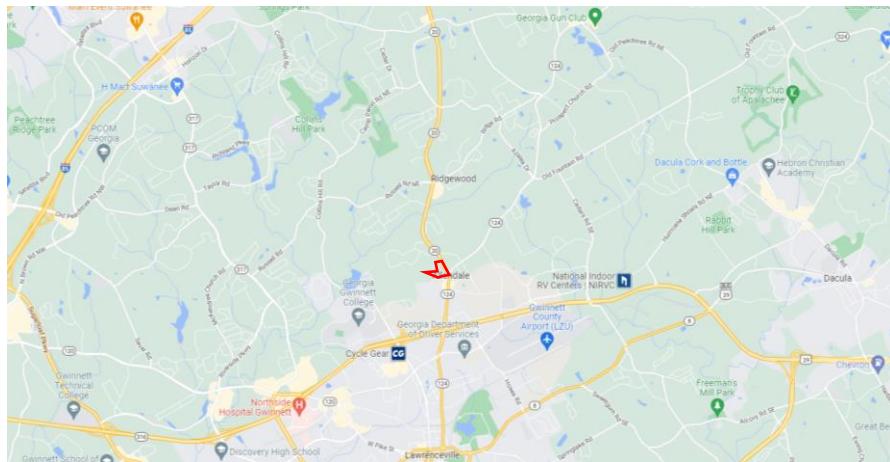


Figure 1: Site Location

Report prepared by: Robinson Nicol, P.E., P.T.O.E.

Title: Traffic Engineer

Address: Atlas Technical Consultants

2450 Commerce Avenue, Suite 100 Duluth, Georgia 30096

Phone / Fax: (770) 263-5945 / (770) 263-0166

Reviewed by: James M Pohlman, P.E.

Prepared for:

Carter
Patti Neal, Executive Vice President
39 Georgia Avenue
Atlanta, GA 30312

Report Date: June 2022

Introduction:

The following report was prepared by Atlas Technical Consultants to summarize the findings of a traffic impact study for a proposed development in Gwinnett County, Georgia.

Study Location:

The proposed residential development is located on SR 20 2.3 miles north of Lawrenceville, Georgia. A map of the study location is included in Figure 2.

Figure 2: Study Location Map



Existing Conditions:

SR 20 is a five-lane roadway with center turn lane and a Speed Limit of 50 MPH and SR 124 is a two-lane roadway with a Speed Limit of 45 MPH. The area is largely suburban with several subdivisions and retail south of the development closer to SR 316. GDOT count station 135-0125 is on SR 20 north of the proposed development and 135-0203 is located on SR 124 east of the proposed development. Recent volumes from this Station are listed in Table 1 below.

Table 1: Existing Traffic Data

Year	GDOT Station 135-0125 (AADT)	GDOT Station 135-0203 (AADT)
2020	33,300	17,500
2019	34,300	19,000
2018	34,100	19,400

Hourly volume data for station 135-0125 and 135-0203 are also available and are summarized in the Appendix.

Proposed Development:

The proposed development is a 300-unit multifamily development with three outparcels along SR 20. The multifamily development will have one full access main driveway on SR 20 at the intersection with SR 124 becoming the fourth leg. Two additional right-in right-out driveways on SR 20 will service the outparcels: Punch Court approximately 400 feet north of SR 124, and North Driveway approximately 670 feet north of SR 124.

Figure 3 - Site Plan



There are also 2 out parcels totaling 20,000 SF served by 3 driveways. Two driveways will access SR 20 and one will have access at the existing intersection of SR 20 at SR 124. There will also be inter parcel between the outparcels and the main entrance to the multifamily development.

Vehicle trip generation was estimated for the proposed development. The trip generation rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual; Tenth Edition* were used to determine the projected traffic. Since there are no specific plans for the outparcel developments, representative developments were assumed. A summary of the trips generated by the total proposed development is shown in Table 2.

Table 2: Generated Traffic

Land Use	Size	Table 1 – Trip Generation						
		AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 221 – Multifamily Housing (Mid-Rise)	300 units	28	80	108	81	51	132	1,632
ITE 820 – Shopping Center	10,000 sf	5	4	9	18	20	38	378
ITE 931 – Quality Restaurant	10,000 sf	5	2	7	52	26	78	838
Total	n/a	38	86	124	151	97	248	2,848

Traffic Distribution and Assignment:

The trips indicated above must be assigned to the adjacent roadway network. The following assumptions were used in the distribution of traffic: 78% will use the main entrance at SR 124, 11% will use Punch Court, and 11% will use North Driveway. At the main entrance, 34% will go to and come from the north and 34% from the south, and 32% will go to and come from SR 124. The results of the directional distribution and trip assignment to the driveway are indicated below. Note the volumes to and from the (east) are from the traffic engineering report for the proposed development.

Table 3a: Existing and Projected Volumes

SR 20 at SR 124 (Main Entrance)			
	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	223/(439)	1,015/(921)	-
New	-	-	11/(41)
Total	223/(439)	1,015/(921)	11/(41)
West Bound Existing	454/(256)	-	417/(283)
New	-	9/(37)	-
Total	454/(256)	9/(37)	417/(283)
East Bound Existing	-	-	-
New	23/(26)	21/(24)	23/(26)
Total	23/(26)	21/(24)	23/(26)
North Bound Existing	-	721/(1,221)	205/(485)
New	10/(40)	-	-
Total	10/(40)	721/(1,221)	205/(485)

Table 3b: Existing and Projected Volumes

SR 20 at Punch Court (~400' North of SR 124)

	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	-	1,238/(1,360)	-
New	-	-	4/(17)
Total	-	1,238/(1,360)	4/(17)
East Bound Existing	-	-	-
New	-	-	9/(11)
Total	-	-	9/(11)
North Bound Existing	-	1,138/(1,504)	-
New	-	-	-
Total	-	1,138/(1,504)	-

Table 3c: Existing and Projected Volumes

SR 20 at North Driveway (~670' North of SR 124)			
	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	-	1,238/(1,360)	-
New	-	-	4/(17)
Total	-	1,238/(1,360)	4/(17)
East Bound Existing	-	-	-
New	-	-	9/(11)
Total	-	-	9/(11)
North Bound Existing	-	1,138/(1,504)	-
New	-	-	-
Total	-	1,138/(1,504)	-

Capacity Analysis:

Capacity Analysis was performed for the projected AM and PM peak traffic conditions for each development entrance. Hourly volume data for station 135-0125 and 135-0203 was used to derive the peak hour volumes used in the capacity analysis. These analyses were performed using the procedures of the Highway Capacity Manual Unsignalized and Signalized Intersection Analysis. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. 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 motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst. The un-signalized intersection capacity analysis only provides a level of service for the side street right turn traffic.

A summary of levels of service and delay for each condition is provided below. The detailed Capacity Analysis printouts are provided in the Appendix.

Table 4: Level of Service and (Delay)
SR 20 at SR 124 (Main Entrance)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound	B (13.2)	C (25.0)
North Bound	C (22.7)	C (28.4)
South Bound	B (15.8)	C (25.0)
West Bound	C (33.7)	D (38.6)
Overall	C (22.9)	C (28.6)

Table 5: Level of Service and (Delay)
SR 20 at Punch Court (~400' North of SR 124)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound RT	B (14.3)	C (15.5)

Table 6: Level of Service and (Delay)
SR 20 at North Driveway (~670' North of SR 124)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound RT	B (14.3)	C (15.5)

Conclusion:

The proposed development will have moderate impact on the existing roadway network and no additional improvements are necessary. It will require a signal permit modification to be approved the GDOT.

Exhibit G: Maps

[attached]



 RZM2022-00031 & RZC2022-00025



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REZONING APPLICATION

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Carter Acquisitions, LLC c/o Mahaffey Pickens Tucker, LLP</u>	NAME: <u>Multiple--See attached</u>
ADDRESS: <u>1550 North Brown Road, Suite 125</u>	ADDRESS: _____
CITY: <u>Lawrenceville</u>	CITY: _____
STATE: <u>Georgia</u> ZIP: <u>30043</u>	STATE: _____ ZIP: _____
PHONE: <u>770 232 0000</u>	PHONE: <u>770 232 0000</u>
CONTACT PERSON: <u>Shane Lanham</u>	PHONE: <u>770 232 0000</u>
CONTACT'S E-MAIL: <u>slanham@mptlawfirm.com</u>	
APPLICANT IS THE:	
<input type="checkbox"/> OWNER'S AGENT	<input type="checkbox"/> PROPERTY OWNER <input checked="" type="checkbox"/> CONTRACT PURCHASER
PRESENT ZONING DISTRICT(S): <u>M-1</u> REQUESTED ZONING DISTRICT: <u>RM-24</u>	
PARCEL NUMBER(S): <u>7028 005 & 7028 006</u> ACREAGE: <u>+/- 18.93</u>	
ADDRESS OF PROPERTY: <u>974 & 1000 Buford Drive</u>	
PROPOSED DEVELOPMENT: <u>Mixed-Use Development</u>	

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units <u>300</u>	No. of Buildings/Lots: <u>NA</u>
Dwelling Unit Size (Sq. Ft.): <u>Varies per UDO</u>	Total Building Sq. Ft. <u>NA</u>
Gross Density: <u>+/- 15.9 units per acre</u>	Density: <u>NA</u>
Net Density: <u>+/- 16.2 units per acre</u>	

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

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6.14.22

REZONING APPLICATION

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Carter Acquisitions, LLC c/o Mahaffey Pickens Tucker, LLP</u>	NAME: <u>Multiple--See attached</u>
ADDRESS: <u>1550 North Brown Road, Suite 125</u>	ADDRESS: _____
CITY: <u>Lawrenceville</u>	CITY: _____
STATE: <u>Georgia</u> ZIP: <u>30043</u>	STATE: _____ ZIP: _____
PHONE: <u>770 232 0000</u>	PHONE: <u>770 232 0000</u>
CONTACT PERSON: <u>Shane Lanham</u>	PHONE: <u>770 232 0000</u>
CONTACT'S E-MAIL: <u>slanham@mptlawfirm.com</u>	
APPLICANT IS THE:	
<input type="checkbox"/> OWNER'S AGENT	<input type="checkbox"/> PROPERTY OWNER <input checked="" type="checkbox"/> CONTRACT PURCHASER
PRESENT ZONING DISTRICT(S): <u>M-1</u> REQUESTED ZONING DISTRICT: <u>C-2</u>	
PARCEL NUMBER(S): <u>7028 005 & 7028 006</u>	ACREAGE: <u>+/- 3.04</u>
ADDRESS OF PROPERTY: <u>974 & 1000 Buford Drive</u>	
PROPOSED DEVELOPMENT: <u>Mixed-Use Development</u>	

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units <u>NA</u>	No. of Buildings/Lots: <u>2/2</u>
Dwelling Unit Size (Sq. Ft.): <u>NA</u>	Total Building Sq. Ft. <u>+/- 20,000</u>
Gross Density: <u>NA</u>	Density: <u>+/- 6,579 square feet per acre</u>
Net Density: <u>NA</u>	

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

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PROPERTY OWNER LIST

Name/Address	Parcel Number
ELINBURG HOLDINGS LLLP CE SMITH FAMILY LLLP 963 BUFORD DR LAWRENCEVILLE GA 30043	7028 006
SMITH C E 963 BUFORD DR LAWRENCEVILLE GA 30043	7028 005

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6.2.2022

Proposed Multi-Family Residential Tract

All that tract or parcel of land lying and being in Land Lot 28 of the 7th District, Gwinnett County, Georgia and being further described as follows:

COMMENCING at a point found at the mitered Right-of-Way of Victoria Station Blvd (50' R/W) and Buford Drive, a.k.a. Georgia Highway 20 (Variable R/W) and proceeding southeasterly along the westerly Right-of-Way of Buford Drive 37.60 feet along the arc of a curve to the left having a radius of 5,786.94 feet and a chord bearing and distance of South 27° 06' 06" East, 37.60 feet to a nail found; thence, South 28° 21' 50" East, 230.87 feet; thence, South 30° 06' 15" East, 312.00 feet; thence, South 26° 21' 54" East, 86.30 feet to the **POINT OF BEGINNING**; thence, from said **POINT OF BEGINNING** as thus established continue southeasterly along the westerly Right-of-Way line of Buford Drive the following three calls

1. 217.96 feet along the arc of a curve deflecting to the right, having a radius of 671.20 feet and a chord bearing and distance of South 13° 06' 37" East, 217.00 feet; thence, leaving the aforesaid Right-of-Way line of Buford Drive
2. South 76° 36' 42" West, 398.61 feet to a 1/2 inch rebar found; thence,
3. South 35° 16' 41" West, 256.02 feet; thence,
4. North 80° 45' 19" West, 1,129.06 feet; thence, along the line common to Olde Peachtree Station Phase 2 per Plat Book 62, among the Land Records of Gwinnett County, Georgia
5. North 78° 18' 26" East, 478.70 feet; thence,
6. North 06° 06' 06" West, 529.81 feet; thence, along the line common to Olde Peachtree Station Phase 1 per Plat Book 59, Page 255, aforesaid records
7. North 72° 21' 11" East, 738.09 feet; thence,
8. North 79° 18' 33" East, 46.44 feet; thence, leaving the aforesaid line common to Olde Peachtree Station Phase 1
9. South 15° 36' 18" West, 112.33 feet; thence,
10. South 29° 23' 06" East, 197.32 feet; thence,
11. South 59° 23' 06" East, 30.00 feet; thence,
12. South 29° 23' 06" East, 40.00 feet; thence,
13. South 00° 36' 54" West, 30.00 feet; thence,
14. South 29° 23' 06" East, 304.26 feet; thence,
15. North 60° 36' 54" East, 204.69 feet to the **POINT OF BEGINNING**, containing 824,409 square feet or 18.9258 acres of land, more or less.

RECEIVED

6.14.22

Proposed Commercial Tract

All that tract or parcel of land lying and being in Land Lot 28 of the 7th District, Gwinnett County, Georgia and being further described as follows:

COMMENCING at a point found at the mitered Right-of-Way of Victoria Station Blvd (50' R/W) and Buford Drive, a.k.a. Georgia Highway 20 (Variable R/W) and proceeding southeasterly along the westerly Right-of-Way of Buford Drive 37.60 feet along the arc of a curve to the left having a radius of 5,786.94 feet and a chord bearing and distance of South 27° 06' 06" East, 37.60 feet to a nail found and the **POINT OF BEGINNING**; thence, from said **POINT OF BEGINNING** as thus established continue southeasterly along the westerly Right-of-Way of Buford Drive the following three calls

1. South 28° 21' 50" East, 230.87 feet to an iron pin set; thence,
2. South 30° 06' 15" East, 312.00 feet to an iron pin set; thence,
3. South 26° 21' 54" East, 86.30 feet to an iron pin set; thence, leaving the aforesaid Right-of-Way of Buford Drive
4. South 60° 36' 54" West, 204.69 feet; thence,
5. North 29° 23' 06" West, 304.26 feet; thence,
6. North 00° 36' 54" East, 30.00 feet; thence,
7. North 29° 23' 06" West, 40.00 feet; thence,
8. North 59° 23' 06" West, 30.00 feet; thence,
9. North 29° 23' 06" West, 197.32 feet; thence,
10. North 15° 36' 18" East, 112.33 feet; thence, along the line common with that certain property owned by Olde Peachtree Station Homeowners Association, Inc., as such property is described in Deed Book 9171, Page 164, Gwinnett County Records
11. North 79° 18' 33" East, 137.26 feet to the **POINT OF BEGINNING**, containing 132,579 square feet or 3.0436 acres of land, more or less.

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Rezoning Application
Last Updated 5/2021

REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

PURSUANT TO REQUIREMENTS OF THE UNIFIED 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 AN 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 WILL OR 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 LAND USE PLAN:

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

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REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

- (A) Yes, approval of the Applications will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed mixed-use development will complement existing land uses and development patterns.
- (B) No, approval of the Applications will not adversely affect the existing use or usability of any of the nearby properties. The proposed use is compatible with surrounding land uses and the policies of the Gwinnett County 2040 Unified Plan.
- (C) Due to the size, location, layout and dimensions of the subject property, the Applicant submits that the property does not have reasonable economic use as currently zoned.
- (D) No, approval of the Applications will not result in an excessive or burdensome use of the infrastructure systems. The Property is conveniently-located along major thoroughfares with access to utilities.
- (E) Yes, approval of the Applications would be in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The Property is within the Community Mixed-Use Character Area which encourages mixed-use developments including commercial and multifamily residential uses.
- (F) The Applicant submits that the mix of surrounding land uses and the Property's proximity to regional transportation corridors provide additional supporting grounds for approval of this Application. Moreover, the current M-1 zoning would accommodate much more intense land uses which are not compatible with surrounding land uses and the established development pattern of the Buford Drive and Braselton Highway corridors.

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6.2.2022

Matthew P. Benson
Catherine W. Davidson
Gerald Davidson, Jr.*
Rebecca B. Gober
Brian T. Easley
Christopher D. Holbrook

Shane M. Lanham
Jeffrey R. Mahaffey
Jessica R. Pickens
Steven A. Pickens
Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

COMBINED LETTER OF INTENT FOR REZONING APPLICATIONS

Mahaffey Pickens Tucker, LLP submits the attached rezoning applications (the “Applications”) relative to a proposed development on an approximately 21.92-acre tract of land (the “Property”) located at the intersection of Buford Drive (State Route 20) and Braselton Highway (State Route 124). The Property is currently zoned M-1 and is located in the Community Mixed-Use Character Area as depicted on the Gwinnett County 2040 Unified Plan Future Development Map.

The Applicant is proposing to subdivide the current property into two distinct properties, each with a unique zoning. The commercial portion of the proposed development with a C-2 zoning classification would be located along the Property’s frontage on Buford Drive and would include two commercial buildings totaling approximately 20,000 square feet. The residential component with a RM-24 zoning classification would be provided behind the proposed commercial component and would provide a total of 300 multifamily residential units. The proposed residential community would include active amenities such as a pool, patio, and clubhouse as well as passive amenities and green spaces such as pocket parks, dog walking areas, and an internal sidewalk network. The two components are designed to operate harmoniously with each other and provide easy, convenient pedestrian connectivity between the uses. Three access points are provided for the development including two right-in-right-out driveways along the Buford Drive frontage and a full access driveway at the signalized intersection of Buford Drive and Braselton Highway.

The surrounding area is characterized by a relatively intense mixture of land uses including commercial, industrial, and residential. To the south, the Property is adjacent to land zoned for industrial uses in the City of Lawrenceville. To the east, across Buford Drive/Braselton Highway, is land in the City of Lawrenceville zoned for commercial uses. To the northeast, across Buford Drive, is land zoned C-2 in unincorporated Gwinnett County. To the north and northwest, is land zoned R-75 CLU. The proposed development is compatible with the surrounding land use mix and would provide an appropriate transition of uses from the more intense commercial and industrial uses to the south and the less intense residential uses to the north.

The proposed development is also compatible with the policies and recommendations of the Gwinnett County 2040 Unified Plan (the “2040 Plan”) which provides that the “Community Mixed-Use character area is intended for activity nodes and connecting areas located along major corridors” such as Buford Drive and Braselton Highway. The 2040 Plan provides that “[f]uture

Sugarloaf Office || 1550 North Brown Road, Suite 125, Lawrenceville, Georgia 30043

NorthPoint Office || 11175 Cicero Drive, Suite 100, Alpharetta, Georgia 30022

TELEPHONE 770 232 0000

FACSIMILE 678 518 6880

www.mptlawfirm.com

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development and redevelopment should focus on making these corridors more pedestrian oriented with intensity focused in specific nodes.” The proposed development is in line with these land use policies by providing a mixed-use development at the intersection of two major roadways. Moreover, the 2040 Plan specifically encourages “Medium-Scale Mixed-Use Developments” that include retail and multifamily residential uses as “potential development types.” The proposed development is designed as a walkable community which would seamlessly integrate with the adjacent commercial component. Residents of the proposed community could easily walk to shopping and dining options on adjacent commercial tracts. The proposed development would also enhance the walkability of the Buford Drive corridor by extending the existing sidewalk along Buford Drive which current terminates at the Property’s southerly boundary line. In addition to the proposed pedestrian connectivity, residents of the proposed development would have convenient vehicular access to both Buford Drive and Braselton Highway which provide access to Interstate 85 and University Parkway (State Route 316).

In order to develop the Property as set forth in the Applications, the Applicant respectfully requests approval of a buffer reduction on the C-2 portion of the Property where adjacent to the RM-24 component to zero feet in order to accommodate the integrated mixed-use design of the project. Additionally, the Applicant is requesting a buffer reduction to zero feet along the northerly portion of the Property (on both the RM-24 and C-2 portions). In lieu of the required buffer, the Applicant is proposing to provide a 10-foot wide landscape strip with a 15-foot wide building setback. The Applicant also requests relief from the Architectural Design Standards of the UDO in order to construct the multifamily residential buildings in accordance with the rendering submitted with the Applications. The proposed multifamily buildings would include attractive architectural elements such as projecting and recessed facades, balconies, and an articulated roof line.

The Applicant respectfully submits that the proposed development is consistent with the policies and intent of the 2040 Plan and would complement nearby and adjacent land uses. The proposed development would provide an appropriate transition of land uses from more intense commercial and retail uses located along the Buford Drive and Braselton Highway corridors towards the single-family detached residences located to the north and west of the Property. The Applicant welcomes the opportunity to meet with staff of the Gwinnett County Department of Planning & Development to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Applications filed herewith. The Applicant respectfully requests your approval of the Applications.

This 2nd day of June, 2022.

Respectfully Submitted,

MAHAFFEY PICKENS TUCKER, LLP

Shane Lanham

Shane M. Lanham
Attorneys for Applicant

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Gwinnett County Planning Division
Rezoning Application
Last Updated 5/2021

REZONING APPLICANT'S CERTIFICATION

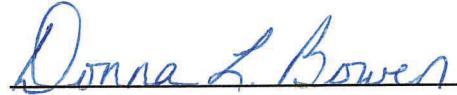
THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS.


Signature of Applicant


Date

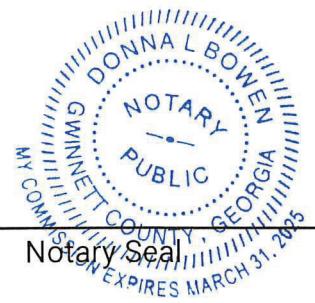
Shane Lanham, attorney for the Applicant

Type or Print Name and Title


Signature of Notary Public


Date

Notary Seal



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6.2.2022

Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2015

REZONING APPLICANT'S CERTIFICATION

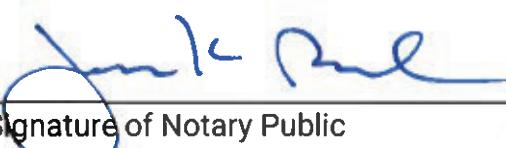
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Signature of Applicant


Date


Type or Print Name and Title


Authorized Signature


Signature of Notary Public


Date


Notary Seal

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6.2.2022

Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2015

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
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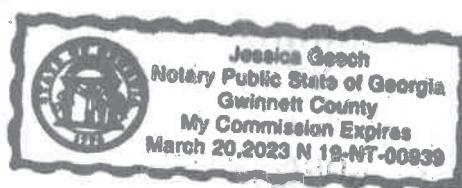
Jonny G Smith by CG PDA
Signature of Property Owner

May 23, 2022
Date

Jonny G. Smith
Type or Print Name and Title

Jessie Good
Signature of Notary Public

5/23/22
Date



Notary Seal

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Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2015

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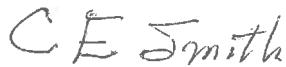
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ACTION BY THE BOARD OF COMMISSIONERS.



Signature of Property Owner

May 24 - 22

Date



Type or Print Name and Title



Signature of Notary Public

May 24, 2022

Date

Notary Seal

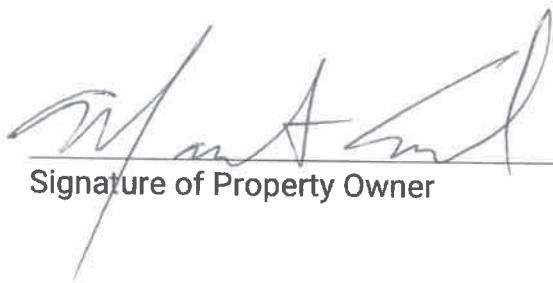
Susan Peters
NOTARY PUBLIC
Barrow County, GEORGIA
My Commission Expires 10/12/2025

RECEIVED

6.2.2022

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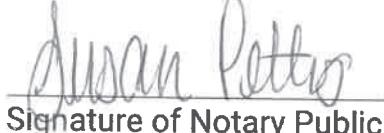
Signature of Property Owner

5-24-22

Date

MARK A. Smith
Type or Print Name and Title

Susan Peters
NOTARY PUBLIC
Barrow County, GEORGIA
My Commission Expires 10/12/2025



Signature of Notary Public

May 24, 2022

Date

Notary Seal

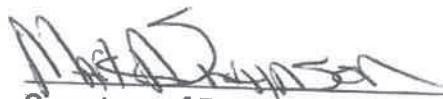
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6.2.2022

Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2015

REZONING PROPERTY OWNER'S CERTIFICATION

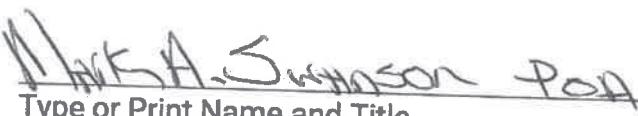
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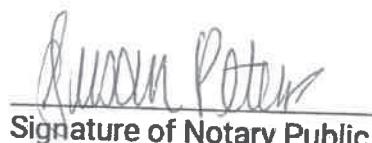
Signature of Property Owner



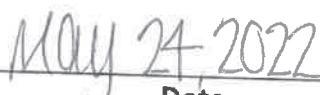
Date



Type or Print Name and Title



Signature of Notary Public



Date

Susan Peters
NOTARY PUBLIC
Barrow County, GEORGIA
My Commission Expires 10/12/2025

Notary Seal

RECEIVED

6.2.2022

Gwinnett County Planning Division
Rezoning Application
Last Updated 5/2021

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.

SIGNATURE OF APPLICANT

DATE

TYPE OR PRINT NAME AND TITLE



5/26/22

Shane Lanham, attorney for the Applicant

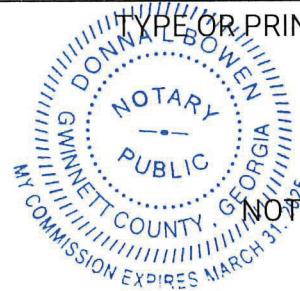
SIGNATURE OF APPLICANT'S
ATTORNEY OR REPRESENTATIVE

DATE

TYPE OR PRINT NAME AND TITLE

SIGNATURE OF NOTARY PUBLIC

DATE



NOTARY SEAL

Donna L. Bowen 5/26/22

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 or a member of the Gwinnett County Planning Commission?

YES

NO

Mahaffey Pickens Tucker, LLP

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)
Kirkland Carden	\$2,800	11/18/2021

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

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6.2.2022

Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2015

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.

John D
SIGNATURE OF APPLICANT

5/20/2022
DATE

Jerome Hayley Authorised
TYPE OR PRINT NAME AND TITLE

**SIGNATURE OF APPLICANT'S
ATTORNEY OR REPRESENTATIVE**

DATE

TYPE OR PRINT NAME AND TITLE

SIGNATURE OF NOTARY PUBLIC

DATE



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 or a member of the Gwinnett County Planning Commission?

YES NO

Jerome Hagley

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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6.2.2022

20 ② 124

Gwinnett County Planning Division
Rezoning Application
Last Updated 5/2021

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 TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION FOR REZONING BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

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

PARCEL I.D. NUMBER:
(Map Reference Number)

7 - 028 - 005
District Land Lot Parcel

Signature of Applicant

5/26/22
Date

Shane Lanham, attorney for the Applicant

Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 Langley Drive, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONERS USE ONLY

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Tomia A. H.
NAME

TSA
TITLE

5.26.2022
DATE

RECEIVED

6.2.2022

20 0 124

Gwinnett County Planning Division
Rezoning Application
Last Updated 5/2021

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 TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION FOR REZONING BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

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

PARCEL I.D. NUMBER:
(Map Reference Number)

7 - 028 - 006
District Land Lot Parcel

Signature of Applicant

5/26/22

Date

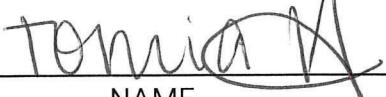
Shane Lanham, attorney for the Applicant

Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 Langley Drive, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONERS USE ONLY

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)


NAME
5.26.2022
DATE


TITLE

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6.14.22



FRONT ELEVATION



Lawrenceville
Carter USA
architecture | interiors | planning



06.09.2022

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

6.14.22



REAR ELEVATION



Lawrenceville
Carter USA
architecture | interiors | planning



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architecture

06.09.2022

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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6.14.22



LEFT ELEVATION



RIGHT ELEVATION



Lawrenceville
Carter USA
architecture | interiors | planning



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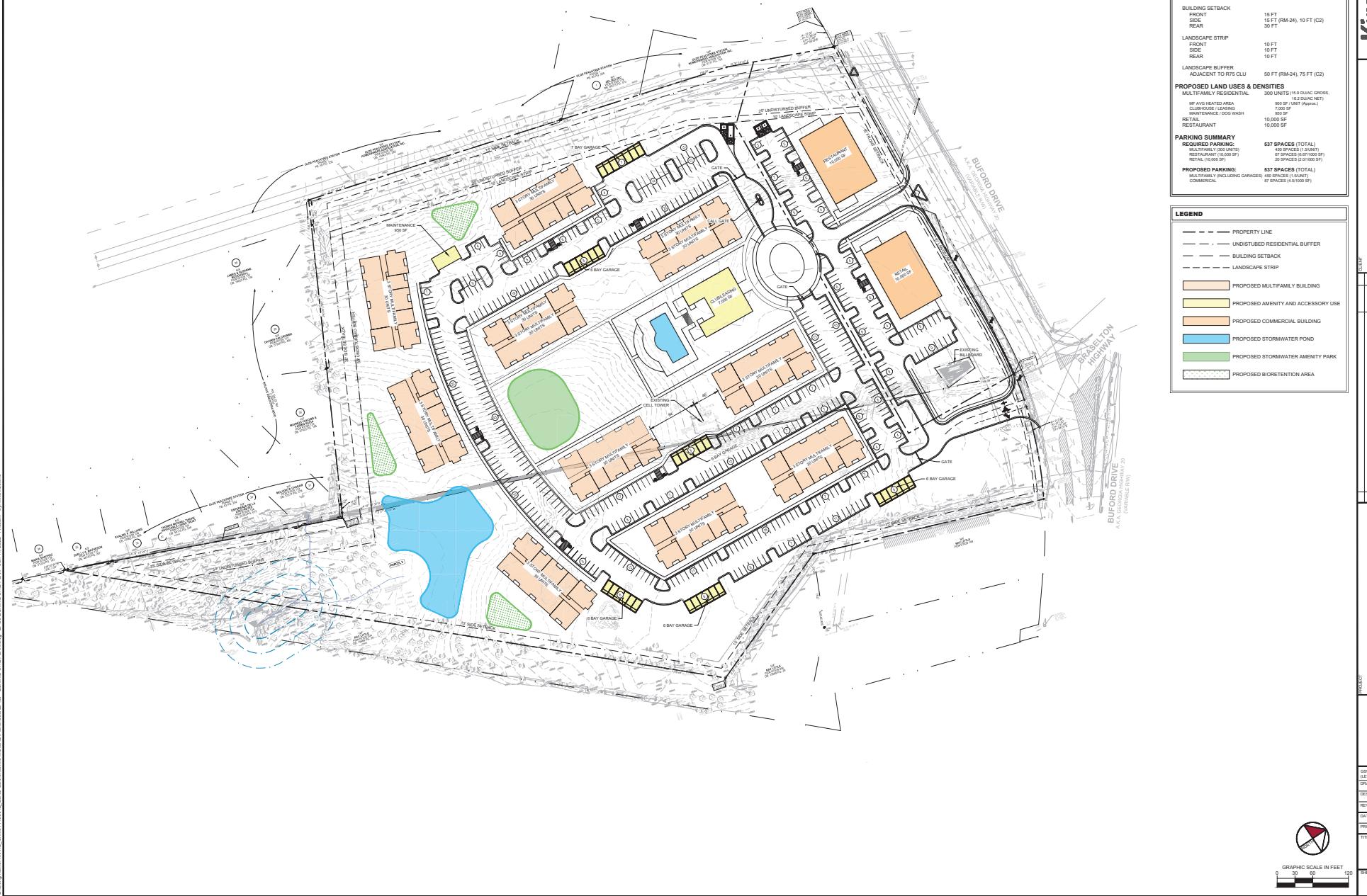
architecture

06.09.2022

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

6.14.22



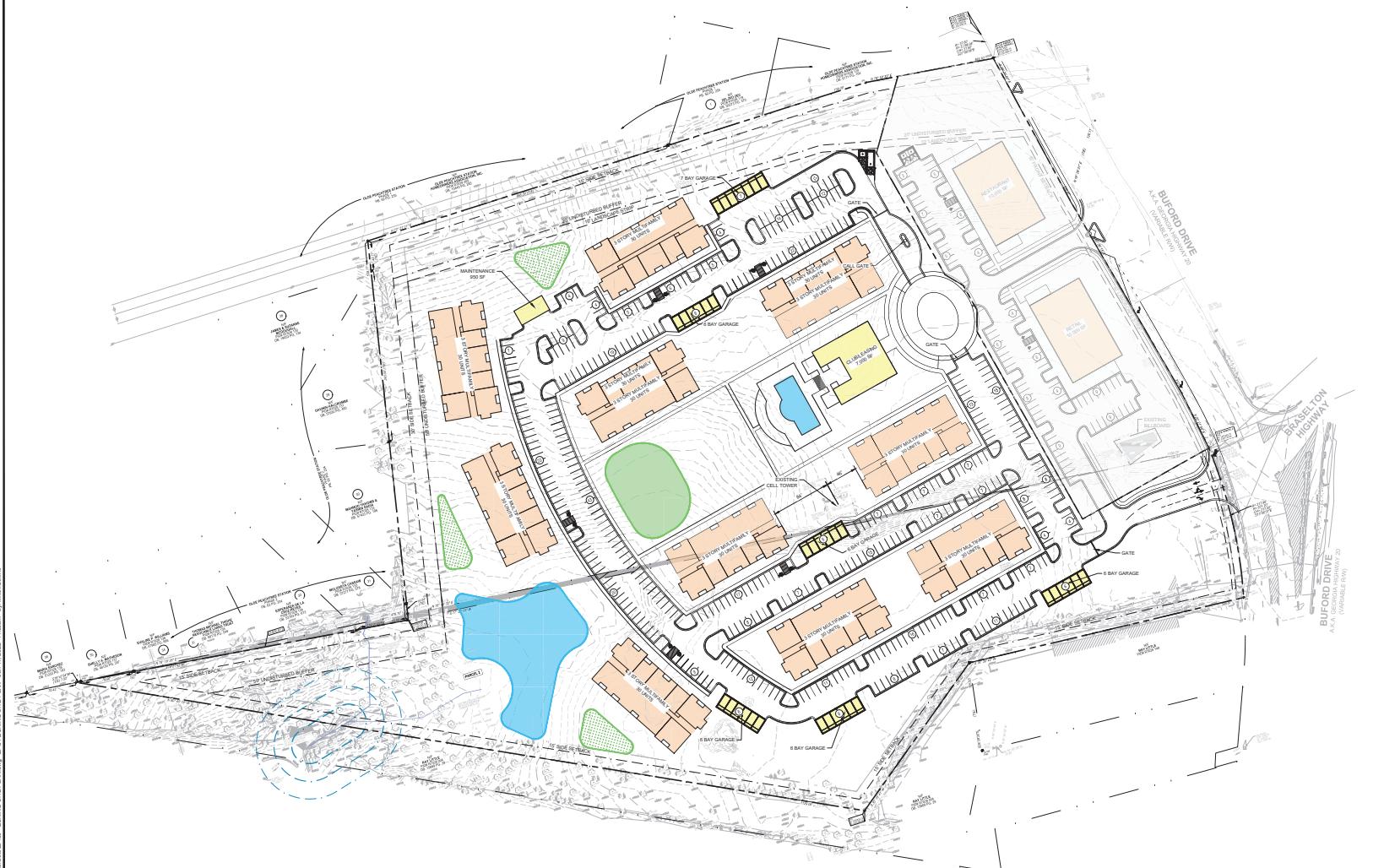
Kimley Horn
6200 HAWTHORPE DRIVE, SUITE 100
ATLANTA, GEORGIA 30339
PHONE: (770) 922-5744
FAX: (770) 922-5704

CARTER
3900 OGATA AVENUE, SUITE 200
ATLANTA, GEORGIA 30339
PHONE: (404) 262-3233

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

6.14.22



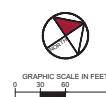
SITE DEVELOPMENT SUMMARY	
SITE SUMMARY	
CURRENT ZONING	M1
PROPOSED ZONING	RM-24
OVERLAY DISTRICT	MALL OF GEORGIA
SITE AREA	18.93 ACRES (TOTAL)
GROSS	3.78 ACRES (20% RM-24)
NET	18.53 ACRES
MAX BUILDING HEIGHT	65 FT
MIN COMMON AREA	3.78 ACRES (20% RM-24)
PROP BUILDING HEIGHT	50 FT
PROP COMMON AREA	15 FT (RM-24), 10 FT (C2)
AVG HEATED AREA - MF	900 SF (Approx.)
BUILDING SETBACK	
FRONT	15 FT
SIDE	15 FT (RM-24), 10 FT (C2)
REAR	30 FT
LANDSCAPE STRIP	
FRONT	10 FT
SIDE	10 FT
REAR	10 FT
LANDSCAPE BUFFER	
ADJACENT TO RT5 CLU	50 FT
PROPOSED LAND USES & DENSITIES	
MULTIFAMILY RESIDENTIAL	300 UNITS (15.2 DU/AC GROSS)
MF AND HEATED AREA	16.2 DU/AC (NET)
CLUBHOUSE / LEASING	500 SF (Approx.)
Maintenance / Dog Wash	7,000 SF
PARKING SUMMARY	
REQUIRED PARKING:	450 SPACES (TOTAL)
MULTIFAMILY (300 UNITS)	450 SPACES (1 UNIT)
PROPOSED PARKING:	450 SPACES (TOTAL)
MULTIFAMILY (INCLUDING GARAGES)	450 SPACES (1 UNIT)

CARTER ACQUISITION	
39 EOGAN AVENUE, SUITE 200	PHONE: 404-263-0333
DATE: 06/14/2022	DATE: 06/14/2022
REVISION NUMBER: 0	REVISION NUMBER: 0
0000072899	0000072899

Kimley Horn
2020 HULL AVENUE, SUITE 100
ATLANTA, GEORGIA 30303
PHONE: 404-527-0244
FAX: 404-527-0245

LAWRENCEVILLE
MIXED USE
1032 BLUFF DRIVE, LAWRENCEVILLE, GEORGIA
LAND LOT XXX-XTH DISTRICT

GSPCC CERT.
LEADER: 0000072899
DRAWN BY: CMC
DESIGNED BY: CMC
REVIEWED BY: JTR
DATE: 2022-06-14
PROJECT NO: 011499012
TITLE: ZONING SITE PLAN
SHEET NUMBER: ZP.01



GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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TRAFFIC IMPACT STUDY

For

Mixed Use Development

Gwinnett County, Georgia

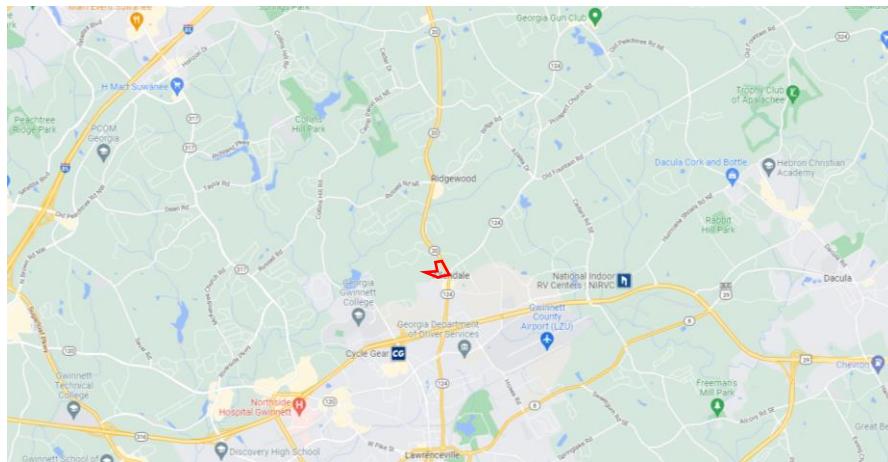


Figure 1: Site Location

Report prepared by: Robinson Nicol, P.E., P.T.O.E.

Title: Traffic Engineer

Address: Atlas Technical Consultants

2450 Commerce Avenue, Suite 100 Duluth, Georgia 30096

Phone / Fax: (770) 263-5945 / (770) 263-0166

Reviewed by: James M Pohlman, P.E.

Prepared for: Carter
Patti Neal, Executive Vice President
39 Georgia Avenue
Atlanta, GA 30312

Report Date: June 2022

Introduction:

The following report was prepared by Atlas Technical Consultants to summarize the findings of a traffic impact study for a proposed development in Gwinnett County, Georgia.

Study Location:

The proposed residential development is located on SR 20 2.3 miles north of Lawrenceville, Georgia. A map of the study location is included in Figure 2.

Figure 2: Study Location Map



Existing Conditions:

SR 20 is a five-lane roadway with center turn lane and a Speed Limit of 50 MPH and SR 124 is a two-lane roadway with a Speed Limit of 45 MPH. The area is largely suburban with several subdivisions and retail south of the development closer to SR 316. GDOT count station 135-0125 is on SR 20 north of the proposed development and 135-0203 is located on SR 124 east of the proposed development. Recent volumes from this Station are listed in Table 1 below.

Table 1: Existing Traffic Data

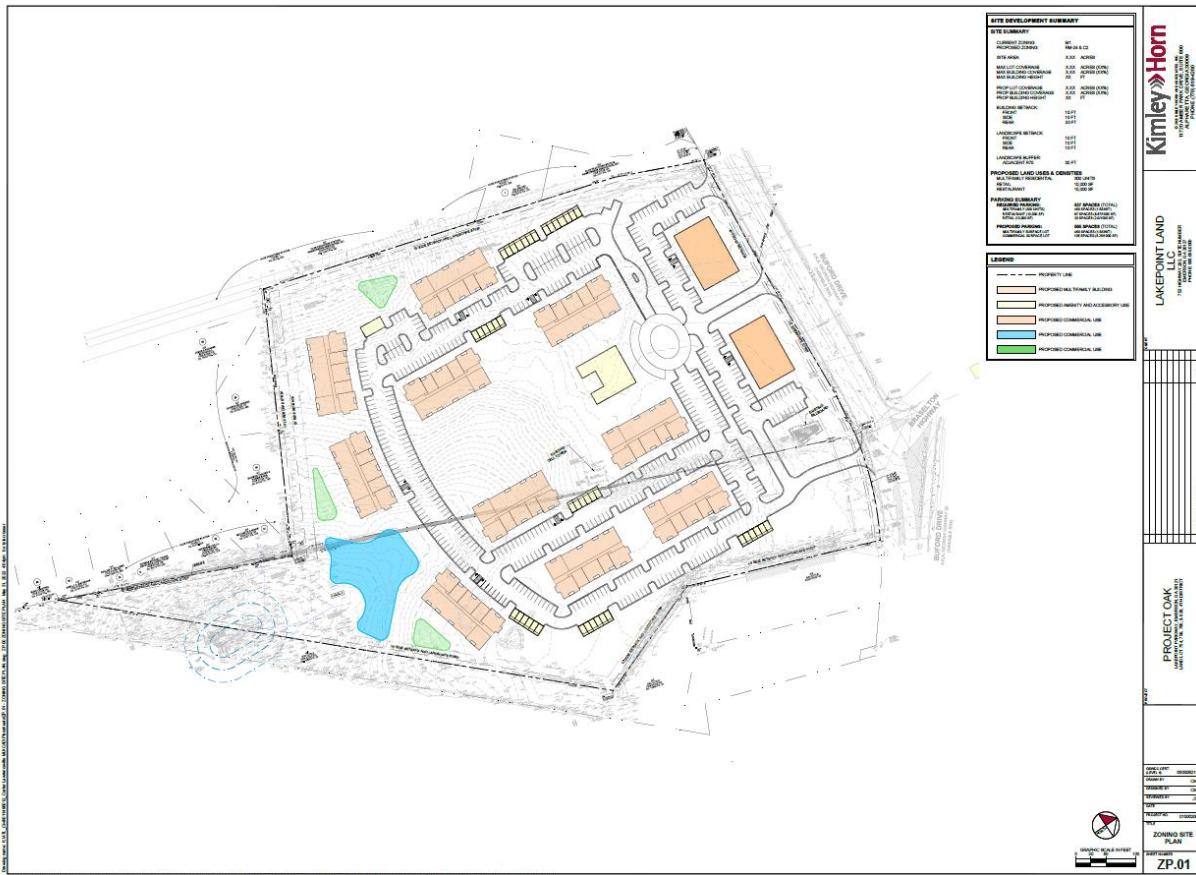
Year	GDOT Station 135-0125 (AADT)	GDOT Station 135-0203 (AADT)
2020	33,300	17,500
2019	34,300	19,000
2018	34,100	19,400

Hourly volume data for station 135-0125 and 135-0203 are also available and are summarized in the Appendix.

Proposed Development:

The proposed development is a 300-unit multifamily development with three outparcels along SR 20. The multifamily development will have one full access main driveway on SR 20 at the intersection with SR 124 becoming the fourth leg. Two additional right-in right-out driveways on SR 20 will service the outparcels: Punch Court approximately 400 feet north of SR 124, and North Driveway approximately 670 feet north of SR 124.

Figure 3 - Site Plan



There are also 2 out parcels totaling 20,000 SF served by 3 driveways. Two driveways will access SR 20 and one will have access at the existing intersection of SR 20 at SR 124. There will also be inter parcel between the outparcels and the main entrance to the multifamily development.

Vehicle trip generation was estimated for the proposed development. The trip generation rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual; Tenth Edition* were used to determine the projected traffic. Since there are no specific plans for the outparcel developments, representative developments were assumed. A summary of the trips generated by the total proposed development is shown in Table 2.

Table 2: Generated Traffic

Land Use	Size	Table 1 – Trip Generation						
		AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 221 – Multifamily Housing (Mid-Rise)	300 units	28	80	108	81	51	132	1,632
ITE 820 – Shopping Center	10,000 sf	5	4	9	18	20	38	378
ITE 931 – Quality Restaurant	10,000 sf	5	2	7	52	26	78	838
Total	n/a	38	86	124	151	97	248	2,848

Traffic Distribution and Assignment:

The trips indicated above must be assigned to the adjacent roadway network. The following assumptions were used in the distribution of traffic: 78% will use the main entrance at SR 124, 11% will use Punch Court, and 11% will use North Driveway. At the main entrance, 34% will go to and come from the north and 34% from the south, and 32% will go to and come from SR 124. The results of the directional distribution and trip assignment to the driveway are indicated below. Note the volumes to and from the (east) are from the traffic engineering report for the proposed development.

Table 3a: Existing and Projected Volumes

SR 20 at SR 124 (Main Entrance)			
	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	223/(439)	1,015/(921)	-
New	-	-	11/(41)
Total	223/(439)	1,015/(921)	11/(41)
West Bound Existing	454/(256)	-	417/(283)
New	-	9/(37)	-
Total	454/(256)	9/(37)	417/(283)
East Bound Existing	-	-	-
New	23/(26)	21/(24)	23/(26)
Total	23/(26)	21/(24)	23/(26)
North Bound Existing	-	721/(1,221)	205/(485)
New	10/(40)	-	-
Total	10/(40)	721/(1,221)	205/(485)

Table 3b: Existing and Projected Volumes

SR 20 at Punch Court (~400' North of SR 124)

	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	-	1,238/(1,360)	-
New	-	-	4/(17)
Total	-	1,238/(1,360)	4/(17)
East Bound Existing	-	-	-
New	-	-	9/(11)
Total	-	-	9/(11)
North Bound Existing	-	1,138/(1,504)	-
New	-	-	-
Total	-	1,138/(1,504)	-

Table 3c: Existing and Projected Volumes

SR 20 at North Driveway (~670' North of SR 124)			
	LEFT AM/(PM)	THROUGH AM/(PM)	RIGHT AM/(PM)
South Bound Existing	-	1,238/(1,360)	-
New	-	-	4/(17)
Total	-	1,238/(1,360)	4/(17)
East Bound Existing	-	-	-
New	-	-	9/(11)
Total	-	-	9/(11)
North Bound Existing	-	1,138/(1,504)	-
New	-	-	-
Total	-	1,138/(1,504)	-

Capacity Analysis:

Capacity Analysis was performed for the projected AM and PM peak traffic conditions for each development entrance. Hourly volume data for station 135-0125 and 135-0203 was used to derive the peak hour volumes used in the capacity analysis. These analyses were performed using the procedures of the Highway Capacity Manual Unsignalized and Signalized Intersection Analysis. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. 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 motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst. The un-signalized intersection capacity analysis only provides a level of service for the side street right turn traffic.

A summary of levels of service and delay for each condition is provided below. The detailed Capacity Analysis printouts are provided in the Appendix.

Table 4: Level of Service and (Delay)
SR 20 at SR 124 (Main Entrance)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound	B (13.2)	C (25.0)
North Bound	C (22.7)	C (28.4)
South Bound	B (15.8)	C (25.0)
West Bound	C (33.7)	D (38.6)
Overall	C (22.9)	C (28.6)

Table 5: Level of Service and (Delay)
SR 20 at Punch Court (~400' North of SR 124)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound RT	B (14.3)	C (15.5)

Table 6: Level of Service and (Delay)
SR 20 at North Driveway (~670' North of SR 124)

Movement	Projected Conditions With Development	
	AM Peak	PM Peak
East Bound RT	B (14.3)	C (15.5)

Conclusion:

The proposed development will have moderate impact on the existing roadway network and no additional improvements are necessary. It will require a signal permit modification to be approved the GDOT.

APPENDIX A
SR 20 and SR 124 Hourly Volumes

Daily Volume Report 135-0203 Monday, February 15, 2021 to Wednesday, February 17, 2021

Site Name: 135-0203 Site ID: 0000135_0203 Description:

Direction: West Time Period: 1 hour Exclude data: None Show: Average

Average Flow

12:00 am	41
01:00 am	28
02:00 am	24
03:00 am	38
04:00 am	94
05:00 am	263
06:00 am	582
07:00 am	871
08:00 am	851
09:00 am	692
10:00 am	615
11:00 am	515
12:00 pm	539
01:00 pm	538
02:00 pm	504
03:00 pm	505
04:00 pm	489
05:00 pm	478
06:00 pm	439
07:00 pm	322
08:00 pm	208
09:00 pm	155
10:00 pm	96
11:00 pm	82
7am-7pm	7036
6am-10pm	8304
6am-12am	8483
12am-12am	8971
am Peak	07:00 am
Peak Volume	871
pm Peak	12:00 pm
Peak Volume	539

Event key: QC failure Atypical (QC) Events Special Holiday Offline
 Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Data prepared by Drakewell US 01N - Nevada April 28, 2022 2:52:59 PM.

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

Version 22.04.26.150325

Daily Volume Report 135-0125 Wednesday, October 21, 2020 to Friday, October 23, 2020

Site Name: 135-0125 Site ID: 0000135_0125 Description: N/A

Direction: North Time Period: 1 hour Class: Any Exclude data: None

Average Daily Flow

12:00 am	141
01:00 am	99
02:00 am	94
03:00 am	128
04:00 am	263
05:00 am	628
06:00 am	984
07:00 am	1138
08:00 am	1052
09:00 am	903
10:00 am	782
11:00 am	847
12:00 pm	908
01:00 pm	912
02:00 pm	1017
03:00 pm	1140
04:00 pm	1404
05:00 pm	1504
06:00 pm	1154
07:00 pm	884
08:00 pm	548
09:00 pm	390
10:00 pm	292
11:00 pm	198
7am-7pm	12760
6am-10pm	15566
6am-12am	16056
12am-12am	17410
am Peak	07:00 am
Peak Volume	1138
Peak Factor	0.934
pm Peak	05:00 pm
Peak Volume	1504
Peak Factor	0.904

Event key: QC failure Atypical (QC) Events Special Holiday Offline
 Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Data prepared by Drakewell US 01N - Nevada April 28, 2022 2:44:58 PM.

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Version 22.04.26.150325

Daily Volume Report 135-0125 Wednesday, October 21, 2020 to Friday, October 23, 2020

Site Name: 135-0125 Site ID: 0000135_0125 Description: N/A

Direction: South Time Period: 1 hour Class: Any Exclude data: None

Average Daily Flow

12:00 am	216
01:00 am	134
02:00 am	110
03:00 am	115
04:00 am	152
05:00 am	424
06:00 am	953
07:00 am	1238
08:00 am	1172
09:00 am	922
10:00 am	869
11:00 am	949
12:00 pm	1120
01:00 pm	1100
02:00 pm	1221
03:00 pm	1332
04:00 pm	1335
05:00 pm	1360
06:00 pm	1234
07:00 pm	1108
08:00 pm	776
09:00 pm	549
10:00 pm	386
11:00 pm	286
7am-7pm	13850
6am-10pm	17236
6am-12am	17908
12am-12am	19060
am Peak	07:00 am
Peak Volume	1238
Peak Factor	0.851
pm Peak	05:00 pm
Peak Volume	1360
Peak Factor	0.901

Event key: QC failure Atypical (QC) Events Special Holiday Offline
 Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Data prepared by Drakewell US 01N - Nevada April 28, 2022 2:43:34 PM.

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Version 22.04.26.150325

Daily Volume Report 135-0203 Monday, February 15, 2021 to Wednesday, February 17, 2021

Site Name: 135-0203 Site ID: 0000135_0203 Description:

Direction: East Time Period: 1 hour Exclude data: None Show: Average

Average Flow

12:00 am	58
01:00 am	29
02:00 am	24
03:00 am	36
04:00 am	40
05:00 am	64
06:00 am	156
07:00 am	277
08:00 am	384
09:00 am	362
10:00 am	393
11:00 am	428
12:00 pm	524
01:00 pm	499
02:00 pm	594
03:00 pm	717
04:00 pm	888
05:00 pm	924
06:00 pm	706
07:00 pm	464
08:00 pm	340
09:00 pm	260
10:00 pm	148
11:00 pm	107
7am-7pm	6696
6am-10pm	7915
6am-12am	8170
12am-12am	8422
am Peak	11:00 am
Peak Volume	428
pm Peak	05:00 pm
Peak Volume	924

Event key: QC failure Atypical (QC) Events Special Holiday Offline
 Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Data prepared by Drakewell US 01N - Nevada April 28, 2022 2:55:25 PM.

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Version 22.04.26.150325

Peak Hour Volume Calcs

SR 20 at SR 124

Movement	AM	PM
WB Left	454	256
WB Right	417	283
NB Through	721	1221
NB Right	205	485
SB Left	223	439
SB Through	1015	921

Driveway Distribution

Main Entrance	78.7%
Driveway #1	10.7%
Driveway #2	10.7%

SR 124 at SR 12 Distribution

135-0125	36470	68%
135-0203	17393	32%

New Volume Calcs

Driveway	Percentage	AM		PM	
		Enter	Exit	Enter	Exit
		38	86	151	97
Driveway #2	11%	4	9	17	11
Driveway #1	11%	4	9	17	11
Main Entrance	78%	30	67	118	76

APPENDIX B

Capacity Analysis with Development Traffic

Lanes, Volumes, Timings

3: sr 20 & SR 124

AM

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	23	21	23	10	721	205	223	1015	11	454	9	417
Future Volume (vph)	23	21	23	10	721	205	223	1015	11	454	9	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91
Fr _t						0.850		0.998		0.963		0.850
Flt Protected		0.968			0.950			0.950			0.964	
Satd. Flow (prot)	0	1720	0	1770	3539	1583	1770	3532	0	3355	0	1441
Flt Permitted		0.968			0.170			0.253			0.964	
Satd. Flow (perm)	0	1720	0	317	3539	1583	471	3532	0	3355	0	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				223			1		95	299
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		119			413			398		512		
Travel Time (s)		2.7			9.4			9.0		11.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	23	25	11	784	223	242	1103	12	493	10	453
Shared Lane Traffic (%)												34%
Lane Group Flow (vph)	0	73	0	11	784	223	242	1115	0	657	0	299
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		24		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2	1	1	2		1		1
Detector Template	Left	Left		Left	Thru	Right	Left	Thru		Left		Right
Leading Detector (ft)	20	20		20	100	20	20	100		20		20
Trailing Detector (ft)	0	0		0	0	0	0	0		0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0		0
Detector 1 Size(ft)	20	20		20	6	20	20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Perm	Prot		Perm	NA	Perm	pm+pt	NA		Prot		Perm
Protected Phases		3			2		1	6		4		
Permitted Phases	3			2		2	6			4		
Detector Phase	3	3		2	2	2	1	6		4		4
Switch Phase												
Minimum Initial (s)	1.0	1.0		5.0	5.0	5.0	5.0	5.0		5.0		5.0

Lanes, Volumes, Timings

3: sr 20 & SR 124

AM



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Split (s)	5.5	5.5		22.5	22.5	22.5	9.5	22.5		22.5		22.5
Total Split (s)	12.0	12.0		47.0	47.0	47.0	24.0	71.0		37.0		37.0
Total Split (%)	10.0%	10.0%		39.2%	39.2%	39.2%	20.0%	59.2%		30.8%		30.8%
Maximum Green (s)	7.5	7.5		42.5	42.5	42.5	19.5	66.5		32.5		32.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lead		Lead	Lead	Lead	Lag			Lag		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	None		C-Max	C-Max	C-Max	None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0		0		0
Act Effect Green (s)	5.9			52.0	52.0	52.0	76.0	76.0		26.5		26.5
Actuated g/C Ratio	0.05			0.43	0.43	0.43	0.63	0.63		0.22		0.22
v/c Ratio	0.42			0.08	0.51	0.27	0.48	0.50		0.81		0.54
Control Delay	13.2			26.6	27.8	4.3	24.2	14.0		45.5		7.9
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	13.2			26.6	27.8	4.3	24.2	14.0		45.5		7.9
LOS	B			C	C	A	C	B		D		A
Approach Delay	13.2				22.7			15.8		33.7		
Approach LOS	B				C			B		C		
Queue Length 50th (ft)	0			5	234	0	77	236		215		0
Queue Length 95th (ft)	30			21	331	52	141	345		267		76
Internal Link Dist (ft)	39				333			318		432		
Turn Bay Length (ft)												
Base Capacity (vph)	196			137	1534	812	509	2237		977		608
Starvation Cap Reductn	0			0	0	0	0	0		0		0
Spillback Cap Reductn	0			0	0	0	0	0		0		0
Storage Cap Reductn	0			0	0	0	0	0		0		0
Reduced v/c Ratio	0.37			0.08	0.51	0.27	0.48	0.50		0.67		0.49

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 22.9

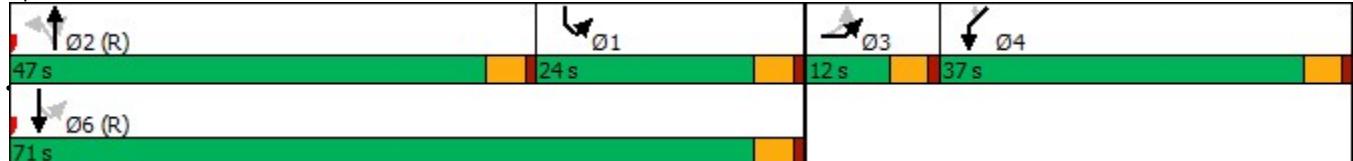
Intersection LOS: C

Intersection Capacity Utilization 69.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: sr 20 & SR 124



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	1138	1238	4
Future Vol, veh/h	0	9	0	1138	1238	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	1237	1346	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	675	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	396	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	396	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	396	-	-		
HCM Lane V/C Ratio	-	0.025	-	-		
HCM Control Delay (s)	-	14.3	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	1138	1238	4
Future Vol, veh/h	0	9	0	1138	1238	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	1237	1346	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	675	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	396	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	396	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	396	-	-		
HCM Lane V/C Ratio	-	0.025	-	-		
HCM Control Delay (s)	-	14.3	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

Lanes, Volumes, Timings

3: sr 20 & SR 124

PM



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	26	24	26	40	1221	485	439	921	41	256	37	283
Future Volume (vph)	26	24	26	40	1221	485	439	921	41	256	37	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91
Fr _t							0.850		0.994		0.948	0.850
Flt Protected					0.968	0.950		0.950			0.968	
Satd. Flow (prot)	0	1720	0	1770	3539	1583	1770	3518	0	3316	0	1441
Flt Permitted					0.968	0.223		0.070			0.968	
Satd. Flow (perm)	0	1720	0	415	3539	1583	130	3518	0	3316	0	1441
Right Turn on Red				Yes			Yes			Yes		Yes
Satd. Flow (RTOR)		95					427		9		95	200
Link Speed (mph)		30				30			30		30	
Link Distance (ft)		119				413			398		512	
Travel Time (s)		2.7				9.4			9.0		11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	26	28	43	1327	527	477	1001	45	278	40	308
Shared Lane Traffic (%)												35%
Lane Group Flow (vph)	0	82	0	43	1327	527	477	1046	0	426	0	200
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		24		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2	1	1	2		1		1
Detector Template	Left	Left		Left	Thru	Right	Left	Thru		Left		Right
Leading Detector (ft)	20	20		20	100	20	20	100		20		20
Trailing Detector (ft)	0	0		0	0	0	0	0		0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0		0
Detector 1 Size(ft)	20	20		20	6	20	20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Prot	Prot		Perm	NA	Perm	pm+pt	NA		Prot		Perm
Protected Phases	3	3			2		1	6		4		
Permitted Phases				2		2	6					4
Detector Phase	3	3		2	2	2	1	6		4		4
Switch Phase												
Minimum Initial (s)	1.0	1.0		5.0	5.0	5.0	5.0	5.0		5.0		5.0

Lanes, Volumes, Timings

3: sr 20 & SR 124

PM



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Split (s)	5.5	5.5		22.5	22.5	22.5	9.5	22.5		22.5		22.5
Total Split (s)	8.0	8.0		54.5	54.5	54.5	35.0	89.5		22.5		22.5
Total Split (%)	6.7%	6.7%		45.4%	45.4%	45.4%	29.2%	74.6%		18.8%		18.8%
Maximum Green (s)	3.5	3.5		50.0	50.0	50.0	30.5	85.0		18.0		18.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lead		Lead	Lead	Lead	Lag			Lag		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	None		C-Max	C-Max	C-Max	None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0		0		0
Act Effect Green (s)	3.5		53.4	53.4	53.4	88.4	88.4			16.2		16.2
Actuated g/C Ratio	0.03		0.44	0.44	0.44	0.74	0.74			0.14		0.14
v/c Ratio	0.58		0.23	0.84	0.56	0.93	0.40			0.80		0.54
Control Delay	25.0		27.0	36.6	7.6	64.7	6.9			51.0		12.2
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0			0.0		0.0
Total Delay	25.0		27.0	36.6	7.6	64.7	6.9			51.0		12.2
LOS	C		D	A	E	A				D		B
Approach Delay	25.0			28.4			25.0			38.6		
Approach LOS	C			C			C			D		
Queue Length 50th (ft)	0		21	492	47	311	153			128		0
Queue Length 95th (ft)	#47		53	#613	148	#522	192			185		74
Internal Link Dist (ft)	39			333			318			432		
Turn Bay Length (ft)												
Base Capacity (vph)	142		184	1574	941	512	2593			578		386
Starvation Cap Reductn	0		0	0	0	0	0			0		0
Spillback Cap Reductn	0		0	0	0	0	0			0		0
Storage Cap Reductn	0		0	0	0	0	0			0		0
Reduced v/c Ratio	0.58		0.23	0.84	0.56	0.93	0.40			0.74		0.52

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 28.6

Intersection LOS: C

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

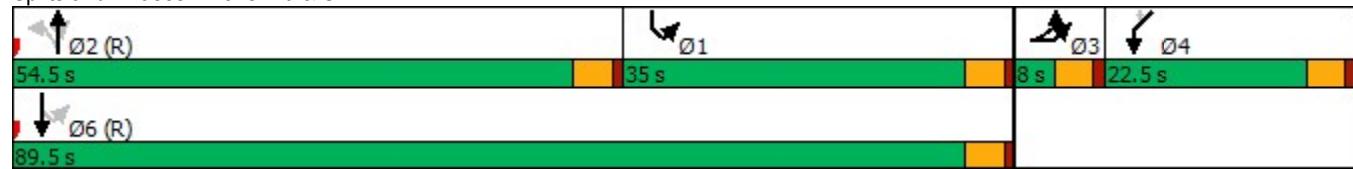
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

3: sr 20 & SR 124

PM

Splits and Phases: 3: sr 20 & SR 124



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑	
Traffic Vol, veh/h	0	11	0	1504	1360	17
Future Vol, veh/h	0	11	0	1504	1360	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1635	1478	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	748	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	355	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	355	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.5	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	355	-	-		
HCM Lane V/C Ratio	-	0.034	-	-		
HCM Control Delay (s)	-	15.5	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	11	0	1504	1360	17
Future Vol, veh/h	0	11	0	1504	1360	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1635	1478	18

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	-	748	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	355	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	355	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	-	355	-	-
HCM Lane V/C Ratio	-	0.034	-	-
HCM Control Delay (s)	-	15.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-