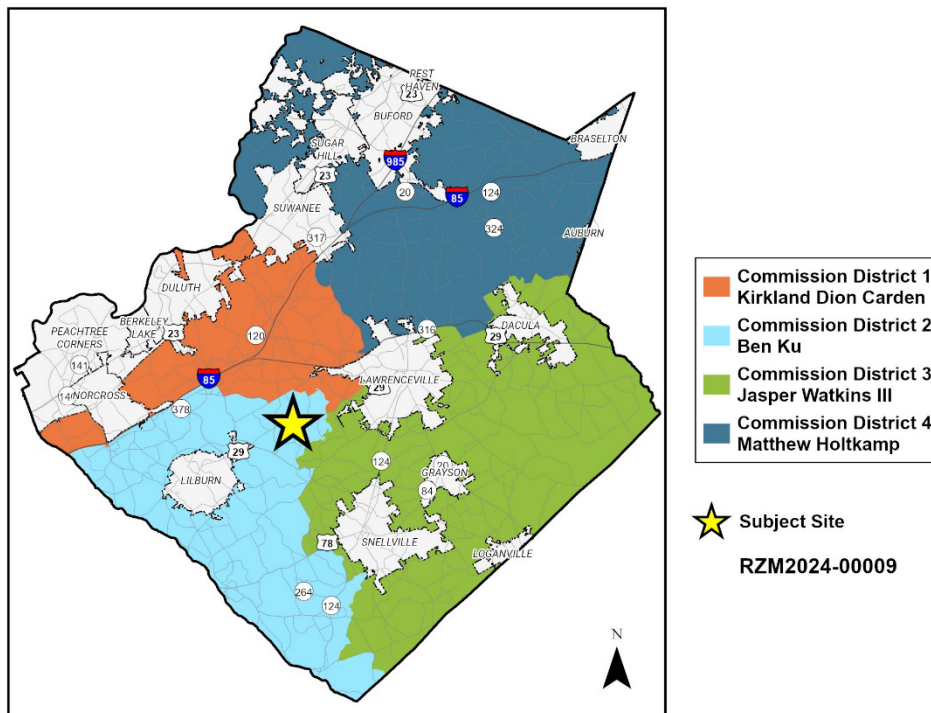


PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

Case Number: RZM2024-00009
Current Zoning: R-75 (Single-Family Residence District)
Request: Rezoning to R-TH (Single-Family Townhouse District)
Additional Requests: Variances and Waiver
Address: 2636 Lawrenceville Highway
Map Number: R5018 044
Site Area: 3.66
Units: 28
Proposed Development: Townhouses
Commission District: District 2 – Commissioner Ku
Future Development Type: Neighborhood Low Mix
Staff Recommendation: APPROVAL WITH CONDITIONS



Applicant: Imperial Developers, LLC
c/o LJA Engineering
299 South Main Street
Alpharetta, GA 30009

Owners: Homer Scott Titshaw III
70 Crow Creek Road
Lakemont, GA 30552

Contact: Tyler Lasser

Contact Phone: 470.202.9321

Zoning History

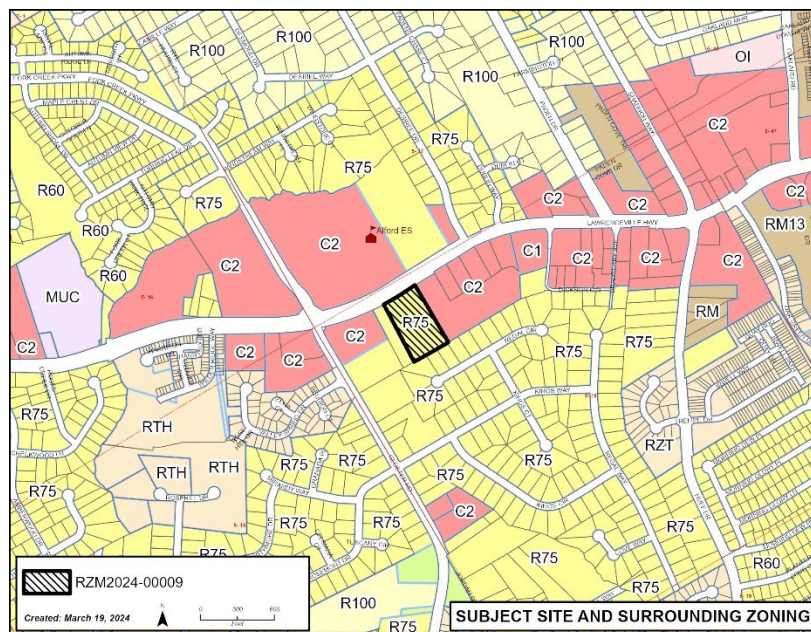
The subject property is zoned R-75 (Single-Family Residential District). No prior zoning requests are on record for this property.

Existing Site Condition

The subject property is a 3.66-acre parcel located along Lawrenceville Highway, east of its intersection with Gloster Road. The remains of a single-family residence which includes a concrete foundation and chimney are near the front of the property. The property is wooded and slopes upwards from the street to the rear property line by approximately 20 feet. There is a 10-foot-deep ditch but no sidewalks along Lawrenceville Highway. The nearest Gwinnett County Transit stop is approximately 3.1 miles from the subject property.

Surrounding Use and Zoning

The subject property is surrounded by single-family residential and commercial uses. The Kingstown, a single-family detached subdivision, is to the south and accessed by Gloster Road. To the east is a single-story self-storage facility. To the west are two single-family detached residences. Across Lawrenceville Highway to the north is Alford Elementary School. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Townhouses	R-TH	7.65 units per acre
North	School	C-2	N/A
East	Commercial	C-2	N/A
South	Single-Family Residential	R-75	1.75 units per acre
West	Single-Family Residential	R-75	0.76 units per acre

Project Summary

The applicant requests rezoning of a 3.66-acre property from R-75 to R-TH for townhouses, including:

- 28 front-entry townhouses, yielding a density of 7.65 units per acre.
- Units with three bedrooms, three baths, a two-car garage, and a minimum square-footage of 1,700 square feet.
- Exterior building materials of brick veneer and fiber-cement siding.
- One full-access entrance from Lawrenceville Highway with a deceleration lane and 5-foot-wide sidewalk.
- 27-foot-wide internal streets, with units 20 through 28 serviced by a 20-foot-wide alley and 4-foot-wide sidewalks on one side of both.
- A future cross-access stub and easement to the property to the west.
- Four parallel guest parking spaces along the street to the rear of the property.
- 0.53 acres of open space, including a centrally-located community green with mail kiosk.
- A 10-foot-wide graded and replanted landscaped buffer along the western property line and a 35-foot-wide graded and replanted landscaped buffer along the southern property line.
- A 40-foot-wide setback and a 10-foot-wide landscape strip along Lawrenceville Highway.
- A stormwater management facility located at the northeast corner of the development.

Zoning and Development Standards

The applicant is requesting a rezoning to R-TH for townhouses. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Project Area	Minimum 2 acres	3.83	YES
External Road Frontage	Minimum 50'	204.02'	YES
Density	Maximum 10 units per acre	7.65 units per acre	YES
External Front Yard Setback	Minimum 10'	40'	YES
External Rear Yard Setback	Minimum 25'	25'	YES
External Side Yard Setback	Minimum 5'	5'	YES
Garage Door Setback	Minimum 18'	18'	YES
Building Height	Maximum 40'	35'	YES
Open Space	Minimum 10% or 0.37 acres	14.5% or 0.53 acres	YES
Usable Open Space	Minimum 5% or 0.18 acres	5% or 0.18 acres	YES
Street Frontage Buffer/ Landscape Strip	Minimum 40' setback 10' wide landscape strip	40' 10'	YES
Zoning Buffer	Minimum 35' Undisturbed	10' Graded and Replanted 35' Graded and Replanted	NO*
Parking (Guest Parking)	7 spaces	4 spaces	NO*

* Applicant is requesting a variance from this UDO standard.

Variance Requests

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

1. Section 210.140.18.C Dwelling, Townhouse

The fronts of buildings shall be oriented toward abutting external streets with at least one direct pedestrian connection to external sidewalks.

The applicant is requesting to orient townhouses towards internal streets, not external streets with the sides of units oriented toward Lawrenceville Highway.

2. Section 210.140.18.E Dwelling, Townhouse

Additional guest parking shall be provided at a ratio of 0.25 spaces per dwelling unit.

The applicant is requesting to reduce the minimum guest parking from seven spaces to four spaces.

3. 230-100.1.C Zoning Buffer Requirements

A 35-foot-wide undisturbed zoning buffer for R-TH adjacent to R-75 zoned property.

The applicant is requesting to reduce the 35-foot-wide undisturbed buffers to a 10-foot-wide graded and replanted landscaped buffer and a 35-foot-wide graded and replanted landscaped buffer along the western and southern property lines, respectively.

Waiver Request

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

1. Section 360-90.2.B Sidewalk Requirements. Residential subdivision projects.

Sidewalks and curb ramps, where required, shall be installed on new internal streets (both sides including "eyebrow" turnarounds and cul-de-sacs) and on abutting external streets (abutting side).

The applicant is requesting to provide a sidewalk along one side of the internal streets.

Public Participation Report

The applicant held a community meeting on March 21, 2024, at the Lucky Shoals Park Community Center in Norcross. There were six community members in attendance who raised concerns including housing demand, school capacity, and their desire for a children's play area. The applicant submitted a revised site plan on April 1, 2024, that shows a new layout which includes a central green as usable open space. The public participation report is shown in Exhibit H.

Internal and External Agency Review

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

Staff Analysis

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

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

The subject property is surrounded by single-family residential and commercial uses. The proposed townhouse development would provide a transition between low-density residential and commercial uses. In addition, townhouse developments are increasingly common along the Lawrenceville Highway corridor. Less than half a mile to the west are the Rosewood Farm townhouses currently under construction. In addition, the site is located along a major thoroughfare next to commercially zoned parcels. This proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.

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

Although the proposed townhouse development abuts existing single-family detached residences to the west and south, the proposed graded and replanted buffers would mitigate any potential impacts. This proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property.

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

The property has a reasonable economic use as currently zoned.

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

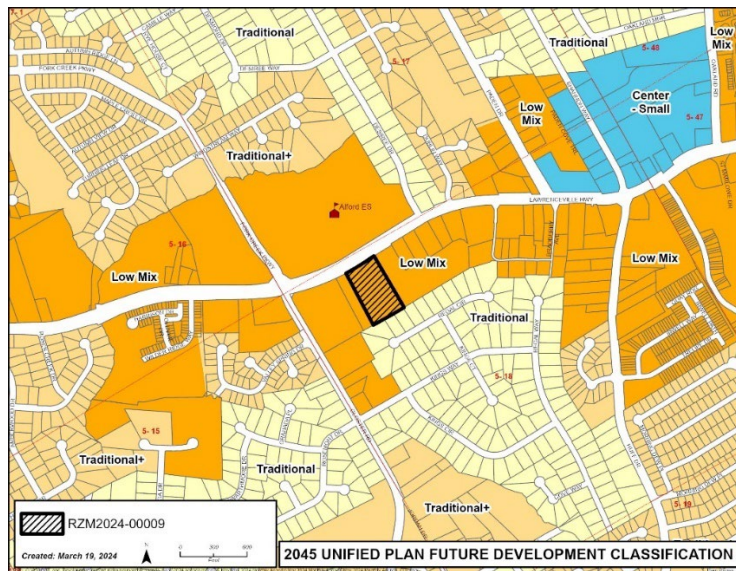
An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. The traffic impact study estimated the proposal would generate 13 AM and 16 PM peak hour trips. The study concluded that the project would not meet the thresholds to require a right-turn lane or a left-turn lane into the development. A minimal impact is anticipated on school enrollment. Agency review comments

related to any potential improvements concerning this rezoning request are attached (Exhibit I).

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

The Unified Plan's Future Development Map Indicates "Neighborhood Low Mix" for the subject property, which encourages projects that introduce missing middle housing to single-family areas. Plazas and pocket parks are acceptable park typologies. In addition, this development type encourages connectivity of roadways and balancing safety of pedestrians and bicyclists with vehicular traffic demand.

R-TH is recommended as an appropriate zoning district and townhouses as an appropriate use. The development proposes future inter-parcel access to the west and sidewalk connections to Lawrenceville Highway. A central green is proposed as part of the development with a portion of the setback utilized as open space. Therefore, the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map.



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

There are no additional conditions to give supporting grounds for either approval or disapproval of the proposed rezoning.

Variance Requests Analysis: The standards for granting variances are outlined in Section 270-90 of the UDO. Staff makes the following findings related to the variance request:

The applicant is requesting to orient townhouses towards internal streets rather than Lawrenceville Highway. There are site constraints including a 10-foot-deep ditch along Lawrenceville Highway that prevents sidewalk connection and limited lot widths. Considering the site constraints, this is a reasonable request.

The applicant is also requesting to reduce the minimum townhouse guest parking from seven

spaces to four spaces. This reduction would allow for more of the site to be used for open space. In addition, townhouse driveway would provide parking for guests visiting those properties. A reduction of three parking spaces within a small development is a reasonable request.

Lastly, the applicant is requesting to reduce the 35-foot-wide undisturbed buffers to a 10-foot-wide graded and replanted buffer and a 35-foot-wide graded and replanted buffer along the western and southern property lines, respectively. The reduced 10-foot-wide buffer along the western property line would allow for more open space and amenities within the development. The disturbance within the 35-foot zoning buffer along the southern property line would allow for grading that improves the overall site design. The reduction and disturbance in zoning buffers is a reasonable request.

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

The applicant is requesting to provide a sidewalk along one side of internal streets and an alley where sidewalks are required on both sides. Additional sidewalks would reduce the width of the community green and limit its functionality. Approval of the requested waiver would not adversely affect the general public welfare or nullify the intent of the Development Regulations.

Staff Recommendation

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

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

1. To orient townhouses towards internal streets, not external streets with the sides of units oriented toward Lawrenceville Highway.
2. To reduce the minimum guest parking from seven spaces to four spaces.
3. To reduce the 35-foot-wide undisturbed buffers to a 10-foot-wide graded and replanted landscaped buffer and a 35-foot-wide graded and replanted landscaped buffer along the western and southern property lines, respectively.

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

1. To provide a sidewalk along one side of the internal streets.

Staff Recommended Conditions

Approval as R-TH (Single-Family Residence Townhouse District) for townhouses, subject to the following conditions:

1. The development shall be limited to 28 townhouses with a minimum heated floor area of 1,700 square feet.
2. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan received April 11, 2024 and Exhibit C: Elevations dated received April 1, 2024, subject to the review and approval of the Department of Planning and Development.
3. The development shall include usable open space, including but not limited to plaza, pocket parks, and trails, subject to the review and approval of the Department of Planning and Development.
4. The developer shall provide a stub-out to the western property line for future roadway connections.
5. The access point, deceleration lane and 12-foot-wide concrete multi-use path shall be constructed along Lawrenceville Highway, in general conformance with Exhibit B: Site Plan received April 11, 2024, subject to the review and approval of the Georgia Department of Transportation and the Gwinnett County Department of Transportation.
6. 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.
7. Natural vegetation shall remain on the property until the issuance of a development permit.
8. All grassed areas within townhouse lots and usable open space shall be sodded.
9. The proposed alley shall be located to the rear of units 20 through 28, between the units and the eastern property line. These units shall be constructed as rear-entry townhouses.

Exhibits:

- A. Site Visit Photos
- B. Site Plan (Revised per Public Participation Comments)
- C. Building Elevations
- D. Letter of Intent and Applicant's Response to Standards
- E. Application and Disclosure of Campaign Contributions
- F. DWR Sewer Capacity Certification Letter
- G. Traffic Impact Study
- H. Public Participation Plan and Report
- I. Internal and External Agency Review Comments
- J. Maps

Exhibit A: Site Visit Photos



View of Lawrenceville Highway frontage facing west



View of Lawrenceville Highway frontage facing east



View of ditch along Lawrenceville Highway right-of-way

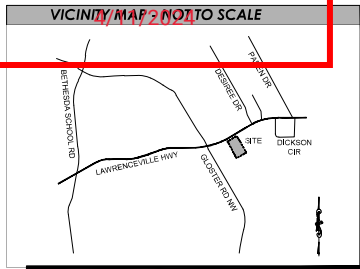


View of property facing inwards

Exhibit B: Site Plan (Revised per Public Participation Comments)

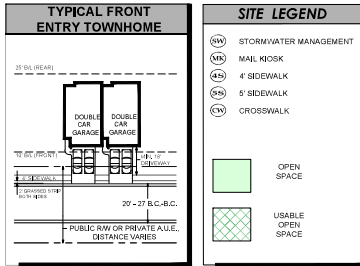
[attached]

RECEIVED



SITE DATA	
GROSS NET ACREAGE:	3.658 ACRES
EXISTING ZONING:	R-75
PROPOSED ZONING:	R-TH
TOTAL # OF UNITS:	28 UNITS
MAX DENSITY:	10 U/A
DENSITY PROPOSED:	7.65 U/A
SETBACKS:	
FRONT:	10' / 40'
SIDE:	5'
REAR:	25'
BUILDING INFORMATION	
TYPICAL UNIT:	25.5'x43' FRONT ENTRY
HEIGHT PROPOSED:	35' TO TOP OF ROOF
PROPOSED HEATED AREA:	1,700 SQUARE FEET
OPEN SPACE	
OPEN SPACE REQUIRED:	10% OR 0.368 ACRES
OPEN SPACE PROVIDED:	14.5% OR 0.530 ACRES
USABLE OPEN SPACE REQUIRED:	50% OF THE OPEN SPACE REQUIRED
USABLE OPEN SPACE PROVIDED:	50% OF THE OPEN SPACE REQUIRED

PARKING CALCS				
TYPE	GARAGE	DRIVEWAY	UNIT	TOTAL SPACES
FRONT ENTRY	2	2	4	112
TOTAL PARKING SPACES REQUIRED FOR RESIDENTIAL				
MINIMUM: 3 SPACES PER UNIT / MAXIMUM: 4 SPACES PER UNIT:				
TOTAL PARKING SPACES PROVIDED FOR RESIDENTIAL				
GUEST SPACES REQUIRED (0.25 SPACES PER UNIT)				
GUEST SPACES PROVIDED (0.25 SPACES PER UNIT)				
TOTAL RESIDENTIAL AND GUEST SPACES				



PLAN NOTE:
THIS PLAN IS CONCEPTUAL IN NATURE AND IS NOT INTENDED FOR CONSTRUCTION OR DEVELOPMENT.

PROPERTY ADDRESS:
2636 LAWRENCEVILLE HIGHWAY, LAWRENCEVILLE, GA 30044

PROPERTY OWNERS:
PID 5018 044 - HOMER SCOTT TITSHAW III

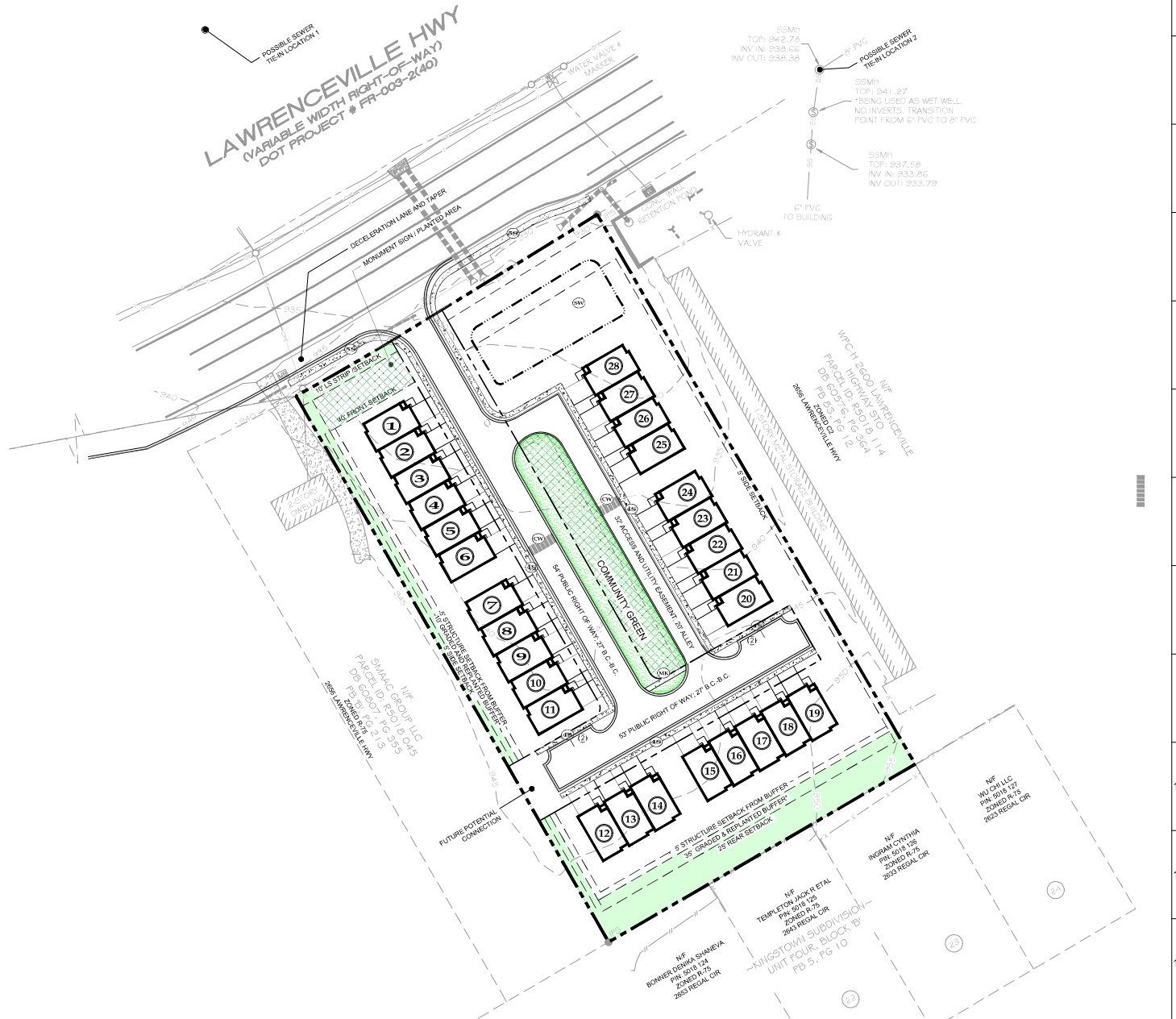
STORMWATER NOTE:
STORMWATER WILL BE PROVIDED ON SITE.

SEWER NOTE:
FINAL SEWER TIE IN LOCATION IS UNDETERMINED. CURB/EASEMENT MAY BE NEEDED.

WATER NOTE:
WATER PROVIDED BY GWINNETT COUNTY.

FEMA NOTE:
ACCORDING TO FIRM NUMBER 13135CD0191F DATED 09/26/2006 FOR GWINNETT COUNTY GEORGIA, THE PROPERTY SHOWN DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA.

VARIANCES:
1. BUFFER REDUCTION AND GRADED & REPLANTED BUFFERS AS SHOWN.
2. THE FRONTS OF BUILDINGS SHALL NOT BE REQUIRED TO BE ORIENTED TOWARD ADJACENT EXTERNAL STREETS WITH AT LEAST ONE (1) DIRECT PEDESTRIAN CONNECTION TO EXTERNAL SIDEWALKS.
3. SIDEWALKS SHALL NOT BE REQUIRED TO BE PROVIDED ON BOTH SIDES OF INTERNAL AND EXTERNAL STREETS.
4. GUEST PARKING REDUCTION FROM 7 SPACES TO 4 SPACES.
5. MINIMUM STREET JOG DISTANCE REDUCTION



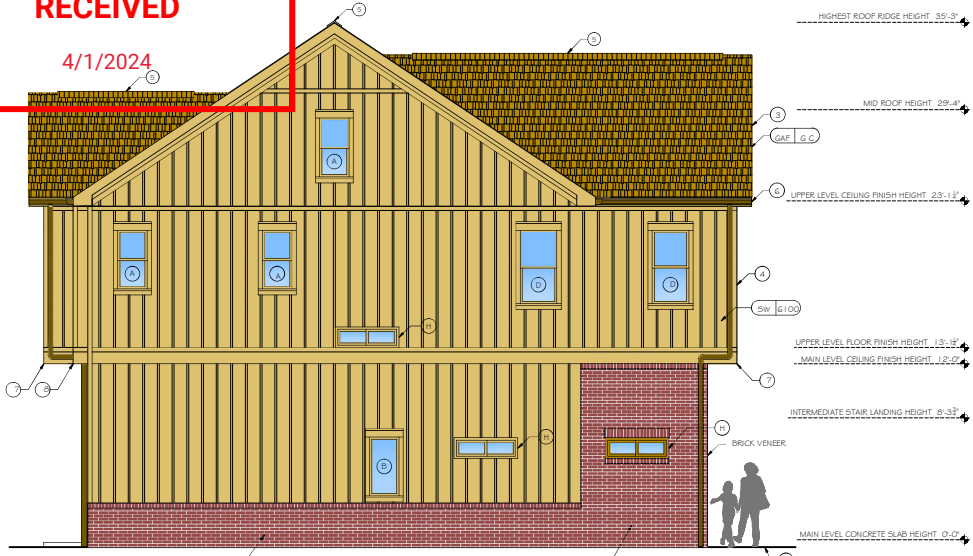
1	BY: CHK: JPK
2	DESCRIPTION:
3	DATE:
4	NOT RELEASED FOR CONSTRUCTION
5	LJA ENGINEERING 299 S. MAIN STREET ALPHARETTA, GA 30009 770-225-4730
6	IMPERIAL DEVELOPER, LLC 700 WISTERIA VINE LANE, LEBURN, GA 30047
7	SITE ZONING PLAN FOR 2636 LAWRENCEVILLE HIGHWAY LAWRENCEVILLE, GA 30044 LL 18 - DFB/CB 05H PARCEL # 3016844
8	NORTH
9	SCALE: 1" = 40'
10	PROJECT NUMBER: G4204-2302
11	ZONING PLAN
12	SHEET NUMBER: 3.28.24

Exhibit C: Building Elevations

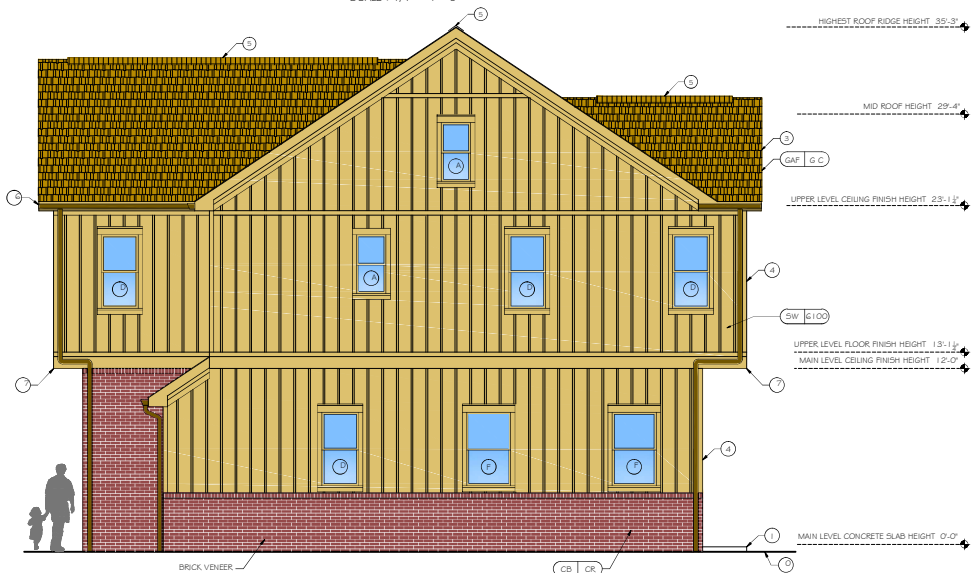
[attached]

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4/1/2024

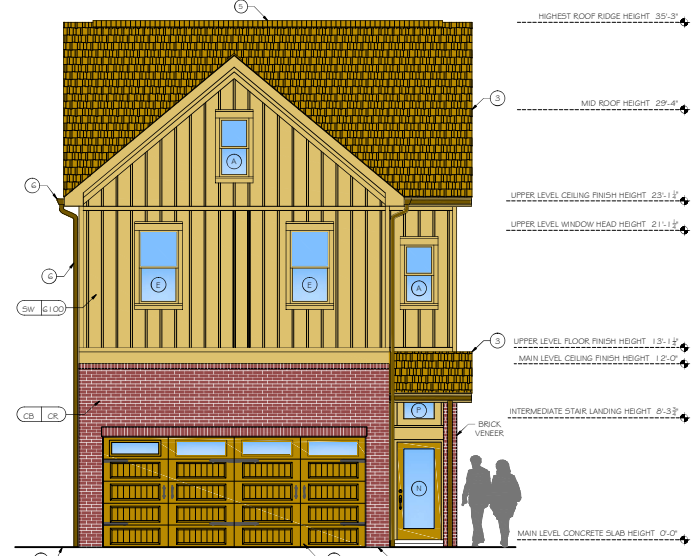


SIDE ELEVATION
SCALE: 1/4" = 1' - 0"

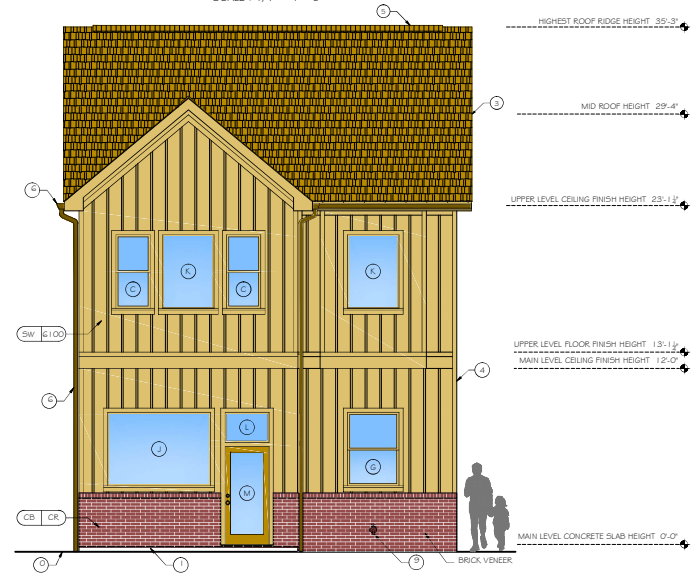


SIDE ELEVATION
SCALE: 1/4" = 1' - 0"

- EXTERIOR MATERIAL & COLOR LEGEND**
- (GAF G.C.) GAF TIMBERLINE GOLDEN CEDAR
 - (SW 6100) SHERWIN WILLIAMS PRACTICAL BEIGE
 - (CB CR) CHEROKEE BRICK, CHEROKEE RED
 - (1) 2'-0"x4'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (2) 2'-0"x4'-0" FIXED PICTURE VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (3) 2'-4"x5'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (4) 2'-0"x5'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (5) 2'-0"x5'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (6) 2'-0"x5'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (7) 2'-0"x5'-0" SINGLE HUNG VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (8) 1'-0"x4'-0" SLIDING VINYL WINDOW WITH 2-LAYER LOW-E INSULATED GLASS
 - (9) 5'-0"x7'-0" FIXED PICTURE VINYL WINDOW WITH 2-LAYER LOW-E TEMPERED GLASS
 - (10) 3'-0"x5'-0" FIXED PICTURE VINYL WINDOW WITH 2-LAYER LOW-E TEMPERED GLASS
 - (11) 3'-0"x2'-0" FIXED VINYL TRANSOM WITH 2-LAYER LOW-E INSULATED GLASS
 - (12) 3'-0"x6'-0" FULL GLASS PATIO DOOR WITH 2-LAYER LOW-E TEMPERED GLASS
 - (13) 3'-0"x6'-0" FULL GLASS FRONT DOOR WITH 2-LAYER LOW-E TEMPERED GLASS
 - (14) 3'-0"x3'-0" FIXED VINYL TRANSOM WITH 2-LAYER LOW-E INSULATED GLASS
 - (15) 7'-0"x11'-0" PREFINISHED ALUMINUM 5-PANEL GARAGE DOOR WITH MOONLIGHT FIXED GLASS TRANSOM IN UPPERMOST PANEL



FRONT ELEVATION
SCALE: 1/4" = 1' - 0"



REAR ELEVATION
SCALE: 1/4" = 1' - 0"

- (1) ADJACENT GRADE LEVEL SLOPED TO DRAIN AWAY FROM FOUNDATION CONCRETE FOUNDATION REINFORCED TURNED DOWN SLAB ON GRADE
- (2) 1 FOOT ON-CENTER VERTICAL CEMENT FIBER BOARD 4 BATTEN SIDING
- (3) 30 YR ARCHITECTURAL GRADE FIBERGLASS ROOF SHINGLES
- (4) 1x4 VERTICAL CEMENT FIBER CORNER TRIM BOARD
- (5) CONTINUOUS ROOF RIDGE VENT 2'-0" AWAY FROM RIDGE END AS SHOWN
- (6) 6" PREFINISHED ALUMINUM GUTTER 4" DOWNSPOUT W/ GUTTER GUARD CONNECTED TO PERIMETER PVC DRAIN, SEE CIVIL DRAINAGE PLAN
- (7) OVERHANGING MASTER OR FRONT BEDROOMS FLOOR W/ LIGHTED SOFFIT
- (8) OVERHANGING MASTER BATHROOM STANDING TUB RECTANGULAR BAY COLD WATER GARDEN HOSE TAP

CLIENT: **GWINNETT TOWNHOMES**
2636 Lawrenceville Hwy,
Lawrenceville, Georgia
30044-4428
Imperial Developers LLC
Case # RZM2024-00009
Request By: Rizwan Momin

PROJECT :

PROPOSED RESIDENTIAL DEVELOPMENT DRAWINGS

ARCHITECT :



SEAL:

SAMI FREJJI ARCHITECT
NCARB LEED AP
2844 Delcourt Drive,
Decatur, GA
30033-2440
T/F: 404-728-8840
C: 404-242-2142

This Drawing is the legal property of SAMI LLC. It shall not be reproduced or copied in whole or in part. It is to be used for the specific project/site identified herein. It shall not be used for any other project. It shall be returned at architect's request. This Drawing is a legitimate instrument of service to document to the owner, contractor and building official the basic intent of the project identified herein. This Drawing does not warrant the constructability or suitability for a particular purpose of the building. It is an organizing tool to guide the building team & to coordinate the various disciplines throughout the process on/for phases of constructing the building. Contractor must verify all existing conditions onsite, conduct all necessary tests required by local officials not limited to soil bearing capacity, structural tests, geotechnical studies, bearing & topographic surveys before entering into any construction undertaking.

SERVICE DATES:	DESCRIPTION:
MAR 05, 2024	PROJECT INITIATION DAY
MAR 05, 2024	REZONING DRAWING SET
MAR 24, 2024	REZONING DRAWING SET

TYPICAL UNIT TOWNHOUSE ELEVATIONS

Project No:	2402	Sheet No:	
Date:	MAR 24, 2024	A2	NOT ISSUED FOR CONSTRUCTION ©
Drawn by:	S.F.		
Checked by:	R.M.		

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

[attached]

Applicant's Letter of Intent
Imperial Developer, LLC
Rezoning R-75 to R-TH

The Applicant, Imperial Developer, LLC, requests to rezone the 3.658-acre site from R-75 to R-TH (Residence Townhouse District) to construct an attached townhouse community. The subject site is located on the south side of Lawrenceville Highway, between Gloster Road and Huff Road, across from Alford Elementary School. The land uses fronting Lawrenceville Highway within proximity mostly consist of commercial uses, apart from a few single-family residential lots (mostly vacant), and the currently under construction Rosewood Farm townhouse development (R-TH).

As proposed, the development will offer a total of 28 attached townhomes, amounting to a density of 7.65 units per acre. Site access will be provided via full-access movement on Lawrenceville Highway and will be improved with a deceleration lane for minimal impact on traffic flow. The townhomes will be two stories with approximately 1,700 square feet of heated living space and will include three bedrooms and three bathrooms. The exteriors will be constructed with a variety of materials to meet Gwinnett County's architectural standards. Additionally, each unit will feature a two-car front loaded garage, which will also include a two-car driveway for ample parking opportunities. Additional parking for guests at in the form of parallel spaces at the rear of the site. Additional site improvements will include but are not limited to a 10-foot wide landscape strips adjacent to Lawrenceville Highway and sidewalks along the internal street/alley and the Lawrenceville Highway frontage for safe and efficient pedestrian connectivity within the development and to the surrounding commercial corridor. Further, a large community green will be featured at the center of the site, which all units will face, providing easily attractive and accessible active open space for the community. As proposed, the rezoning and development meets the intent of the 2045 Unified Plan. The site is located within the Low Mix character area, which encourages missing middle housing that is not as intense as multi-family complexes, and more diverse than single family homes. Additionally, the R-TH zoning is one of the recommended zoning categories for the character area. The Applicant submits that this is a key location for residential infill that will promote walkability and add a missing middle residential component to an area that is primarily commercial.

In addition to the rezoning, the Applicant requests variances from the unified development ordinance. First, to reduce the required zoning buffers. This includes the 35-foot zoning buffer at the rear of the site to be graded and replanted and reduce the buffer along the western property line to 10-foot graded and replanted (230-100.1). This request is necessary to allow for a sufficient firetruck turnaround, and space to provide the large, centralized community green. The areas that are subject to the grading will be replanted to Gwinnett County buffer standards for year-round screening. Second, the Applicant requests a variance to allow the townhomes to front the internal street, as opposed to the external street (212.50.7). Due to the size and shape of the lot, and required stormwater management, the internal facing units create the most sufficient layout. Third, to allow a portion of the internal sidewalks to be adjacent to an alley, as opposed to a public right-of-way (360-90.1). This will allow for the sidewalks to connect to the front of the townhomes accessed via alley and allow for more green space at the center of the site, which would normally require a sidewalk as a portion of it is in the right-of-way. Lastly, the applicant requests a variance to reduce the number of guest parking spaces from 7 to 4 (210.140.18). As proposed, this is a small walkable community with ample parking, including 2-car garages and driveways. The reduction will allow for a larger and more attractive community green.

The Applicant looks forward to meeting with staff and the community to address all questions or concerns and is excited for the opportunity to provide exceptional housing in a highly desirable area of Gwinnett County.

Standards Governing the Exercise of the Zoning Power

To further demonstrate that the proposed rezoning and land use is consistent with the intent of the UDO and 2040 Unified Plan, the applicant submits its response to the Standards Governing Exercise of the Zoning Power as follows:

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

Rezoning the subject site to R-TH for the purpose of constructing townhomes is suitable in relation to the adjacent and nearby properties. The uses fronting the corridor are primarily commercial, except for a new townhouse development across Gloster Road, and the elementary school across from the subject site. The addition of this development will contribute to the walkability as the area and create a more mixed-use community.

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

The proposed rezoning will not adversely affect the use of the surrounding properties. The adjacent properties along Lawrenceville Highway include a vacant residence and a self-storage facility. The subdivision at the rear will be screened by a 30-foot replanted buffer.

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

Due to the location of the property on a major commercial corridor, applicant suggests that the subject property does not have a reasonable economic use as currently zoned. The applicant submits the rezoning would allow for a use more compatible with the demand and pattern of development in the area and is more consistent with the comprehensive plan.

(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:

The requested rezoning will not result in excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN:

The proposed development meets the intent of the 2045 Unified Plan. The subject property is located within the Low Mix character area which encourages missing middle housing that is not as intense as multi-family complexes, and more diverse than single family homes. Additionally, the R-TH zoning is one of the recommended zoning categories for the character area. The proposed development is designed to be walkable to the area's abundance of commercial uses the area has to offer, while not being overly dense or substantial.

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

The pattern of residential infill development in the area and the proposed development's compatibility with the land use of the adjacent properties are among reasons for the approval of the proposed rezoning.

Exhibit E: Application and Disclosure of Campaign Contributions

[attached]

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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>Imperial Developers, LLC c/o LJA Engineering</u>	Name: <u>HOMER SCOTT TITSHAW III</u>
Address: <u>299 S. Main Street</u>	Address: <u>70 Crow Creek Rd</u>
City: <u>Alpharetta</u>	City: <u>Lakemont</u>
State: <u>GA</u> ZIP: <u>30009</u>	State: <u>GA</u> ZIP: <u>30552</u>
Phone: <u>470.202.9321</u>	Phone: <u>470.202.9321</u>
Email: <u>tlasser@allianceco.com</u>	Email: <u>tlasser@allianceco.com</u>
Contact Person: <u>Tyler Lasser</u> Phone: <u>470.202.9321</u>	
Contact's Email: <u>tlasser@allianceco.com</u>	
APPLICANT IS THE:	
<input type="checkbox"/> Owner's Agent <input type="checkbox"/> Property Owner <input checked="" type="checkbox"/> Contract Purchaser	
Current Zoning District(s): <u>R-75</u> Requested Zoning District: <u>R-TH</u>	
Parcel Number(s): <u>5018 044</u> Acreage: <u>3.658</u>	
Property Address(es): <u>2636 Lawrenceville Hwy</u>	
Proposed Development: <u>Attached Townhomes</u>	
Variance(s): <u>Graded and Replanted Buffer</u> Waiver(s): _____	
<p style="text-align: center;">RESIDENTIAL DEVELOPMENT</p> No. of Dwelling Units: <u>28</u> Dwelling Unit Sq. Ft.: <u>1,700</u> Density: <u>7.3</u> Floor Area Ratio (LRR, MRR, HRR): _____	<p style="text-align: center;">NON-RESIDENTIAL DEVELOPMENT</p> No. of Buildings: _____ Total Building Sq. Ft.: _____ Floor Area Ratio: _____
MIXED-USE DEVELOPMENT	
No. of Dwelling Units: _____ Dwelling Unit Sq. Ft.: _____	
Total Non-Residential Sq. Ft.: _____ Floor Area Ratio: _____	

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REZONING APPLICANT'S CERTIFICATION

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

Raish Momin 1-21-24
Signature of Applicant Date

RAISHALI MOMIN BUYER
Type or Print Name and Title

[Signature] 1/21/2024 [Seal]
Signature of Notary Public Date Notary Seal



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REZONING PROPERTY OWNER'S CERTIFICATION

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

H. Scott Titshaw III

Signature of Property Owner

1-16-24

Date

H. SCOTT TITSHAW III

Type or Print Name and Title

OWNER

Paige Channah Hopper

Signature of Notary Public

1/16/24

Date



Notary Seal

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VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

Parcel I.D. Number: 5018044
(Map Reference Number)

Rashid Momin 1-21-24
Signature of Applicant Date

RAKHALI MOMIN BUYER
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. THIS FORM MUST BE SIGNED BY A REPRESENTATIVE OF THE TAX COMMISSIONER'S OFFICE.

TAX COMMISSIONERS USE ONLY

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

Jacquleen Garcia Tax Associate II
Name Title
02/16/2024
Date

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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.

Raisa Momin 1-21-24 BUYER
Signature of Applicant Date Type of Print Name and Title

Tyler Lasser 1-21-24 Tyler Lasser - LJA Engineering
Signature of Applicant's Date Type or Print Name and Title
Attorney or Representative

[Signature] 1/21/2024 [Notary Seal]
Signature of Notary Public Date Notary Seal



DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

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

Yes No Rizwan Momin (Your Name)

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

NAME AND OFFICAL 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.

Exhibit F: DWR Sewer Capacity Certification Letter

[attached]



March 12, 2024

Rizwan Momin
Imperial Developers, LLC
700 Wisteria Vine Lane
Lilburn, GA 30047

<input checked="" type="checkbox"/>	APPROVED
<input type="checkbox"/>	DENIED
<input type="checkbox"/>	CONDITIONALLY APPROVED
Sewer Capacity Request #C2024-038-03	
Expiration Date: 03/12/2025	
Tie-In Manhole FID: 481855	

RE: Sewer Availability for Proposed Development – 2636 Lawrenceville Highway
Parcel ID 5108 044

Dear Rizwan Momin:

Gwinnett County Department of Water Resources (GCDWR) has reviewed the impact of the proposed development consisting of 28 townhomes on the above parcel and determined:

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

This confirmation is based on your total anticipated annual average daily flow of **4.86 gpm** discharging to the sewer tie-in manhole Facility ID **481855**.

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

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

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

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



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

Sincerely,

GWINNETT COUNTY DEPARTMENT OF WATER RESOURCES

Tai Yi Su, PE
Division Director, Infrastructure Support
678.376.2104

C: Gwinnett County DWR – Lorraine Campagne, Section Manager; Raghu Vemuru, Engineer V; Mikala Weston, Engineer III
Gwinnett County P&D – Charli Young, Planning Manager; Geniva Sylvain, Engineer I; Christina Dejarnette, Engineer I

Exhibit G: Traffic Impact Study

[attached]

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LJA Engineering, Inc.



LAWRENCEVILLE TOWNHOMES DEVELOPMENT TRAFFIC IMPACT STUDY

LJA Project No. GA4204-2302

Zachary S. Vermillion



LJA Engineering, Inc.



299 South Main Street Suite A
Alpharetta, Georgia 30009
Phone: 770.225.4730
www.ljaengineering.com
GA License PEF007392

February 2024

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EXECUTIVE SUMMARY

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed **Lawrenceville Townhomes** development in Gwinnett County, GA.

This development will consist of 28 single-family homes. The objective of this study is to analyze the performance of the surrounding roadway network and to determine if mitigation measures to address any resulting deficiencies are recommended.

The study area for this TIS includes the street network located within 0.5 mile from the proposed development's access points and includes the following intersections:

1. Lawrenceville Hwy/US 29 at Gloster Rd NW
2. Lawrenceville Hwy/US 29 at Paden Dr
3. Lawrenceville Hwy/US 29 at Shannon Way/Huff Dr

For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)

Peak hour traffic and 24-hour link data were collected on January 30th, 2024.

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6). Level of Service analyses for intersections were completed using Synchro 11 traffic analysis software.

The overall proposed development is expected to add 202 daily vehicle trips with 13 vehicle trips (4 in 9 out) during the AM peak hour period and 16 vehicle trips (9 in 7 out) during the PM peak hour period, which requires a Level 1 TIS per Gwinnett County requirements. Development-related traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

No improvements are required or recommended based on existing conditions or proposed volumes.

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I. Introduction

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed Lawrenceville Townhomes development in Gwinnett County, GA. The objective of this study is to analyze the performance of the surrounding roadway network and to determine the recommended mitigation measures to address any resulting deficiencies.

This development will consist of 28 single-family homes. A copy of the proposed site concept plan is in **Appendix A**.

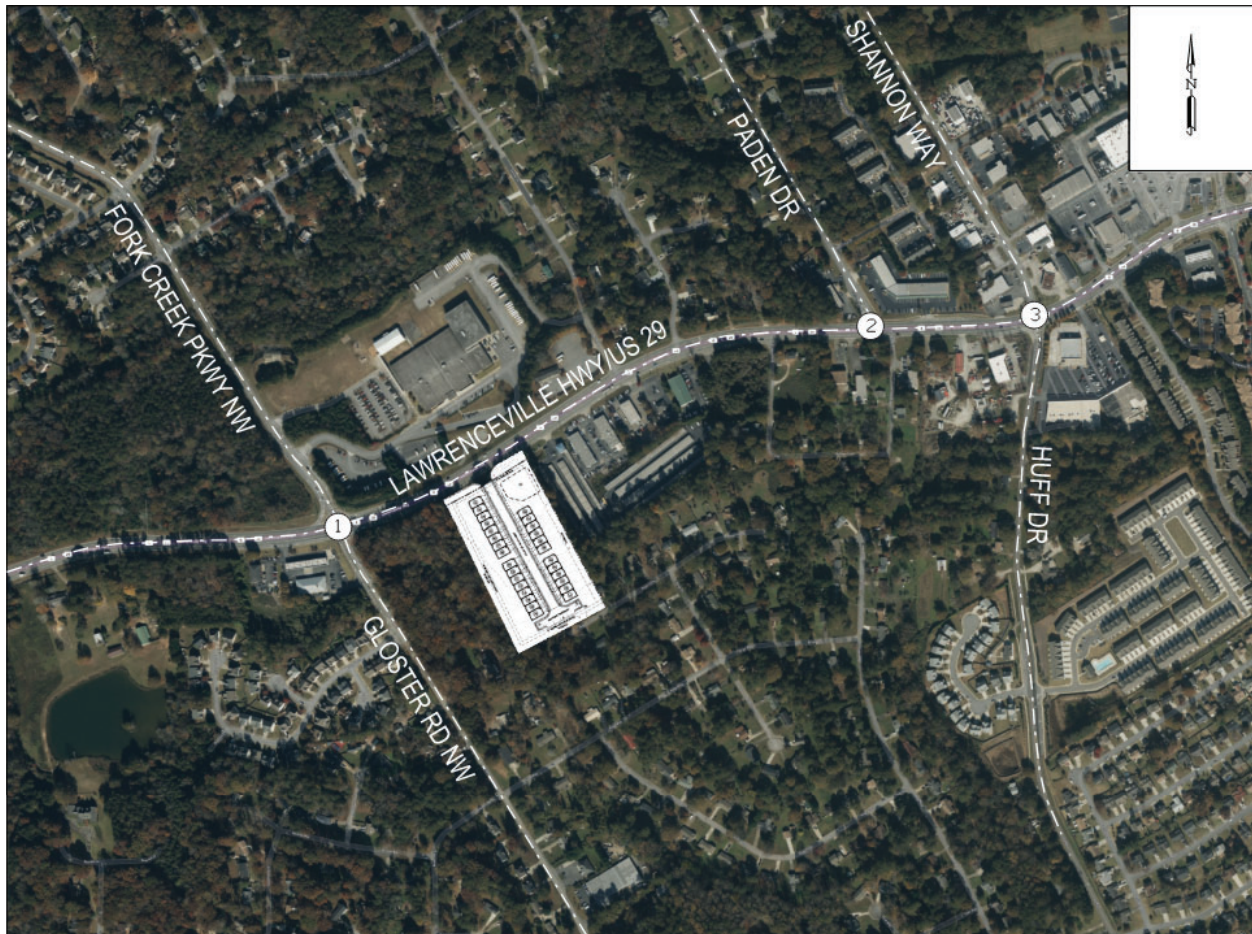


Figure 1 – Proposed Site Location

1.1 Existing Area Conditions

The study area for this TIS includes the street network located within a 0.5-mile one mile radius from the proposed development's access points. Major intersections within the study area include:

1. Lawrenceville Hwy/US 29 at Gloster Rd NW
2. Lawrenceville Hwy/US 29 at Paden Dr
3. Lawrenceville Hwy/US 29 at Shannon Way/Huff Dr

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 1.1.1 Existing Roadway Configuration and Access

The development is bordered on its northern side by Lawrenceville Highway/US 29, a five-lane 64-foot-wide undivided Minor Arterial.

To the near west of the development runs Gloster Road NW/Fork Creek Parkway NW, a three-lane 36-foot-wide undivided local road.

To the east of the development runs Paden Drive, a two-lane 20-foot-wide undivided local road.

To the far east of the development runs Huff Drive/Shannon Way. The roadway has two undivided lanes and is 24 feet wide. Huff Drive is classified as a Major Collector, while Shannon Way is classified as a Local Street.

1.1.2 Land Use

The existing land where the development will be built is currently zoned R-75. The surrounding land consists of low-density residential housing. The future zoning at the project site will be R-TH – Single-Family Residence Townhouse District.

1.1.3 Posted Speed Limit

Lawrenceville Hwy/US 29 has a speed limit of 45 miles per hour.

Gloster Rd NW/Fork Creek Parkway NW has a speed limit of 35 miles per hour.

Paden Dr has a speed limit of 30 miles per hour.

Huff Drive/Shannon Way has a speed limit of 30 miles per hour.

1.1.4 Current Intersection Turning Movement Peak Period Volumes

Turning movement counts were collected on January 30th, 2024, between the hours of 7 – 9 AM and 4 – 6 PM. The AM peak hour was observed to begin at 7:30 and the PM peak hour was observed to begin at 5:00.

Table 1 – Intersection Turning Movement Peak Period Volumes

Study Intersection	Movement	AM Turning Movement Volumes	PM Turning Movement Volumes
Lawrenceville Hwy/US 29 at Gloster Rd NW	NBL	107	84
	NBT	247	121
	NBR	102	71
	SBL	35	60
	SBT	95	275
	SBR	33	26
	EBL	47	26
	EBT	653	832
	EBR	54	139
	WBL	81	281
	WBT	1037	862
	WBR	84	43

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Lawrenceville Hwy/US 29 at Paden Dr	SBL	92	0
	SBT	0	0
	SBR	49	0
	EBL	67	27
	EBT	705	922
	EBR	0	0
	WBL	0	0
	WBT	1155	1040
	WBR	269	161
Lawrenceville Hwy/US 29 at Shannon Way/Huff Dr	NBL	139	89
	NBT	14	19
	NBR	365	291
	SBL	20	28
	SBT	12	38
	SBR	31	36
	EBL	17	12
	EBT	739	1040
	EBR	38	78
	WBL	181	283
	WBT	1271	1067
	WBR	19	14

1.1.5 Connectivity and Circulation Review

For this development, a connectivity and circulation review is not necessary. Vehicles can access different land uses along Lawrenceville Highway via a two-way left turn lane. This roadway provides access to Lawrenceville in the northeast and Atlanta to the southwest, while passing through other cities such as Lilburn and Tucker along the way. Drivers along Lawrenceville Highway currently cannot access multiple land uses from a single driveway as there are no available connections between sites.

1.1.6 Existing ADT Volumes

Per the Georgia Department of Transportation (GDOT) Traffic Analysis and Data Application (TADA), Lawrenceville Hwy/US 29 has 30,500 daily trips.

Per our 24-hour counts collected on January 30th, 2024, there are 6,112 daily trips Fork Creek Pkwy NW.

1.1.7 Summary of Existing Pedestrian and Bicycle Facilities and Connectivity

There are currently no pedestrian or bicycle facilities at this location.

1.1.8 Existing Transit Routes and Stops

There are currently no existing transit routes or stops near this development.

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1.2 Proposed Area Conditions

1.2.1 Access Management Review

The proposed development will have access through one (1) driveway, Drive A, located on Lawrenceville Hwy/US 29. Drive A is approximately 500 feet east of Gloster Rd NW and approximately 430 feet west of the nearest adjacent driveway. The drive will be built as a two-lane cross-section with a single shared lane for the turning movements out of the development.

1.2.2 Internal Site Circulation Review

For this development, an internal site circulation review is not necessary.

1.2.3 Future ADT Volumes

The development is expected to add 202 daily 24-hour trips, and all these trips (60% westbound, 40% eastbound) will be added to Lawrenceville Hwy/US 29. Gloster Rd NW/Fork Creek Pkwy NW gains 20 trips total as we have 5% (10 trips) heading northbound and 5% (10 trips) heading southbound. Paden Dr gains 10 trips (5%), while Huff Dr/Shannon Way gains a total of 5 trips as we have 1% (2 trips) heading northbound and 4% (9 trips) heading southbound. The total future ADT will be 30,702 daily trips on Lawrenceville Hwy/US 29 and 6,122 daily trips on Fork Creek Pkwy NW.

1.2.4 Future Identified Projects

There are no planned GDOT, GCCTP, or SPLOST projects planned within the study area. The closest project is adding queueing lanes at Bethesda School Rd at School Side Way.

II. Methodology

For this study, the AM and PM peak hours were analyzed for the following scenarios:

1. Existing conditions (2024)

2.1 Traffic Data and Existing Conditions

Peak hour traffic and 24-hour link data were collected on January 30th, 2024, and copies of the traffic count data are located in **Appendix B**.

Exhibit 1 in **Appendix C** shows the existing lane configurations at the study intersections and the existing traffic control is listed below.

1. Lawrenceville Hwy/US 29 at Gloster Rd NW – Signalized; 4-Leg Intersection
2. Lawrenceville Hwy/US 29 at Paden Dr – TWSC; 3-Leg Intersection
3. Lawrenceville Hwy/US 29 at Shannon Way/Huff Dr – Signalized; 4-Leg Intersection

Exhibit 2 in **Appendix C** shows existing peak hour traffic volumes at the study intersections.

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 2.1.1 Traffic Distribution and Assignment Assumptions

The site traffic distribution used is shown in **Exhibit 3 of Appendix C**.

2.1.2 Traffic Operation Analysis Requirements

For a Level 1 TIS, the existing condition operations have to be analyzed. An Intersection Control Evaluation (ICE) is not required since the proposed driveway is along an undivided roadway and the development will not be required to construct left or right turn lanes per the GDOT Driveway Manual.

2.2 Site-Generated Trips

The amount of traffic a proposed development will generate depends on several factors including the nature, size, and location of the proposed development. Vehicle trips related to the proposed development are generated based on information contained in the *Trip Generation Manual – 11th Edition* which is published by the Institute of Transportation Engineers (ITE).

2.2.1 Trip Generation

Table 2 below shows the estimated amount of vehicle trips which will be generated by the proposed development using the average rates from the manual.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

Land Use (ITE Code)	Units	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Single-Family Attached Housing (215)	28	3	10	13	9	7	16	202
Total		3	10	13	9	7	16	202

The overall proposed development is expected to add 202 daily vehicle trips with 13 vehicle trips (3 in 10 out) during the AM peak hour period and 16 vehicle trips (9 in 7 out) during the PM peak hour period.

2.2.2 Internal Trip Capture

Internal trip capture (trips that stay within a development) occurs within developments that include complementary and interacting land uses. Examples include developments with office, retail, restaurants, entertainment, hotels and/or residential. Internal trip capture can be calculated using tables and information from the *ITE Trip Generation Manual – 11th Edition*. For this development, no internal trip capture was assumed.

2.2.3 Pass-by Trip Reduction

The total external trips of the generated traffic may be reduced by a Pass-By Reduction factor to account for the projected traffic that is already traveling along the roadways adjacent to the proposed development. Pass-by reduction methodologies are established by the Institute of Transportation Engineers (ITE) and only apply to certain types of development. Pass-by reduction was not considered in this analysis for this development.

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III. Intersection Capacity Analysis

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6), which provides procedures used to evaluate the operations of all types of transportation facilities, including both signalized and unsignalized intersections. Level of Service analyses for intersections were completed using Synchro 11 traffic analysis software.

Levels of Service is represented by a letter grade between A and F. Generally, a LOS ranking of D or better is considered acceptable. A LOS ranking of E represents conditions where the traffic demand volume is approaching the maximum capacity for a movement or the overall intersection. A LOS ranking of F represents a condition where the traffic demand volume exceeds the capacity.

For signalized intersections and all-way stop controlled intersections, a LOS is calculated for each of the lane groups/approaches at the intersection and an overall LOS for the intersection is calculated by averaging the delays (weighted by traffic volume). For one-way and two-way stop-controlled intersections a LOS is calculated for each of the lane groups/approaches at the intersection. An overall LOS is calculated, but with some movements being free flow, it may not be representative of actual operations at stop or yield controlled approaches.

Table 3 shows the criteria for each of the levels of service as listed in the HCM for intersections and intersection lane groups for both unsignalized and signalized intersections. Complete Synchro analyses output files are presented in **Appendix D**.

Table 3 – Level of Service Criteria for Intersections and Intersection Lane Groups

Level of Service	Average Amount of Control Delay (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	10 – 15	10 – 20
C	15 – 25	20 – 35
D	25 – 35	35 – 55
E	35 – 50	55 – 80
F	> 50	> 80

In the following tables, the level of service and average delay per vehicle for signalized and all-way stop intersections is shown as an overall measure for the intersection. For intersections that are two-way stop controlled, the LOS and average delay is given for the movements that are stop controlled.

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3.1 Existing Conditions

Table 4 below summarizes the level of service for the existing conditions with existing traffic volumes for the AM and PM peak hours.

Table 4 – LOS Summary – Existing Conditions

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Lawrenceville Hwy/US 29 at Gloster Rd NW	Signal	All	32.2	C	26.3	C
		EB	26.9	C	33.3	C
		WB	43.7	D	23.7	C
		NB	13.9	B	19.4	B
		SB	13.1	B	18.8	B
Lawrenceville Hwy/US 29 at Paden Dr	TWSC	All	27.7	D	96.4	F
		EB	1.3	A	0.3	A
		WB	0.0	A	0.0	A
		SB	452.3	F	>500.0	F
Lawrenceville Hwy/US 29 at Shannon Way/Huff Dr	Signal	All	24.0	C	52.1	D
		EB	17.2	B	20.0	C
		WB	28.8	C	89.0	F
		NB	20.8	C	19.2	B
		SB	18.2	B	17.2	B

Under existing conditions, the first intersection operates at an overall LOS of C with no failing movements, while the other two intersections experience large increases in their respective delays during the PM peak hour. The second intersection operates at an overall LOS of D with a failing southbound movement during the AM peak, but the overall LOS decreases to F during the PM peak hour as the southbound movement experiences even higher delays.

3.2 Right and Left Turn Lane Analyses

Evaluations for right and left-turn lanes at the proposed development driveways were performed in accordance with Gwinnett County’s and GDOT’s guidelines.

3.2.1 Left-Turn Lanes

Per Table 1 in Gwinnett County’s “Criteria and Guidelines for Left Turn Lanes,” a left-turn deceleration lane is not required at Drive A because the minimum lot count for a road with a posted speed limit of 45 miles per hour and an ADT of over 6,000 is 65 lots. Per Section 4.9.1.2 of the GDOT Driveway Manual, no left turn lane is required because the daily left turn volume (LTV) is not expected to exceed 250 vehicles per day.

3.2.2 Right-turn Lanes

Per the requirements from Gwinnett County’s Unified Development Ordinance (UDO), no deceleration lane is required for access from a Minor Arterial (Lawrenceville Hwy/US 29) to a

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proposed site driveway. Per Section 4.9.1.1 of the GDOT Driveway Manual, no deceleration lane is required because the daily right turn volume (RTV) is not expected to exceed 75 vehicles per day.

3.3 Intersection Sight Distance Analysis

For new proposed driveway/roadways, the City of Lawrenceville requests the intersection sight distance (ISD) for the following three conditions be considered at the proposed connections.

- Left-turn from Stop (Case B1)
- Right-turn from Stop (Case B2)
- Left-turn from Major Road (Case F)

Table 5 – Estimated Intersection Sight Distance

Intersection	Estimated Intersection Sight Distance		
	Case B1	Case B2	Case F
Drive A at Lawrenceville Hwy/US 29	>500	>430	>365

Considering that the speed limit on this length of Lawrenceville Hwy/US 29 is 45 miles per hour, the intersection sight distance is more than adequate at each case.

IV. Recommendations

No improvements are required or recommended based on existing conditions or proposed volumes.

Exhibit H: Public Participation Plan and Report

[attached]



Public Participation Plan

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

We intend to invite the district planning commissioners to the meeting.

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

The meeting will be held at the Lucky Shoals Park Community Center, Room 114.

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

The meeting will be held at 6pm on Thursday March 21st.

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

We will provide opportunity for Q&A and input throughout the meeting.

Public Participation Report

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

In addition to those within 1,000 feet included in the mailout, the district planning commissioners, and Commissioner Ku were invited to the meeting.

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

3.21.24, 6PM, at Lucky Shoals Park Community Center, Classroom 114

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

A total of 6 people attended the meeting.

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

Questions whether there is a demand for housing in the area.

Questons whether the schools are full or not.

Concerns of no play area for children on site.

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

We will work with the GC planning staff, to see if there is opportunities for a more centralized open space area. Due to the site constraints (topo, size, etc.), options are limited.

Exhibit I: Internal and External Agency Review Comments

[attached]



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

TRC Meeting Date:		03.28.2024	
Department/Agency Name:		Transportation	
Reviewer Name:		Brent Hodges	
Reviewer Title:		Construction Manager 1	
Reviewer Email Address:		Brent.Hodges@gwinnettcounty.com	
Case Number:		RZM2024-00009	
Case Address:		2636 Lawrenceville Highway, Lawrenceville, 30044	
Comments:		<input checked="" type="checkbox"/>	<input type="checkbox"/>
		YES	NO
1	Lawrenceville Highway (SR 8) is a principal arterial. ADT = 30,500.		
2	The nearest transit facility (#2454883) is located 3.1 miles away (to the east) at Lawrenceville Highway and Wal-Mart.		
3	The developer shall coordinate with the Georgia Department of Transportation (GDOT) on all access related issues from Lawrenceville Highway (SR 8).		
4	The Traffic Impact Study conducted by LJA Engineering, Inc. Does not recommend any improvements based on existing conditions or proposed volumes.		
5	Per LJA Engineering: The overall proposed development is expected to add (202) daily vehicle trips with (13) vehicle trips (4 in/9 out) during the AM peak hour period and (16) vehicle trips (9 in/7 out) during the PM peak hour period.		
6	Per UDO Section 360-100.1, Due to Lawrenceville Highway (SR 8) being classified as a principal arterial, the developer shall construct a concrete multi-use path along the site frontage.		
7			
Recommended Zoning Conditions:		<input type="checkbox"/>	<input checked="" type="checkbox"/>
		YES	NO
1			
2			
3			
4			
5			
6			

Note: Attach additional pages, if needed

Revised 7/26/2021

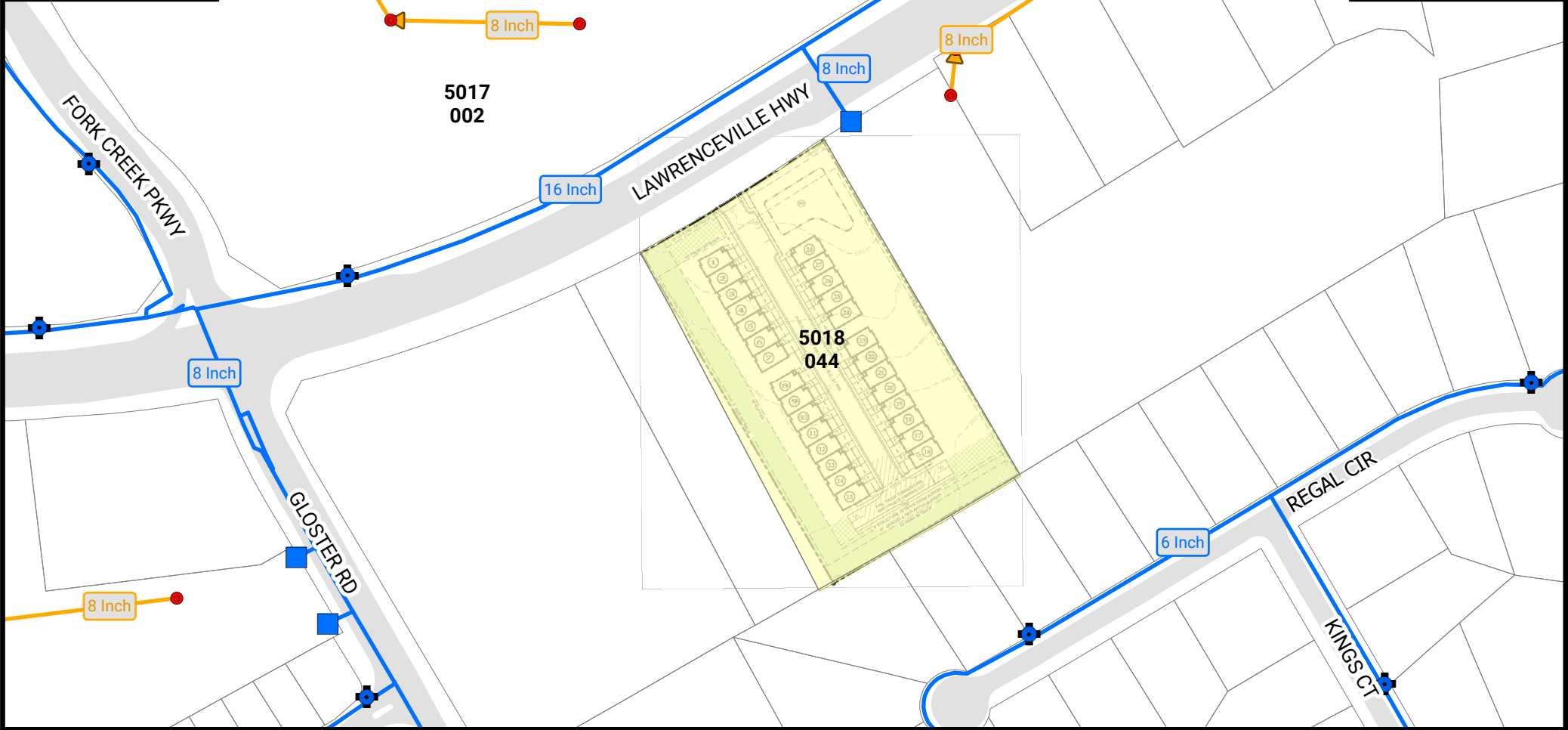


**Department of Planning and Development
TECHNICAL REVIEW COMMITTEE**

TRC Meeting Date:				
Department/Agency Name:		DWR		
Reviewer Name:		Mike Pappas		
Reviewer Title:		GIS Planning Manager		
Reviewer Email Address:		Michael.pappas@gwinnettcounty.com		
Case Number:		RZM2024-00009		
Case Address:		2636 Lawrenceville Hwy		
Comments:		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	Water: The proposed development may connect to an existing 8-inch water main on the southern right-of-way of Lawrenceville Highway.			
2	Sewer: A Sewer Capacity Certification (C2024-038-03) has been approved for 28 townhomes. The proposed development plans to connect to an existing 8-inch gravity sewer on parcel 5017 002. A jack-and-bore will be required.			
3				
4				
5				
6				
7				
Recommended Zoning Conditions:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1				
2				
3				
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5				
6				
7				

Note: Attach additional pages, if needed

Revised 7/26/2021



LEGEND

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

2636 Lawrenceville Hwy
R-75 to R-TH

Water & Sewer Utility Map

LOCATION

0 110 220
Feet



Water Comments: The proposed development may connect to an existing 8-inch water main on the southern right-of-way of Lawrenceville Highway.

Sewer Comments: A Sewer Capacity Certification (C2024-038-03) has been approved for 28 townhomes. The proposed development plans to connect to an existing 8-inch gravity sewer on parcel 5017 002. A jack-and-bore will 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 and Specifications, dated April 5th, 2016. Subsequent to design, construction, inspection, and final acceptance of the required utilities, service would then become available under the applicable utility permit rate schedules.

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


Residential Rezoning Impact on Local Schools
 Prepared for Gwinnett County BOC, **May, 2024**

											Proposed Zoning
	School	2023-24			2024-25			2025-26			Approximate Student Projections from Proposed Developments
		Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	
RZR2024-00019	Meadowcreek HS	2,727	2,850	-123	2,740	2,850	-110	2,705	2,850	-145	1
	Radloff MS	1,282	1,575	-293	1,288	1,575	-287	1,270	1,575	-305	1
	Ferguson ES	822	975	-153	830	975	-145	838	975	-137	1
RZM2024-00009	Discovery HS	2,763	2,525	238	2,750	2,525	225	2,740	2,525	215	6
	Richards MS	2,005	2,200	-195	2,025	2,200	-175	2,055	2,200	-145	4
	Alford ES	866	1,025	-159	883	1,025	-142	897	1,025	-128	7
RZR2024-00015	Archer HS	3,202	2,575	627	3,250	2,575	675	3,283	2,575	708	10
	McConnell MS	2,111	1,775	336	2,153	1,775	378	2,196	1,775	421	7
	Harbins ES	1,443	1,225	218	1,486	1,225	261	1,531	1,225	306	13
RZR2024-00009 (#'s provided on April 2024 case report)											

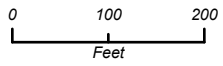
Exhibit J: Maps

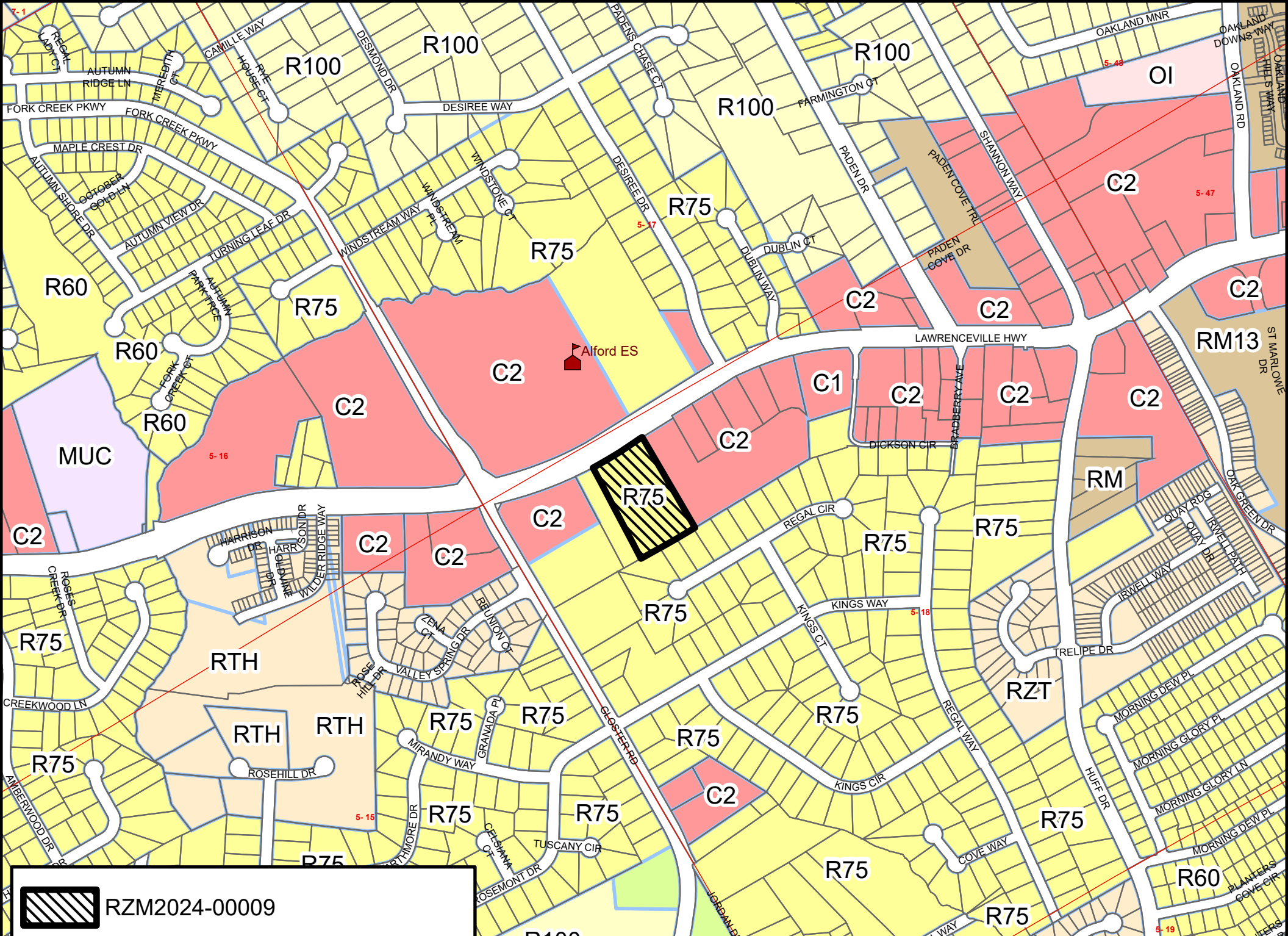
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Created: March 19, 2024





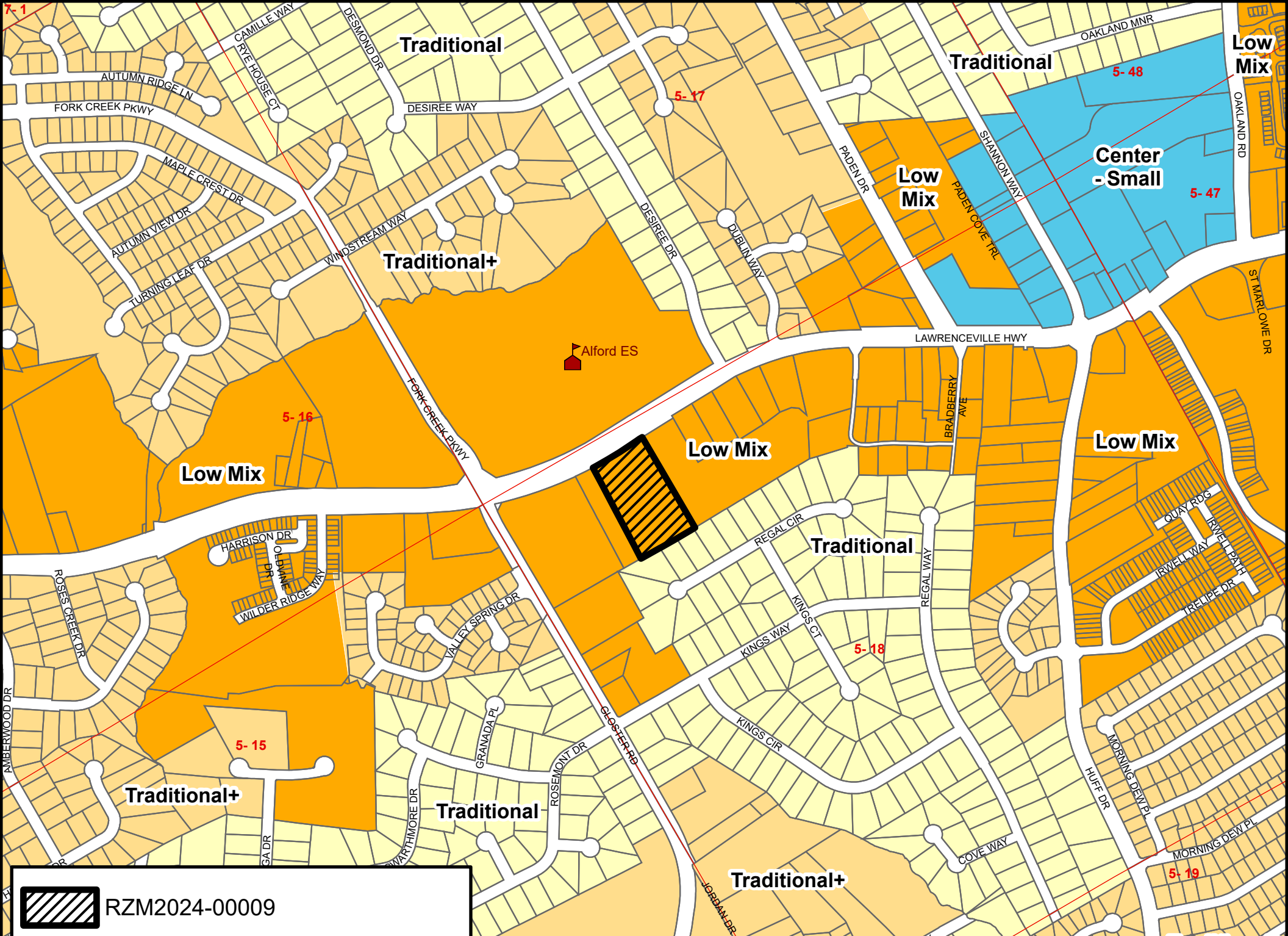
 RZM2024-00009


Created: March 19, 2024

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0 300 600
Feet

SUBJECT SITE AND SURROUNDING ZONING



 RZM2024-00009

Created: March 19, 2024

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Feet

2045 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION