



LAWRENCEVILLE

GEORGIA

PLANNING COMMISSION AGENDA

Monday, November 29, 2021
6:00 PM

Council Assembly Room
70 S. Clayton St, GA 30046

Call to Order

Approval of Agenda

Approval of Prior Meeting Minutes

Old Business

New Business

1. RZC2021-00030 & SUP2021-00053; Highlands Residential, LLC; 77 E Pike Street, multiple parcels
2. RZM2021-00010; Southeast Capital Land, LLC; 35 Gwinnett Drive, multiple parcels

Public Comment

To participate in the Public Comment part of the Agenda, you must register prior to noon in the Planning and Zoning Office on Friday before the meeting. Presentations will be limited to two minutes.

Final Adjournment



LAWRENCEVILLE

GEORGIA

AGENDA REPORT
MEETING: PLANNING COMMISSION
AGENDA CATEGORY: NEW BUSINESS

Item: RCZ2021-00030 & SUP2021-00053; Highlands Residential, LLC; 77 E Pike, 250 McArthur Street and City of Lawrenceville Public Right-of-way

Department: Planning and Development

Date of Meeting: Monday, November 29, 2021

Presented By: Todd Hargrave, Director of Planning and Development

Planning and Development Recommendation: **Approval with Conditions**

Summary: The applicant requests rezoning of an approximately 3.81-acre parcel assemblage from LM (Light Manufacturing District) and OI (Office Institutional District) to OI (Office Institutional District) with a Special Use Permit to allow a Retirement Community, Independent Living facility. The proposal is directly related to an approved rezoning and Special Use Permit (RZC2020-00017 & SUP2020-00036) which would expand on the previously approved request by proposing additional property (0.53-acres), units (18) and structures all of which will affect the overall plan.

Attachments/Exhibits:

- RZC2021-00030 & SUP2021-00053 Report
- RZC2021-00030 & SUP2021-00053 Planning and Development Recommendations
- RZC2021-00030 & SUP2021-00053 Attachments

**CITY OF LAWRENCEVILLE
PLANNING AND DEVELOPMENT DEPARTMENT
REZONING AND SPECIAL USE REPORT**

CASE NUMBER: RZC2021-00030 & SUP2021-00053

APPLICANT: HIGHLANDS RESIDENTIAL, LLC

CONTACT: DAVID LOEFFEL

PHONE NUMBER: 404.969.5367

LOCATION: 77 EAST PIKE STREET, 250 MCARTHUR STREET AND
CITY OF LAWRENCEVILLE PUBLIC RIGHT-OF-WAY

PARCEL ID: R5146B110, R5146B111A, R5146B113, R5146B115,
R5146B116, R5146B117, R5146B118, AND A
PORTION OF McARTHUR STREET (VARIABLE RIGHT-
OF-WAY)

ACREAGE: 3.81

ZONING PROPOSAL: LM LIGHT MANUFACTURING DISTRICT AND OI
OFFICE INSTITUTIONAL DISTRICT, TO OI OFFICE
INSTITUTIONAL DISTRICT WITH A SPECIAL USE
PERMIT FOR THE DEVELOPMENT OF AN ACTIVE-
ADULT/SENIOR LIVING COMMUNITY

PROPOSED DEVELOPMENT: RETIREMENT COMMUNITY, INDEPENDENT LIVING

DEPARTMENT RECOMMENDATION: **APPROVAL WITH CONDITIONS**

ZONING HISTORY:

In 1960, the subject property has been zoned BG (General Business District) and LM (Light Manufacturing District).

The subject property has been zoned OI (Office Institutional District), with a Special Use Permit allowing a Retirement Community, Independent Living Facility since 2020, pursuant to RZC2020-00017 and SUP2020-00036.

PROJECT DATA

The applicant requests rezoning of an approximately 3.81-acre parcel assemblage from LM (Light Manufacturing District) and OI (Office Institutional District) to OI (Office Institutional District) with a Special Use Permit to allow a Retirement Community, Independent Living facility. The proposal is directly related to an approved rezoning and Special Use Permit (RZC2020-00017 & SUP2020-00036) which would expand on the previously approved request by proposing additional property (0.53-acres), units (18) and structures all of which will affect the overall plan. The property is located at the northeast intersection of the East Pike Street and Buford Drive, bounded to the north by Jarman Street, and to the east McArthur Street and CSX Railroad (f.k.a. Seaboard Air Line Railway Co.). The subject properties are developed and consist of industrial buildings, associated driveways and parking.

According to the submitted materials, the facility would be marketed as a retirement community, designed for independent living. The development would consist of an approximately 65-foot, five-story building containing 150-units to be used as an independent multifamily living facility, resulting in a density of approximately 40 units per acre; exceeding the allowable tolerance of 24 units per acre. Unit types will range from one-bedroom and two-bedrooms at an average unit size of approximately 965 square feet. The project would include amenities such as a business center, community room, fitness center, and social gathering areas. However, the proposed plan does not include specifics relating to the gross floor area (GFA) for any common interior space associated with the development. The plan proposes 190 parking spaces; assuming the proposal includes 8,250 square feet of common interior space, the number of proposed parking spaces may be consistent with the minimum number of parking spaces required for the proposed development. Access to the proposed development would be via two curb cuts, one located along East Pike Street and the other on Jarman Street.

As proposed, the applicant is requesting variances to allow a 30-foot building height increase, an increase in the maximum impervious surface requirement of 70-percent, the elimination or reduction of the required 50-foot Front Yard Setback along Buford Drive and 10-foot Side Yard Setback along the CSA Railway Right-of-Way. Additionally the proposal includes a reduction of the required 10-foot landscape strip adjacent adjacent to all right-of-ways. Therefore, variances will be required to for each of the encroachments and may be considered by City Council with the requests.

The City of Lawrenceville 2040 Comprehensive Plan and Future Development Map indicate the subject property is located within the Downtown Character Area. The vision for this character area is to encourage a mixture of residential, retail, office, recreational, and educational facilities. The citywide goals of the Plan include improving land use patterns, transportation, housing, economic development, and the overall quality of life for the entire community. The proposed development is considered consistent with goals and policies of the Comprehensive Plan to promote residential and mixed-use development in proximity to the Courthouse Square, and the request is compatible with the zoning and development pattern of its surrounding neighbors. The

project is also considered consistent with the City's Livable Centers Initiative (LCI) Plan, introducing residential housing density a short distance from the downtown square, establishing an enhanced street grid system, and promoting access to local parks, as well as walking and biking alternatives.

The immediate surrounding area includes a mix of commercial, institutional, office, residential and mixed-use developments and zoning. To the south, across East Pike Street, are commercial uses and zoning; which includes a financial institution, a restaurant and several vacant parcels of land. Further to the south, along Jackson Street is the Lawrenceville Lawn; which host a variety of events on routine basis, as well as the Lawrenceville South Lawn mixed-use development consisting of variety of housing options, as well as a similar density to the proposed. To the west, across Buford Drive, are other commercial retail establishments appropriately zoned BG, BGC (Central General Business District) and OI (Office Institutional District). To the north and east, across Jarman Street, is a building materials supply company and auto repair facilities zoned LM. Further to the east, across the CSX Railway is mixture of light industrial and residential uses and zoning. The scale of the development may be consistent with the developments in the immediate vicinity.

In conclusion, the proposed development could contribute land use patterns and design elements that support walkability and an enhanced sense of place and may be consistent with the City of Lawrenceville 2040 Comprehensive Plan policies. Given the aforementioned factors, the Planning and Development Department recommends **APPROVAL WITH CONDITIONS** of the requested rezoning and Special Use Permit.

CITY OF LAWRENCEVILLE DEPARTMENT COMMENTS:**ENGINEERING DEPARTMENT**

No comment.

ELECTRIC DEPARTMENT

The City of Lawrenceville Electric Department has single-phase and three-phase power available. The site will be served underground and there will be cost per unit for underground electric to be paid by the developer. Site lighting to be installed and owned by the developer.

GAS DEPARTMENT

No comment.

DAMAGE PREVENTION DEPARTMENT

No comment.

CODE ENFORCEMENT

No comment.

STATE CODE 36-67-3 (FMR.) REVIEW STANDARDS:

1. **Will the Rezoning and Special Use Permit proposal allow a use that is suitable in view of the use and development of an adjacent and nearby property?** *Yes.*
2. **Will the Rezoning and Special Use Permit proposal adversely affect the existing use or usability of adjacent or nearby property?** *No. The proposed development is compatible with surrounding uses in the immediate area.*
3. **Does the property to be affected by the Rezoning and Special Use Permit proposal have a reasonable economic use as currently zoned?** *Yes.*
4. **Will the Rezoning and Special Use Permit proposal result in a use, which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?** *No.*
5. **Is the Rezoning and Special Use Permit proposal in conformity with the policy and intent of the City of Lawrenceville Comprehensive Plan?** *Yes.*
6. **Are there other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the Rezoning and Special Use proposal?** *Yes, the proposed development would provide housing options for seniors, promote walkability, and potentially spur redevelopment in the immediate area.*

Planning and Development Recommendations

RCZ2021-00030

Approval as OI (Office Institutional District) for a Retirement Community/Independent Living Facility, subject to the following enumerated conditions:

1. To restrict the use of the property as follows:
 - A. The proposed development shall be limited to a total of 150 multifamily residential units. The development shall be fenced and gated. The final site and building design shall be subject to review and approval of the Director of the Planning and Development Department.
 - B. The maximum building height shall be 65 feet.
 - C. Allow a 45-foot encroachment into the required front yard setback along East Pike Street and Buford Drive.
 - D. Maximum impervious surface requirement shall not exceed 80-percent
 - E. The development shall be age-restricted to residents 55 years of age and older.
2. To satisfy the following site development considerations:
 - A. The property shall be developed in general accordance with the submitted site rezoning site plan, dated September 7, 2021, with changes necessary to meet conditions of zoning, requirements of the Zoning Ordinance and/or Development Regulations, and other minor adjustments as may be approved by the Planning and Development Department.
 - B. The buildings shall be constructed in general accordance with the submitted elevations and floor plans dated September 21, 2021. Building elevations shall be subject to the review and approval by the Planning and Development Department.
 - C. Ingress/Egress to the subject property shall be limited to one point of access along East Pike Street and Jarman Street. Point of access shall meet City and GDOT regulations as appropriate, including any dedication of Right-of-Way.
 - D. Parking spaces shall be limited to 190 total spaces, including required parking spaces for common space. Parking and driveway surfaces shall be paved and striped to City standards.

- E. Elimination of a 10-foot landscape strip along all right-of-ways shall be permitted consistent with the submitted site rezoning site plan dated September 7, 2021 with minor adjustments as may be approved by the Planning and Development Department. Internal and external landscaping and screening shall be subject to review and approval of the Planning and Development Department.
- F. The development shall abide by all applicable standards of the Development Regulations, unless otherwise specified in these conditions or through approval of a variance administratively or by the Zoning Board of Appeals, as appropriate.
- G. Ground Signage shall be limited to a maximum height of 6 feet and shall be setback from the right-of-way a minimum of 10 feet. The maximum sign display area shall be limited to 32 square feet. The supporting base and structure shall consist of brick, stone, or material similar to the primary structures. Fiber Cement Siding, Metal or Wood Post shall not be used on the supporting base and structure. Other signage will be allowed consistent with the submitted site rezoning site plan, presented September 21, 2021 with minor adjustments as may be approved by the Planning and Development Department.
- H. All grassed areas shall be sodded.
- I. The utilities internal to the development must be placed underground.
- J. No tents, canopies, temporary banners, streamers or roping decorated with flags, tinsel, or other similar material shall be displayed, hung, or strung on the site. No decorative balloons or hot-air balloons shall be displayed on the site. Yard and/or bandit signs, sign-twirlers, or sign walkers shall be prohibited.

- K. Lighting, other than streetscape lighting, shall be contained in cut-off type luminaries and shall be directed toward the property so as not to shine directly into adjacent properties or right-of-ways. Streetscape lighting along Buford Drive and East Pike Street shall be consistent with the minimum requirements of the City of Lawrenceville Zoning Ordinance, Article 6, Architectural and Design Standards, Section 603 Performance Standards-Lighting.
- L. Outdoor storage shall be prohibited.
- M. City dumpsters shall be utilized for the entire development. Dumpsters shall be located in the side yard or rear yard area and outside of any required stream or zoning buffer a minimum of 5-feet. The dumpster shall be screened on all sides by a minimum 6-foot high masonry wall with access via an opaque gate. The project may incorporate a trash room inside the building.
- N. Dumpster Pad shall be placed on concrete pads of sufficient size and strength to support the weight of service vehicles. The size of the pad shall not be less than 10 feet wide by 30 feet long.
- O. The owner shall repaint or repair any graffiti or vandalism that occurs on the property within 72 hours.
- P. The development shall be a gated community, with automated car access at all entrances/exits. The access gate system is required to be properly maintained and functional at all times, with any required repairs to be made in a timely manner. Fencing along public Right-of-Way shall be wrought iron style type fencing with masonry columns spaced 25 feet. The building itself can function as a fence along the public right-of-way.
- Q. Unless provided underground, Stormwater Detention facilities shall be screened from view with double-row evergreen trees and shrubs. Final Landscape Plans shall be subject to the review and approval of the Planning and Development Department.

SUP2021-00053

Approval of a Special Use Permit for a 150-unit Retirement Community/Independent Living Facility, subject to the following enumerated conditions:

1. To restrict the Special Use Permit as follows:
 - A. The proposed development shall be limited to a total of 150 residential units. The final site and building design shall be subject to review and approval of the Planning and Development Department.
 - B. Each multifamily living unit shall be accessed internally, via a double-loaded conditioned corridor (hallway), consisting of apartment units on both sides of the passage corridor.
 - C. Interior unit features include stainless steel appliances and stone countertops.
 - D. The development shall include outdoor amenities for residents including active common spaces that may include a community garden, covered pavilion and grilling areas. Interior amenities may include a community room with bistro, cardio/fitness center, as well as additional areas for residential activity. The design and location of the amenities shall be subject to the review and approval by the Planning and Development Department.



LAWRENCEVILLE

GEORGIA

REZONING APPLICATION

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Highlands Residential, LLC</u>	NAME: <u>GA Gwinnett Lawrenceville Pike, LLC</u>
ADDRESS: <u>2100 Powers Ferry Road</u>	ADDRESS: <u>1777 Peachtree Street Northeast</u>
CITY: <u>Atlanta</u>	CITY: <u>Atlanta</u>
STATE: <u>GA</u> ZIP: <u>30339</u>	STATE: <u>GA</u> ZIP: <u>30309</u>
CONTACT PERSON: <u>Dave Loeffel</u> PHONE: <u>404-969-5367</u>	
* If multiple property owners, each owner must file an application form or attach a list, however only one fee. Multiple projects with one owner, must file separate applications, with separate fees.	
PRESENT ZONING DISTRICT(S): <u>LM/O-I</u> REQUESTED ZONING DISTRICT: <u>O-I</u>	
PARCEL NUMBER(S): <u>R5146B110, R5146B111A, R5146B113, R5146B118</u> ACREAGE: <u>3.81</u> <u>R514B117, R514B116, R5146B115</u>	
ADDRESS OF PROPERTY: <u>77 East Pike Street, Lawrenceville, GA 30046</u>	

[Signature] 9/22/2021
SIGNATURE OF APPLICANT DATE

DAVE LOEFFEL
TYPED OR PRINTED NAME

[Signature] 9/22/2021
SIGNATURE OF OWNER DATE

DAVE LOEFFEL
TYPED OR PRINTED NAME

Michelle Hill 9/22/2021
NOTARY PUBLIC DATE

JAMIE M. HILL
My Commission Expires
June 29, 2024
NOTARY PUBLIC
PAULDING COUNTY, GEORGIA

Michelle Hill 9/22/2021
NOTARY PUBLIC DATE

JAMIE M. HILL
My Commission Expires
June 29, 2024
NOTARY PUBLIC
PAULDING COUNTY, GEORGIA

70 S Clayton Road, Box 22, Lawrenceville, Georgia 30046-2200
www.lawrencevillega.org

HIGHLANDS RESIDENTIAL, LLC Assemblage Parcel

All that tract or parcel of land lying and being in Land Lot 146 of the 5th District, Gwinnett County, Georgia, and being more particularly described as follows:

Beginning at a nail set along the easterly right-of-way margin of McArthur Street (R/W Varies), said nail being shown as Point of Commencement for McArthur Tract "G" on that certain plat or boundary retracement survey of 77 East Pike Street for Highlands Residential, LLC by Gaskins, bearing the seal of Bryant G. Kachel (GA PLS #2700) dated June 6, 2019, last revised February 11, 2020, and having a Georgia State Plane Coordinate value of (N: 1439740.43', E: 2351815.40, NAD 83, Georgia West Zone); Said point being the POINT OF BEGINNING; Thence from the POINT OF BEGINNING as thus established and departing the said easterly right-of-way margin of McArthur Street, South 86 degrees 31 minutes 49 seconds West a distance of 20.02 feet to a nail set along the westerly right-of-way margin of McArthur Street (R/W Varies); Thence departing said westerly right-of-way margin of McArthur Street and following the northerly right-of-way margin of East Pike Street the following five courses and distances: South 84 degrees 53 minutes 15 seconds West a distance of 13.33 feet to a nail found; Thence South 41 degrees 17 minutes 05 seconds West a distance of 28.55 feet to a concrete right-of-way monument found; Thence South 84 degrees 53 minutes 15 seconds West a distance of 79.54 feet to a point; Thence along a curve to the right having an arc length of 26.02 feet and a radius of 1,676.51 feet and being subtended by a chord bearing South 84 degrees 28 minutes 21 seconds West a chord distance of 26.02 feet to a concrete right-of-way monument found; Thence North 73 degrees 20 minutes 23 seconds West a distance of 52.96 feet to a concrete right-of-way monument found at the intersection of said northerly right-of-way margin of East Pike Street and the easterly right-of-way margin of Buford Drive (R/W varies); Thence departing said northerly right-of-way margin of East Pike Street and following said apparent easterly right-of-way margin of Buford Drive the following seven courses and distances: North 42 degrees 28 minutes 12 seconds West a distance of 94.45 feet to a #4 rebar set; Thence North 10 degrees 16 minutes 59 seconds West a distance of 19.69 feet to a # 4 rebar set; Thence North 10 degrees 16 minutes 59 seconds West a distance of 45.83 feet to a point; Thence North 02 degrees 59 minutes 01 seconds West a distance of 51.28 feet to a point; Thence North 01 degrees 17 minutes 18 seconds West a distance of 134.56 feet to a concrete right-of-way monument; Thence North 01 degrees 32 minutes 53 seconds East a distance of 63.04 feet to a point; Thence North 01 degrees 15 minutes 31 seconds East a distance of 57.07 feet to a concrete right-of-way monument found at the southeasterly mitered right-of-way intersection of said easterly right-of-way margin of Buford Drive and the southerly right-of-way margin of Jarman Street (R/W varies); Thence departing the said easterly right-of-way margin of Buford Drive and following the mitered right-of-way of said Buford Drive and Jarman Street North 39 degrees 46 minutes 24 seconds East a distance of 15.60 feet to a concrete right-of-way monument found; Thence departing said mitered right-of-way of said Buford Drive and said Jarman Street and following the said southerly right-of-way margin of Jarman Street the following six courses and distances: North 80 degrees 08 minutes 23 seconds East a distance of 49.99 feet to a #4 rebar set; Thence North 80 degrees 14 minutes 46 seconds East a distance of 23.77 feet to a point; Thence North 01 degrees 13 minutes 08 seconds East a distance of 10.02 feet to a concrete right-of-way monument found; Thence North 80 degrees 01 minutes 34 seconds East a distance of 75.66 feet to a point; Thence

North 02 degrees 43 minutes 00 seconds West a distance of 7.26 feet to a #4 rebar set; Thence North 81 degrees 46 minutes 54 seconds East a distance of 80.50 feet to a nail set at the right-of-way intersection of the said southerly right-of-way margin of Jarman Street and the westerly right-of-way margin of McArthur Street (R/W varies); Thence departing said southerly right-of-way margin of Jarman Street and following the said westerly right-of-way margin of McArthur Street South 03 degrees 24 minutes 40 seconds East a distance of 46.14 feet; Thence departing said westerly right-of-way margin of McArthur Street South 88 degrees 41 minutes 09 seconds East a distance of 29.34 feet to a #4 rebar set on the easterly right-of-way margin of McArthur Street; Thence departing said easterly right-of-way margin of McArthur Street South 88 degrees 41 minutes 09 seconds East a distance of 175.98 feet to a #4 rebar set on the westerly right-of-way margin of CSX Railway (50' R/W) (f/k/a Seaboard Air Line Railway Co.); Thence following said westerly right-of-way margin of CSX Railway the following five courses and distances: South 22 degrees 47 minutes 10 seconds West a distance of 73.40 feet to a point; Thence South 22 degrees 47 minutes 10 seconds West a distance of 69.38 feet to a #4 rebar found; Thence South 22 degrees 47 minutes 08 seconds West a distance of 75.76 feet to a point; Thence along a curve to the left having an arc length of 56.74 feet and a radius of 1,379 feet and being subtended by a chord bearing South 19 degrees 24 minutes 51 seconds West a chord distance of 56.74 feet to a #4 rebar set; Thence along a curve to the left having an arc length of 221.20 feet and a radius of 1,379 feet and being subtended by a chord bearing South 13 degrees 38 minutes 24 seconds West a chord distance of 220.96 feet to a nail set along the northerly right-of-way margin of East Pike Street (R/W Varies); Thence departing the said westerly right-of-way margin of CSX Railroad and along the said northerly right-of-way margin of East Pike Street South 85 degrees 09 minutes 35 seconds West a distance of 1.00 foot to a nail set along the easterly right-of-way margin of McArthur Street (R/W Varies); Thence departing the said northerly right-of-way margin of East Pike Street and along the said easterly right-of-way margin of McArthur Street North 03 degrees 28 minutes 11 seconds West a distance of 32.49 feet to the POINT OF BEGINNING.

Said tract or parcel contains 3.81 acres (being 166,232 square feet).

Letter of Intent



**COMBINED LETTER OF INTENT FOR
REZONING AND SPECIAL USE PERMIT APPLICATIONS OF
HIGHLANDS RESIDENTIAL, LLC**

Highlands Residential, LLC (the “Applicant”) submits this Letter of Intent and attached rezoning and special use permit applications (the “Applications”) in order to permit the development of a luxury active-adult/senior living community on an approximately 3.81-acre tract of land located on the easterly side of Buford Drive (State Route 20) and the northerly side of East Pike Street (US Route 29) (the “Property”). The Property is bounded by Jarman Street to the north and McArthur Street and the CSX Railway right-of-way to the east. On October 26th, 2020, the Council of the City of Lawrenceville approved the abandonment of a portion of McArthur Street as depicted on the site plan submitted with the Application.

The surrounding area is characterized by a mix of existing land uses, property age classes, and zoning classifications. The Little Barn barbecue restaurant is located across the street to the south and there are several older industrial and heavy commercial uses nearby, including auto repair. Older residential developments also exist in the area along Benson Street and Cherry Street. However, new development has occurred in the area, including the Peach State Federal Credit Union across Pike Street from the Property. Of course, Downtown Lawrenceville has seen multiple new developments and redevelopments of the core Downtown area including City View, South Lawn, and the upcoming boutique hotel. These projects have activated Downtown Lawrenceville and dramatically enhanced its walkability and sense of place. Naturally, the revitalization of the Downtown core is working to enhance all of Downtown. Accordingly, the Applicant is requesting to redevelop and revitalize a prominent corner of Downtown with a first-class, luxury, senior living community. The proposed 4-story building would feature attractive architecture and building materials to drastically improve the aesthetics of the East Pike Street and Buford Drive intersection.

Lawrenceville’s street grid system and historical architecture naturally accommodated the Downtown revitalization developments and those projects reflect smart urban planning and land use management. Another of Lawrenceville’s inherent amenities is Rhodes Jordan Park just east of Downtown. While the park has great features including sports fields, a large lake, and extensive walking trails, it feels somewhat disconnected from Downtown. However, the proposed development carries the high-quality redevelopment of Downtown towards the park and fills a major gap in the Downtown-to-Park connection. The proposed development will enhance the aesthetics and walkability of East Pike Street and will encourage people to walk or bike from Downtown to the Park and vice versa.

Accordingly, the Applicant is requesting the City to rezone the Property to the O-I zoning classification and grant a special use permit to allow the development of the Property for use as a “Retirement Community, Independent Living” as depicted on the site plan submitted with the Application (the “Site Plan”). In addition to the rezoning and special use permit for the use of Retirement Community, Independent Living, the Applicant is specifically requesting relief from certain provisions and development standards set forth in the City of Lawrenceville Zoning Ordinance (the “Ordinance”) including a building height increase, an increase of impervious surface area, elimination of building setbacks and buffers, relief necessary to provide 190 parking spaces, et al., in order to develop the property in general accordance with the Site Plan. The proposed retirement community would provide approximately 150 units of high-end, luxury, age-exclusive homes with an internal courtyard for the use and enjoyment of residents. While the proposed development will include internal amenities such as the courtyard and clubhouse with a fitness center, social areas, and lounge, residents of the proposed development would also be attracted to diverse community amenities nearby such as Downtown and Rhodes Jordan Park. Moreover, since the majority of the proposed residents are retired, they will have ample time to enjoy nearby parks, shopping, and dining opportunities.

The proposed senior living community is compatible with the policies set forth in the Lawrenceville 2040 Comprehensive Plan (the 2040 Plan) which encourage the development of a mix of uses within the Downtown Character Area and housing designed for seniors. Specifically, the 2040 Plan

provides that Downtown is “a place for everyone: families, students, millennials, empty nesters, and seniors all feel at home and welcome.” The proposed development is also compatible with multiple 2040 Plan “Key Policies” including Policy LU1.1 which is to “Encourage a mixture and concentration of residential, retail, office, recreational, and educational facilities at key locations to encourage walking and biking to everyday needs.” Policy LU1.4 is to “Encourage buildings in walkable areas to be oriented to the street and have facades designed with abundant windows and human scale architectural features.” And further, Policy ED6.1 is to “Expand Downtown’s live-work-play opportunities.”

Residents of the proposed community would have direct pedestrian access to nearby shopping, dining, recreational, and entertainment uses therefore improving the walkability of the East Pike Street and Buford Drive corridors. The proposed development will create a community for seniors to “age in place” and remain in their communities with convenient access to their daily needs. Accordingly, not only is the proposed development compatible with surrounding land uses and the 2040 Plan, it would also represent a decrease in the intensity of potential development on the Property. Continuing the currently-entitled industrial and heavy commercial uses could have a negative impact on surrounding properties, pedestrian experience, and roadway aesthetics. The proposed development would replace an older automotive-related land use and bring the Property in line with the land uses that are encouraged by the Comprehensive Plan.

The Applicant and its representatives welcome the opportunity to meet with the 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 Application filed herewith. The Applicant respectfully requests your approval of this Application.

This 24th day of September, 2021.

Sincerely,



Dave Loeffel

Highlands Residential, LLC
DLoeffel@HighlandsResidential.com
 (404) 969-5367

Rezoning Narrative



Project Overview

As a senior living developer focused on creating timeless and lasting communities for active adults, Highlands Residential is excited to propose a senior living development in the heart of Downtown Lawrenceville. In recent years, Highlands has seen growing demand for housing in walkable cities and neighborhoods throughout the Metro Atlanta area. Downtown Lawrenceville, with its mix of uses and a vision for walkable streetscapes and a neighborhood feel, is highly desirable to prospective residents.

Highlands's proposed development is an Age Exclusive Lifestyle Community with approximately 150 senior living units, including approximately 190 parking stalls. The proposed Age Exclusive use is designed to attract Empty Nesters and other "recently retired grandparents and their friends". According to FreddieMac, over 5 million baby boomers will rent their next home by 2021. This is a growing trend that Highlands is seeing across the Metro Atlanta area and the subject property provides exactly what our clientele desires.

The proposed development will offer a housing option for empty-nesters to stay in Lawrenceville and downsize their homes, acting as a catalyst to recycling the existing housing stock. These communities serve the empty nesters' growing desire to fully realize the freedoms associated with their stage of life. The market for this segment is increasing not only with the aging baby boomers, but also with the increase in healthy life expectancy. Currently, there is a shortage of adequate housing options that specifically targets the needs and wants of this demographic in the City of Lawrenceville.

The building will be constructed utilizing a wood-framed structure, and the exterior materials will consist of stone, brick, stucco, composite siding, and glass. Drawing on the existing surroundings, the exterior facades will feature contextual details and a simple system of balconies that allow residents to take advantage of the outdoors.

Streetscape and Public Realm

The redevelopment will dramatically improve the current site conditions. Beyond the active residential use, the building will have a handsome exterior and site design that will provide a warm and welcoming pedestrian experience. The building will be positioned to allow a generous greenspace along its outer borders on Pike Street and Buford Drive and supports a pedestrian-friendly perimeter.

Adding senior living units at this location naturally creates a more inviting streetscape, as more people will be walking and biking to and from the site which creates an energetic, safe and people-friendly environment, in place of the existing vehicular-oriented conditions today. The new development will work closely with all surrounding land uses to provide appropriate connectivity and long-term compatibility. In providing this connectivity, Highlands has the opportunity to create a gateway to Rhodes Jordan Park from the downtown area. The surrounding properties will benefit from the new improvements which include pedestrian walkways, yards and porches at street level, dense landscaping, and a strong design aesthetic. The parcel's sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk for their shopping and entertainment needs.

Sustainable Design and Lifestyle Living

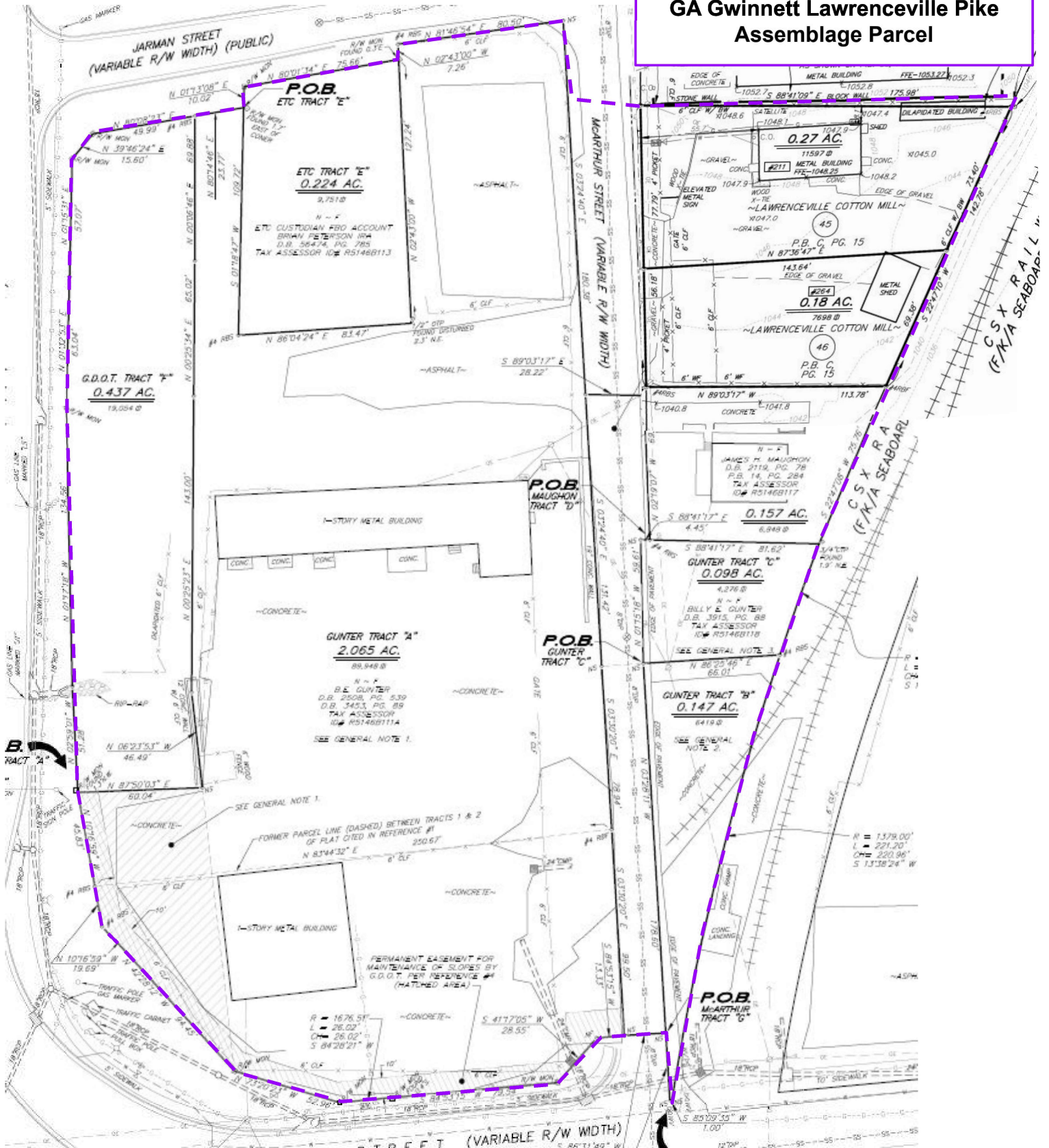
This project will support the residents' sustainable living experience by meeting sustainable standards and incorporating energy-efficient appliances, low-flow water fixtures, and low-VOC paints. The building will be designed to incorporate assemblies that ensure the highest quality acoustical performance between units (wall and floor assemblies).

The abundance of resident amenities will extend residents' living space by providing a club room, commercial quality demonstration kitchen, library, game room, personal training studio, and an exterior courtyard. The building will offer its residents on-site management to help ensure activities are planned and encourage active participation. On-site parking stalls will total approximately 1.25:1 parking stall to unit ratio to serve its residents and visitors.

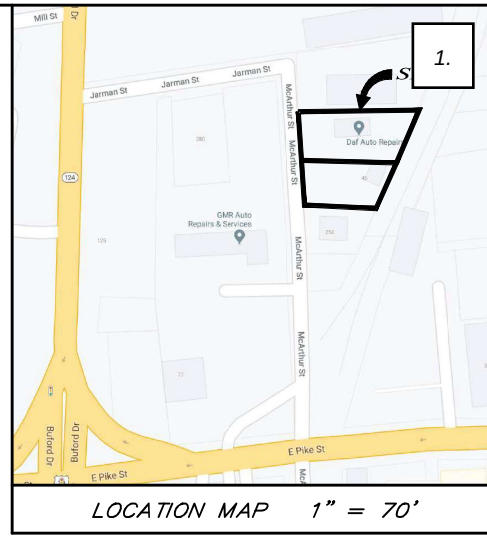
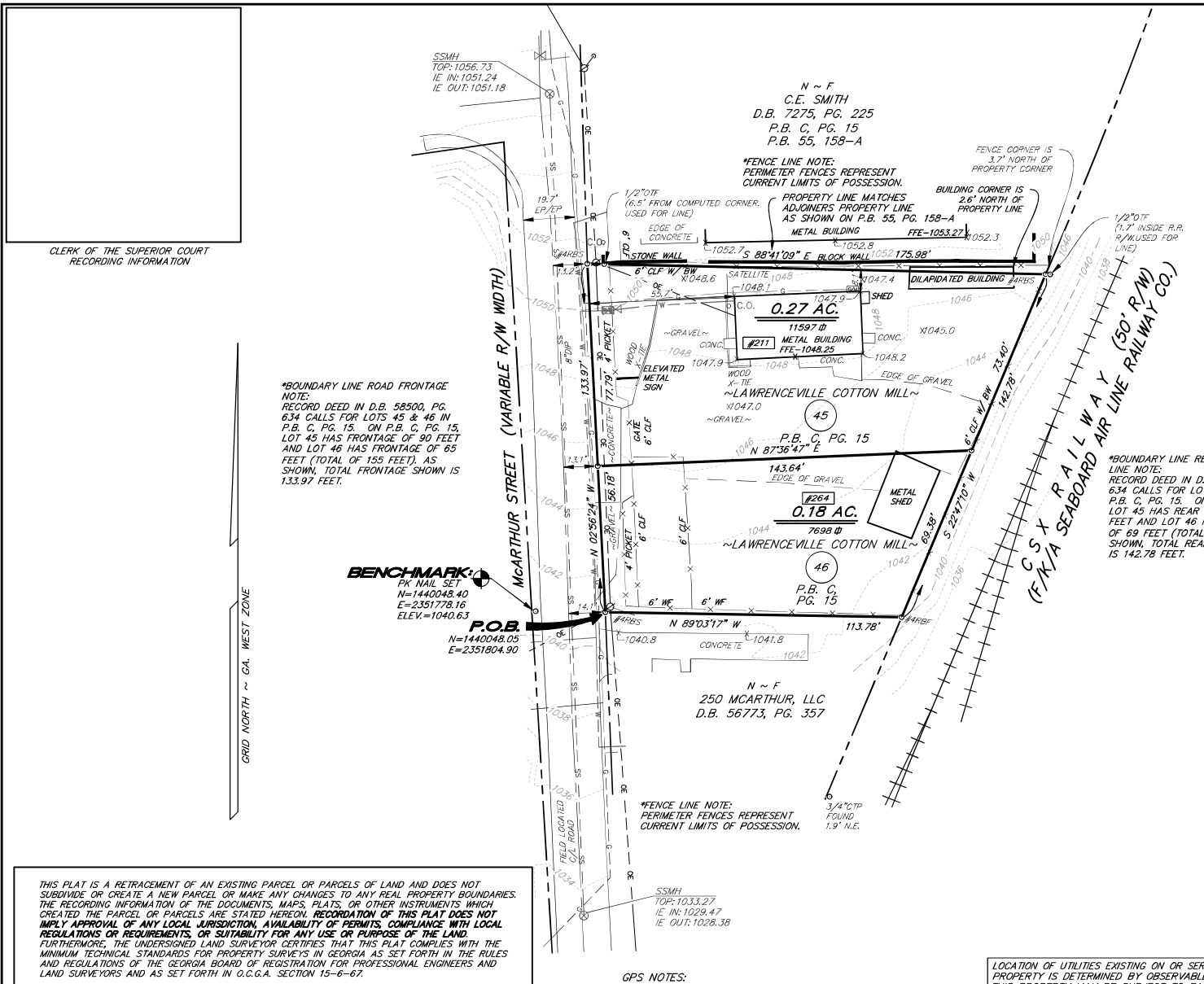
This residential community will offer various unit types for its diverse resident profile, tailored to the empty nester demographic in search of flexible luxury living. Unit types will range from small 1-bedroom units to large 2-bedroom units. This variety in housing types will help to accommodate a variety of household formations, sizes and incomes. The average unit size is approximately 876 RSF with a monthly cost of approximately \$1,500-\$2,500+/month.

Boundary Survey

GA Gwinnett Lawrenceville Pike Assemblage Parcel







LEGEND	
	P.P. - POWER POLE
	L.P. - LIGHT POLE
	F.H. - FIRE HYDRANT
	M.H. - SANITARY SEWER MANHOLE
	W.M. - WATER METER
	G.M. - GAS METER
	RBS - REINFORCING BAR SET
	RBF - REINFORCING BAR FOUND
	CTF - CRIMP TOP PIPE FOUND
	OTF - OPEN TOP PIPE FOUND
	R/W MON. - RIGHT-OF-WAY MONUMENT
	TYPE OF FENCE
	J.B. - JUNCTION BOX
	D.I. - DROP INLET / YARD INLET
	C.B. - CATCH BASIN
	R.C.P. - REINFORCED CONCRETE PIPE
	C.M.P. - CORRUGATED METAL PIPE
	F.F.E. - FINISHED FLOOR ELEVATION
	WATER VALVE
	C.O. SEWER CLEAN OUT
	TELEPHONE MANHOLE
	OVERHEAD POWER LINES
	H.W. - HEADWALL
	POWERBOX
	STREET ADDRESS
	WATER LINE
	UNDERGROUND TELEPHONE LINE
	GAS LINE
	UNDERGROUND ELECTRICAL LINE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

Dean C. Olson

DEAN C. OLSON, RLS
GA RLS NO. 2806
email: dolson@gcsurvey.com

04/19/21

DATE

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE X; ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER # 130399. MAP NUMBER # 13135 C 0074 F DATED SEPTEMBER 29, 2006.

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER. LINEAR PRECISION OF TRAVERSE: 1/18,215. ANGULAR ERROR: 1" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/244,607. MATTERS OF TITLE ARE EXCEPTED.

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83. VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

LOCATION OF UTILITIES EXISTING ON OR SERVING THE SUBJECT PROPERTY IS DETERMINED BY OBSERVABLE EVIDENCE ONLY. THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTION AND SUBSURFACE CONDITIONS THAT ARE NOT VISIBLE OR RECORDED, THUS DEEMING THEM UNDETERMINED AND NOT SHOWN. THIS PLAT IS INTENDED FOR THE PARTIES STATED ON THE FACE OF SURVEY. USE OF THE SURVEY BY THIRD PARTIES IS AT THEIR OWN RISK.

CURRENT OWNER:
DAVID W. TYSON
D.B. 58590, PG. 634
P.B. C, PG. 15

DRAWN BY: MAN
CHECKED BY: DCO
FILE: 211 & 264 MCARTHUR
FIELD DATE: 4-14-20
DATE: 4-15-21
SCALE: 1"=30'

REVISIONS

Gaskins
ENGINEERING & SURVEYING • PLANNING • CONSULTING • CONSTRUCTION MGMT
www.gcsurvey.com LSP# 789

Marionette Office
1266 Powder Springs Rd
Marionette, GA 30064
Phone: (770) 424-1168

Lawrenceville Office
558 Old Norcross Rd Ste. 204
Lawrenceville, GA 30046
Phone: (770) 299-1005

Canton Office
147 Reinhardt College Pkwy
Ste. 3 Canton, GA 30114
Phone: (770) 479-9698

Newnan Office
4046 Ga. Hwy. 154, Ste. 109
Newnan, GA 30265
Phone: (770) 424-7168

BOUNDARY RETRACEMENT, UTILITY AND TOPOGRAPHICAL SURVEY FOR:

HIGHLAND RESIDENTIAL
#211 & #244 MCARTHUR STREET

LOCATED IN L.L. 146
5th DISTRICT,
CITY OF LAWRENCEVILLE
GWINNETT COUNTY, GA

Page 24

IMAGES:

XBRES:

Plotted on: Apr 19, 2021 - 11:16am
Drawing name: G:\Survey\BND\GWINNETT\05105_0146\211 & 264 MCARTHUR STREET\DWG\211 & 264 MCARTHUR STREET.DWG
Plotted By: Matt Noell

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83.
VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

LEGEND

	P.P. - POWER POLE
	L.P. - LIGHT POLE
	F.H. - FIRE HYDRANT
	M.H. - SANITARY SEWER MANHOLE
	W.M. - WATER METER
	RBS - REINFORCING BAR SET
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	OTF - OPEN TOP PIPE FOUND
	---O--- OVERHEAD POWER LINES
	---W--- WATER LINE
	---T--- UNDERGROUND TELEPHONE LINE
	---G--- GAS LINE
	---E--- UNDERGROUND ELECTRICAL LINE

CLERK OF THE SUPERIOR COURT
RECORDING INFORMATION

N ~ F
EQUITY TRUST COMPANY
D.B. 58310, PG. 353

GRID NORTH ~ GA. WEST ZONE

N ~ F
C.E. SMITH
D.B. 7275, PG. 225
P.B. C, PG. 15
P.B. 55, 158-A

N ~ F
DAVID W. TYSON
D.B. 58590, PG. 634
P.B. C, PG. 15
#211

N ~ F
DAVID W. TYSON
D.B. 58590, PG. 634
P.B. C, PG. 15
#264

McARTHUR STREET
RIGHT OF WAY
TO BE ABANDONED
0.09 AC.

3848 ±
LIMITS OF PUBLIC R/W

N89°03'17"W
28.22'

P.O.B.
N=1440048.05
E=2351804.90
N ~ F

250 MCARTHUR, LLC
D.B. 56773, PG. 357

*NOTE: FORMER RIGHT OF WAY
OF MCARTHUR STREET WAS
ABANDONED BY MAYOR AND
CITY COUNCIL OF THE CITY OF
LAWRENCEVILLE BY RESOLUTION
NO. RES-2020-28 ON
OCTOBER 26, 2020.

THE PROPERTY HEREON LIES COMPLETELY WITHIN A JURISDICTION WHICH DOES NOT REVIEW ANY PLATS OR THIS TYPE OF PLAT PRIOR TO RECORDING. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.



04/28/21

DEAN C. OLSON, RLS
GA RLS NO. 2806
email: dolson@gscsurvey

DATE



SCALE IN FEET

THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER; LINEAR PRECISION OF TRAVERSE: 1/18,215; ANGULAR ERROR: 1" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/276,076. MATTERS OF TITLE ARE EXCEPTED.

DRAWN BY: MAN
CHECKED BY: DCO
FILE: 211 & 264 MCARTHUR ST RW EX
FIELD DATE: 4-14-20
OFFICE DATE: 4-15-21
SCALE: 1"=30'

REVISIONS
#1 4-28-21: REVISE PER CLIENT

Gaskins
ENGINEERING • SURVEYING • PLANNING • CONSULTING • CONSTRUCTION MGMT
www.gscsurvey.com LSF# 789

Marietta Office
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Marietta, GA 30064
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Phone: (770) 479-9698
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4046 Ga. Hwy. 154, Ste. 109
Newnan, GA 30265
Phone: (770) 424-7168

RIGHT OF WAY EXHIBIT FOR:

HIGHLAND RESIDENTIAL
"McARTHUR STREET"

LOCATED IN L.L. 146
5th DISTRICT,
CITY OF LAWRENCEVILLE
GWINNETT COUNTY, GA.

Plotted on: Apr. 28, 2021 - 8:41am

Drawing name: Q:\Survey\BND\GWINNETT\05_0146\211 & 264 MCARTHUR STREET\DWG\211 & 264 MCARTHUR ST RW EX.dwg

Plot: Noel

Existing
Conditions Shown
on Survey
(additional copy
included on the
following pages.)

BOUNDARY RETRACEMENT SURVEY OF
77 EAST PIKE STREET
FOR
HIGHLANDS RESIDENTIAL, LLC
LOCATED IN CITY OF LAWRENCEVILLE
GWINNETT COUNTY, GA

Gaskins

Surveyors
1000 Peachtree Street, N.E.
Atlanta, Georgia 30309
Phone: 404.525.1234
Fax: 404.525.1235
www.gaskinsurvey.com

RECORDING
BOOK 1, 01/16/2020
PAGE 173
BOOK 2, 01/16/2020
PAGE 173
BOOK 3, 02/11/2020
PAGE 173
SEE NOTE RE: ADDITIONAL
57% MONUMENT FOUND
FIELD DATE: 5/11/2019
CREATED BY: BAY/COO
SCALE: 1"=30'

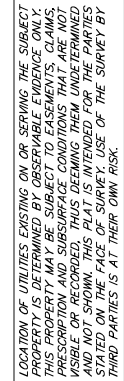
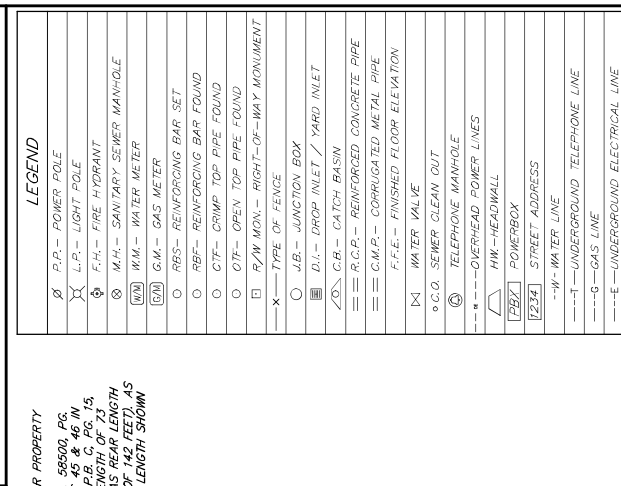
FILE: 02/09/2019/02.0146

GENERAL NOTES:

1. SURVEY OF THE PROPERTY SHOWN ON THE ATTACHED MAP IS A 200' WIDE STRIP OF LAND, 100' WIDE AND 100' DEEP, LOCATED AT THE INTERSECTION OF EAST PIKE STREET AND MARJORIE STREET, IN THE CITY OF LAWRENCEVILLE, GWINNETT COUNTY, GEORGIA. THE SURVEY WAS CONDUCTED BY GASKINS SURVEYING, LLC, ON 05/11/2019. THE SURVEY WAS PREPARED BY GASKINS SURVEYING, LLC, ON 05/11/2019. THE SURVEY WAS RECORDED IN BOOK 1, PAGE 173, OF THE 2020 RECORDS OF GWINNETT COUNTY, GEORGIA, ON 01/16/2020.
2. THE SURVEY WAS CONDUCTED BY GASKINS SURVEYING, LLC, ON 05/11/2019. THE SURVEY WAS PREPARED BY GASKINS SURVEYING, LLC, ON 05/11/2019. THE SURVEY WAS RECORDED IN BOOK 1, PAGE 173, OF THE 2020 RECORDS OF GWINNETT COUNTY, GEORGIA, ON 01/16/2020.
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AREA SUMMARY:

TRACT	AREA (AC)
TRACT 1*	2.005 AC
TRACT 2*	0.437 AC
TRACT 3*	0.156 AC
TRACT 4*	0.157 AC
TRACT 5*	0.254 AC
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ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 COLLECTOR OR RECEIVING RITE DATA FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.01 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

- 1.) HORIZONTAL DATUM IS NAD 83
VERTICAL DATUM IS NAD 88.
- 2.) THE NORTHING, EASTING, AND
ELEVATION OF THE STARTING POINTS
FOR THIS SURVEY WERE OBTAINED
UTILIZING A TRIMBLE 5800 GPS
RECEIVER WITH A TRIMBLE TS2
DATA COLLECTOR RECEIVING RTK
CORRECTIONS VIA A CELL PHONE
FROM THE EGPS SOLUTIONS REAL
TIME NETWORK. THE TECHNIQUE USED
WAS REAL TIME NETWORK OPERATED
MEASUREMENTS FROM THE TRIMBLE
RECEIVER. EGPS SOLUTIONS, INC. THE
RELATIVE POSITIONAL ACCURACY
OBTAINED ON THE POINTS UTILIZED
IN THIS SURVEY WERE 0.04 FT.
HORIZONTAL AND 0.02 FT. VERTICAL
AT THE 95% CONFIDENCE LEVEL.

Page 28

GPS NOTES:

1.) HORIZONTAL DATUM IS NAD 83.
VERTICAL DATUM IS NAVD 88.

2.) THE NORTHING, EASTING, AND ELEVATION OF THE STARTING POINTS FOR THIS SURVEY WERE OBTAINED UTILIZING A TRIMBLE 5800 GPS RECEIVER WITH A TRIMBLE TSC2 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A CELL PHONE FROM THE EGPS SOLUTIONS REAL TIME NETWORK. THE TECHNIQUE USED WAS RTK CORRECTED MEASUREMENTS FROM THE TRIMBLE VRS REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC. THE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POINTS UTILIZED IN THIS SURVEY WERE 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL AT THE 95% CONFIDENCE LEVEL.

LEGEND

	P.P. - POWER POLE
	L.P. - LIGHT POLE
	F.H. - FIRE HYDRANT
	M.H. - SANITARY SEWER MANHOLE
	W.M. - WATER METER
	RBS - REINFORCING BAR SET
	RBF - REINFORCING BAR FOUND
	CTF - CRUMP TOP PIPE FOUND
	OTF - OPEN TOP PIPE FOUND
	---O--- OVERHEAD POWER LINES
	---W--- WATER LINE
	---T--- UNDERGROUND TELEPHONE LINE
	---G--- GAS LINE
	---E--- UNDERGROUND ELECTRICAL LINE

CLERK OF THE SUPERIOR COURT
RECORDING INFORMATION

N ~ F
EQUITY TRUST COMPANY
D.B. 58310, PG. 353

GRID NORTH ~ GA. WEST ZONE

N ~ F
C.E. SMITH
D.B. 7275, PG. 225
P.B. C, PG. 15
P.B. 55, 158-A

N ~ F
DAVID W. TYSON
D.B. 58590, PG. 634
P.B. C, PG. 15
#211

N ~ F
DAVID W. TYSON
D.B. 58590, PG. 634
P.B. C, PG. 15
#264

McARTHUR STREET
RIGHT OF WAY
TO BE ABANDONED
0.09 AC.

3848 ±
LIMITS OF PUBLIC R/W

N89°03'17"W
28.22'

P.O.B.
N=1440048.05
E=2351804.90
N ~ F

250 MCARTHUR, LLC
D.B. 56773, PG. 357

*NOTE: FORMER RIGHT OF WAY
OF MCARTHUR STREET WAS
ABANDONED BY MAYOR AND
CITY COUNCIL OF THE CITY OF
LAWRENCEVILLE BY RESOLUTION
NO. RES-2020-28 ON
OCTOBER 26, 2020.

THE PROPERTY HEREON LIES COMPLETELY WITHIN A JURISDICTION WHICH DOES NOT REVIEW ANY PLATS OR THIS TYPE OF PLAT PRIOR TO RECORDING. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.



04/28/21

DEAN C. OLSON, RLS
GA RLS NO. 2806
email: dolson@gscsurvey

DATE



THIS PLAT IS PREPARED FROM A FIELD SURVEY USING A FIVE SECOND DIGITAL THEODOLITE AND ELECTRONIC DISTANCE METER; LINEAR PRECISION OF TRAVERSE: 1/18,215; ANGULAR ERROR: 1" PER POINT. THE TRAVERSE WAS ADJUSTED USING THE COMPASS RULE. LINEAR PRECISION OF THIS PLAT: 1/276,076. MATTERS OF TITLE ARE EXCEPTED.

DRAWN BY: MAN
CHECKED BY: DCO
FILE: 211 & 264 MCARTHUR ST RW EX
FIELD DATE: 4-14-20
OFFICE DATE: 4-15-21
SCALE: 1"=30'

REVISIONS
#1 4-28-21: REVISE PER CLIENT

Gaskins
ENGINEERING • SURVEYING • PLANNING • CONSULTING • CONSTRUCTION MGMT
www.gscsurvey.com LSF# 789

Marietta Office
1266 Powder Springs Rd
Marietta, GA 30064
Phone: (770) 424-7168

Lawrenceville Office
558 Old Norcross Rd Ste. 204
Lawrenceville, GA 30046
Phone: (770) 299-1005

Canton Office
147 Reinhardt College Pkwy
Ste. 3 Canton, GA 30114
Phone: (770) 479-9698

Newnan Office
4046 Ga. Hwy. 154, Ste. 109
Newnan, GA 30265
Phone: (770) 424-7168

RIGHT OF WAY EXHIBIT FOR:

HIGHLAND RESIDENTIAL
"McARTHUR STREET"

LOCATED IN L.L. 146
5th DISTRICT,
CITY OF LAWRENCEVILLE
GWINNETT COUNTY, GA.

Plotted on: Apr. 28, 2021 - 8:41am

Drawing name: Q:\Survey\BND\GWINNETT\05_0146\211 & 264 MCARTHUR STREET\DWG\211 & 264 MCARTHUR ST RW EX.dwg

Plot: Noel

Proposed Improvements





NAME: _____ No: _____ Date: _____

First ID:	Reviewed By:
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NAME: _____ NO: _____ DATE: _____

Proj id:	Reviewed By:
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Page 10 of 10

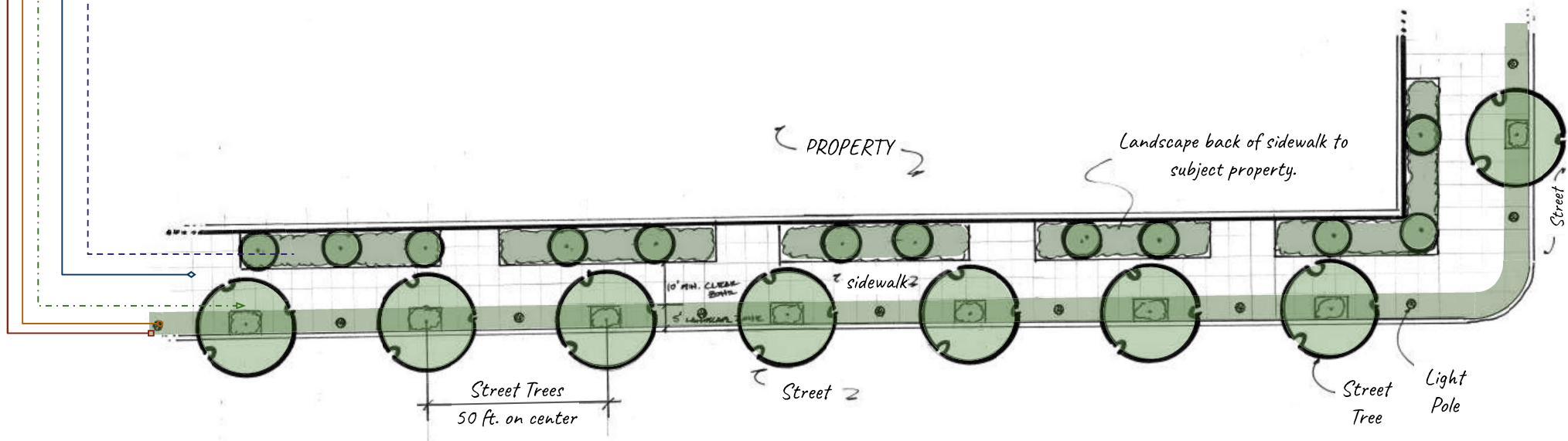
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CONCEPTUAL SITE PLAN - STREETSCAPE

1.

- 5 Foot Landscape Zone
- Light poles, 50 ft. on center
- Street trees, 50 ft. on center
- 8 - 10 Foot Sidewalk
- Landsaped zone to building

CONCEPTUAL STREETSCAPE



September 21, 2021

Proposed Conditions

PROPOSED STAFF CONDITIONS - #####:

Approval as OI (Office Institutional District) for a Retirement Community/Independent Living Facility, subject to the following enumerated conditions:

1. To restrict the use of the property as follows:
 - A. The proposed development shall be limited to a total of 150 multifamily residential units. The development shall be fenced and gated. The final site and building design shall be subject to review and approval of the Director of the Planning and Development Department.
 - B. The maximum building height shall be 65 feet.
 - C. Allow a 25-foot encroachment into the required front yard setback along East Pike Street and Buford Drive.
 - D. Maximum impervious surface requirement shall not exceed 80-percent.
 - E. The development shall be age-restricted to residents 55 years of age and older in accordance with the Housing for Older Persons Act.
2. To satisfy the following site development considerations:
 - A. The property shall be developed in general accordance with the submitted site rezoning site plan, dated September 7, 2021, with changes necessary to meet conditions of zoning, requirements of the Zoning Ordinance and/or Development Regulations, and other minor adjustments as may be approved by the Planning and Development Department.
 - B. The buildings shall be constructed in general accordance with the submitted elevations, dated September 21, 2021 with minor adjustments as may be approved by the Planning and Development Department.
 - C. Ingress/Egress to the subject property shall be limited to one point of access along East Pike Street and one point of access near the intersection of Jarman Street and McArthur Street. Each point of access shall meet City regulations as appropriate, including any dedication of Right-of-Way.
 - D. Parking spaces shall be approximately 190 total spaces, including required parking spaces for common space. Parking and driveway surfaces shall be paved and striped to City standards.
 - E. Elimination of a 10 foot landscape strip along all right-of-ways shall be permitted consistent with the submitted site rezoning site plan, dated September 7, 2021 with minor adjustments as may be approved by the Planning and Development Department. Internal and external landscaping and screening shall be subject to review and approval of the Planning and Development Department.

- F. The development shall abide by all applicable standards of the Development Regulations, unless otherwise specified in these conditions, the rezoning application, or through approval of a variance administratively or by the Zoning Board of Appeals, as appropriate.
- G. Ground Signage shall be limited to a maximum height of 6 feet and shall be setback from the right-of-way a minimum of 10 feet. The maximum sign display area shall be limited to 32 square feet. The supporting base and structure shall consist of brick, stone, or material similar to the primary structures. Fiber Cement Siding, Metal or Wood Post shall not be used on the supporting base and structure. Other signage will be allowed consistent with the submitted site rezoning site plan, dated September 21, 2021 with minor adjustments as may be approved by the Planning and Development Department. Subject to the review and approval of the Planning and Development Department.
- H. All grassed areas shall be sodded.
- I. The utilities internal to the development must be placed underground.
- J. No tents, canopies, temporary banners, streamers or roping decorated with flags, tinsel, or other similar material shall be displayed, hung, or strung on the site. No decorative balloons or hot-air balloons shall be displayed on the site. Yard and/or bandit signs, sign-twirlers, or sign walkers shall be prohibited.
- K. Lighting, other than streetscape lighting, shall be contained in cut-off type luminaries and shall be directed toward the property so as not to shine directly into adjacent properties or right-of-ways. Streetscape lighting along Buford Drive and East Pike Street shall be consistent with the minimum requirements of the City of Lawrenceville Zoning Ordinance, Article 6, Architectural and Design Standards, Section 603 Performance Standards-Lighting.
- L. Outdoor storage shall be prohibited.
- M. City dumpsters may be utilized for the entire development. Individual trash carts shall be prohibited within the development. Dumpsters shall be located in the side yard or rear yard area and outside of any required stream or zoning buffer a minimum of 5-feet. The dumpster shall be screened on all sides by a minimum 6-foot high masonry wall with access via an opaque gate. The project may incorporate a trash room inside the building.
- N. Dumpster Pad may be placed on concrete pads of sufficient size and strength to support the weight of service vehicles. The size of the pad shall not be less than 10 feet wide by 30 feet long. The project may incorporate a trash room inside the building.
- O. The owner shall repaint or repair any graffiti or vandalism that occurs on the property within 72 hours.
- P. The development shall be a gated community, with automated car access at all entrances/exits. The access gate system is required to be properly maintained and functional at all times, with any required repairs to be made in a timely manner. Fencing

along public right-of-way shall be wrought iron style type fencing with masonry columns spaced 25 feet. The building itself can function as a fence along the public right-of-way.

- Q. Unless provided underground, Stormwater Detention facilities shall be screened from view with double-row evergreen trees and shrubs. Final Landscape Plans shall be subject to the review and approval of the Planning and Development Department.

PROPOSED CONDITIONS - #####:

Approval of a Special Use Permit for a 150-unit Retirement Community/Independent Living Facility, subject to the following enumerated conditions:

1. To restrict the Special Use Permit as follows:

- A. The proposed development shall be limited to a total of 150 residential units. The final site and building design shall be subject to review and approval of the Planning and Development Department.
- B. Each multifamily living unit shall be accessed internally, via a double-loaded corridor (hallway), consisting of apartment units on both sides of the passage corridor.
- C. Interior unit features include stainless steel appliances and stone or quartz countertops.
- D. The development shall include outdoor amenities for residents including active common spaces that may include a community garden, covered pavilion and grilling areas. Interior amenities shall include a community room with bistro, cardio/fitness center, as well as additional areas for residential activity. The design and location of the amenities shall be subject to the review and approval by the Planning and Development Department.



LAWRENCEVILLE

GEORGIA

*The City of Lawrenceville
Planning & Development*

Location Map and Surrounding Zoning

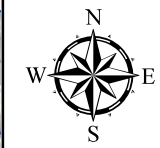
File #:
RZC2021-00030 & SUP2021-00053

Applicant:
Highlands Residential, LLC

Owner:
GA Gwinnett Lawrenceville Pike, LLC

Legend

-  Subject Properties
-  Parcels
-  Roads





LAWRENCEVILLE

GEORGIA

*The City of Lawrenceville
Planning & Development*

Location Map and Surrounding Zoning

File #:
RZC2021-00030 & SUP2021-00053

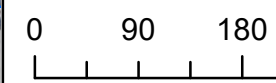
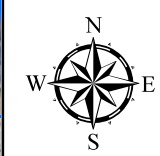
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Legend

- Subject Properties
- Parcels
- Roads





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Planning & Development

Location Map and Surrounding Zoning

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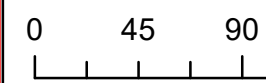
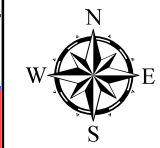
Owner:
GA Gwinnett Lawrenceville Pike, LLC

Legend

-  Subject Properties
-  Parcels

Zoning Districts

-  BG General Business
-  LM Light Manufacturing
-  OI Office Institutional
-  Roads





LAWRENCEVILLE

GEORGIA

The City of Lawrenceville
Planning & Development

Location Map and Surrounding Zoning

File #:
RZC2021-00030 & SUP2021-00053

Applicant:
Highlands Residential, LLC

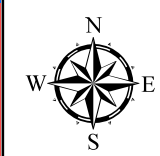
Owner:
GA Gwinnett Lawrenceville Pike, LLC

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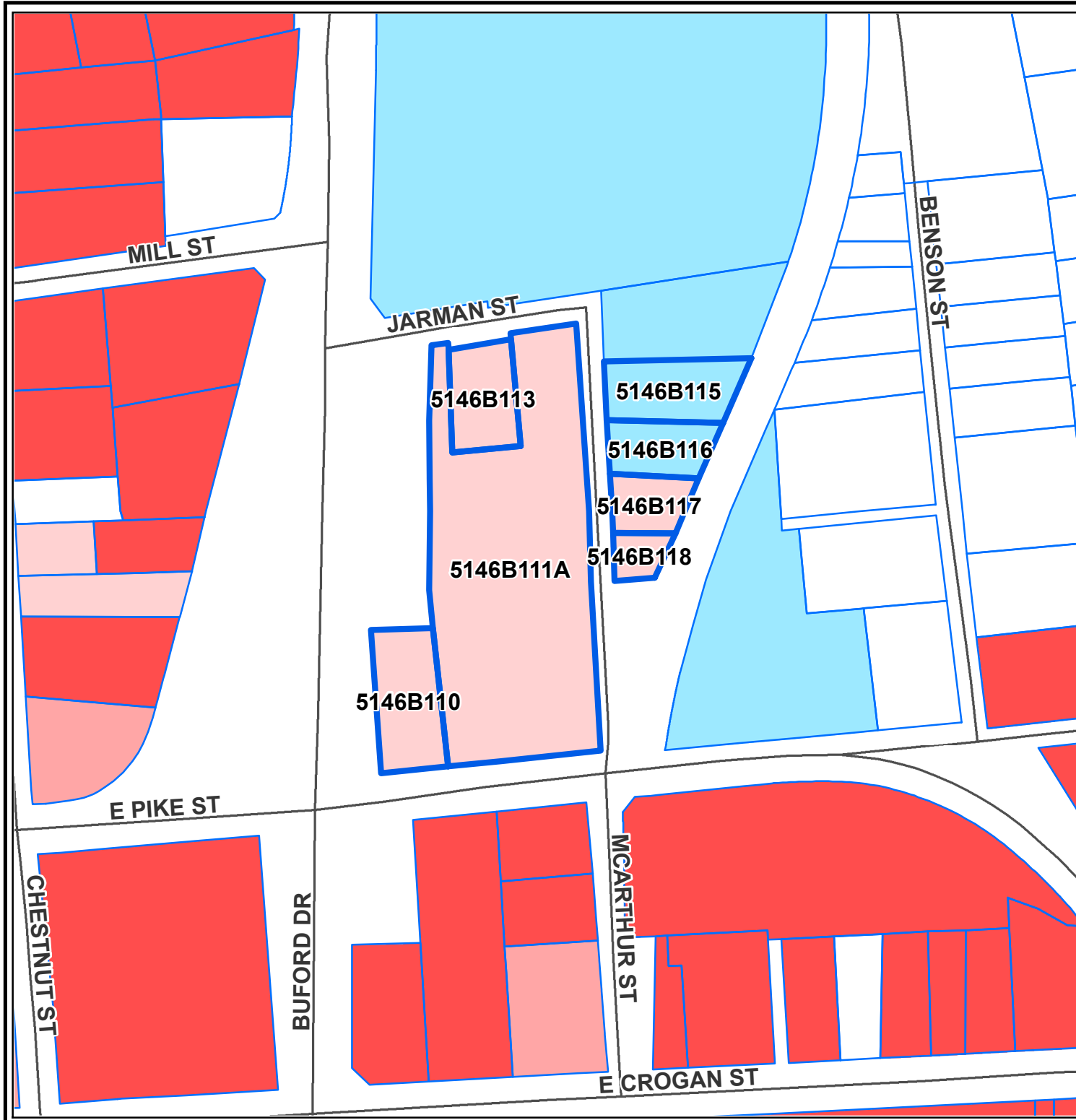
- Subject Properties
- Parcels

Zoning Districts

- BG General Business
- BGC Central General Business
- LM Light Manufacturing
- OI Office Institutional
- Roads



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LAWRENCEVILLE

GEORGIA

AGENDA REPORT
MEETING: PLANNING COMMISSION
AGENDA CATEGORY: NEW BUSINESS

Item: RZM2021-00010; Southeast Capital Land, LLC; 35 Gwinnett Drive, multiple parcels

Department: Planning and Development

Date of Meeting: Monday, November 29, 2021

Presented By: Todd Hargrave, Director of Planning and Development

Planning and Development Recommendation: Approval with Conditions

Summary: The applicant request rezoning of a 15.02-acre parcel assemblage from HSB (Highway Service Business District) and OI (Office Institutional District) to RM-8 (Townhouse Residence District) to allow a mixed-use development consisting of 92 attached and detached dwelling units resulting in a density of 6.12 Units Per Acre (UPA). The property is located at the eastern intersection of West Crogan Street and Gwinnett Drive. The site is developed with multiple buildings consisting of a variety of commercial/retail, multifamily and office related uses. The existing buildings would be demolished, and the property would be redeveloped.

Attachments/Exhibits:

- RZM2021-00010 Report
- RZM2021-00010 Planning and Development Recommendations
- RZM2021-00010 Attachments

**CITY OF LAWRENCEVILLE
PLANNING AND DEVELOPMENT DEPARTMENT
REZONING**

CASE NUMBER: RZM2021-00010

APPLICANT: SOUTHEAST CAPITAL LAND, LLC

CONTACT: MUSKOKA LAKES LLC, CITY OF LAWRENCEVILLE,
CROGAN STREET – JLC LLC AND DOWNTOWN
DEVELOPMENT AUTHORITY

PHONE NUMBER: 912.355.1311 EXT. 103

LOCATION: 742 COLLINS HILL ROAD

PARCEL ID: R1543 176, R1543 177, R5143 178, R5143 183,
R5143 184, R 5143 185, R 5143 188, R5143 178,
R5143 227, R5142 272, AND FAIR STREET (RIGHT-
OF-WAY)

ACREAGE: 15.02

ZONING PROPOSAL: HSB (HIGHWAY SERVICE BUSINESS DISTRICT) AND
OI (OFFICE INSTITUTIONAL DISTRICT) TO RM-8
(TOWNHOUSE RESIDENTIAL DISTRICT)

PROPOSED DEVELOPMENT: MIXED-USE DEVELOPMENT

DEPARTMENT RECOMMENDATION: **APPROVAL WITH CONDITIONS AS
CMU (COMMUNITY MIXED-USE DISTRICT)**

ZONING HISTORY:

In 1970, the subject properties were zoned RS-120 (Single-Family Residence District); The subject properties have been zoned HSB (Highway Service Business District) and OI (Office Institutional District) since 1985.

PROJECT DATA

The applicant request rezoning of a 15.02-acre parcel assemblage from HSB (Highway Service Business District) and OI (Office Institutional District) to RM-8

(Townhouse Residence District) to allow a mixed-use development consisting of 92 attached and detached dwelling units resulting in a density of 6.12 Units Per Acre (UPA). The property is located at the eastern intersection of West Crogan Street and Gwinnett Drive. The site is developed with multiple buildings consisting of a variety of commercial/retail, multifamily and office related uses. The existing buildings would be demolished, and the property would be redeveloped.

The submitted plan and Letter of Intent proposes 65 townhouse units and 27 single-family dwellings, consisting of two and three-stories, ranging in height from 35 feet to 40 feet, a unit/dwelling width ranging from 18 feet to 25 feet. Additionally the plan proposes 15 of the townhouse units would be constructed with a one-car garage and parking pad, which would be limited to the 18 foot wide sideyard and special townhouse units. The remaining units/dwellings consist of two-car garages. Based on the submitted site plan it appears all unit/dwelling garages would be accessed via a 30 foot wide private alley (rear entry) as measured from building to building (see attached Street Sections). In additions all facades of the proposed units/dwellings would be adjacent to either a 50 foot public right-of-way (see attached Street Sections) or green/common space. In addition, exterior architectural treatments for townhouses and single-family dwellings would be a combination of brick, board and batten, lap siding and stucco materials. Side and rear elevations would consist primarily of siding with a masonry water table.

Project access would be provided from each major street bounding the site: West Pike Street and Gwinnett Drive. An internal street network would be developed with public right-of-way, private drives and alleys (utility easements) serving the single-family homes and townhomes. A total of 315 parking spaces are indicated on the site plan consisting of both garage and on-street parking intended to serve the overall development. Pedestrian connectivity would extend through the entire development, connecting with the required 5 foot sidewalks along West Crogan Street and Gwinnett Drive. As proposed the plan would not only provide pedestrian connectivity within the development, but to the Downtown Entertainment District as well. Additionally, the design would include approximately 13 buildable acres (13.4%) of Green/Common Area, into the overall design as a public green/common space.

The City of Lawrenceville 2040 Comprehensive Plan and Future Development Map indicate the subject property is located within the Downtown Character Area. This Character Area is the highest intensity district in terms of its density and mixture of uses, particularly because it supports a live-work-play lifestyle, with a variety of housing, options within close proximity to employment and entertainment options. The project introducing housing options and density a short distance from the downtown square could be considered to be consistent with the updated City's

Livable Centers Initiative (LCI) Plan, therefore further supporting the requested rezoning.

In conclusion, the requested rezoning is essentially a request to eliminate the minimum standards for the RM-8 and CMU zoning classifications (see attached Letter of Intent). However, the proposal could be considered consistent with the purpose of the CMU Community Mixed-Use District, which is to promote complementary groupings of small-scale mixed-use buildings that are within walking distance and compatible with the surrounding neighborhood. It is the intent of this district to provide for diverse housing options to accommodate multigenerational communities within a range of residential building forms, lot sizes, dwelling sizes and neighborhood-oriented retail, services, and low-intensity office uses that are within convenient walking distances. Given the aforementioned factors, the Planning and Development Department recommends **APPROVAL AS CMU (COMMUNITY MIXED DISTRICT) WITH CONDITIONS** of the requested rezoning.

CITY OF LAWRENCEVILLE DEPARTMENT COMMENTS:**ENGINEERING DEPARTMENT**

No comment.

ELECTRIC DEPARTMENT

No comment.

GAS DEPARTMENT

The city has a gas main on the property along W Crogan and Gwinnett Dr. with ample capacity to serve the development.

DAMAGE PREVENTION DEPARTMENT

No comment.

CODE ENFORCEMENT

No comment.

STATE CODE 36-67-3 (FMR.) REVIEW STANDARDS:

- 1. Whether a zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**

The immediate surrounding area includes a commercial, institutional, office and residential developments and zoning. The site is surrounded by developed and undeveloped commercial/retail, institutional and residential properties. A mixed-use development could be suitable in view of the uses and zoning of adjacent and nearby property

- 2. Whether a zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

The Central Block proposal emphasizes the highest design and quality, regardless of cost. As proposed, if properly conditioned with an emphasis on design and quality, regardless of cost the development could potentially have positive impacts on adjacent and nearby properties for years to come.

- 3. Whether the property to be affected by a zoning proposal has a reasonable economic use as currently zoned;**

The property has a reasonable economic use as currently zoned.

- 4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;**

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.

- 5. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Plan;**

Policies of the City are intended to provide a transition from suburban-style development to a more mixed environment of higher density developments. Positive redevelopments with an emphasis on worth could improve the quality of life for those wanting to live near Downtown, as well as the entire community.

- 6. 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 zoning proposal;**

The request represents an opportunity to redevelop a large tract of underutilized land in close proximity to Downtown Entertainment District, in support of the

goals of the 2040 Comprehensive Plan and updated City’s Livable Centers Initiative (LCI) Plan.



LAWRENCEVILLE

REZONING APPLICATION

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Southeast Capital Land, LLC, by</u>	NAME: <u>SEE ATTACHED</u>
ADDRESS: <u>2849 Paces Ferry Road., Suite 625</u>	ADDRESS: _____
CITY: <u>Atlanta</u>	CITY: _____
STATE: <u>GA</u> ZIP: <u>30339</u>	STATE: _____ ZIP: _____
CONTACT PERSON: <u>Kimball D. Robinson/Jay Clark</u> PHONE: <u>(404) 504-0512</u>	
* If multiple property owners, each owner must file an application form or attach a list, however only one fee. Multiple projects with one owner, must file separate applications, with separate fees.	
PRESENT ZONING DISTRICT(S): <u>HSB + OI</u> REQUESTED ZONING DISTRICT: <u>RM-8</u>	
PARCEL NUMBER(S): <u>SEE ATTACHED</u> ACREAGE: <u>15.022 acres</u>	
ADDRESS OF PROPERTY: <u>SEE ATTACHED</u>	

SIGNATURE OF APPLICANT

DATE

Jay Clark

TYPED OR PRINTED NAME



NOTARY PUBLIC

DATE

10-19-21

SIGNATURE OF OWNER

DATE

Chuck Warbington *11/14/21*

Chuck Warbington

TYPED OR PRINTED NAME

NOTARY PUBLIC

DATE



LAWRENCEVILLE

GEORGIA

REZONING APPLICATION

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Southeast Capital Land, LLC, by</u>	NAME: <u>SEE ATTACHED</u>
ADDRESS: <u>2849 Paces Ferry Road., Suite 625</u>	ADDRESS: _____
CITY: <u>Atlanta</u>	CITY: _____
STATE: <u>GA</u> ZIP: <u>30339</u>	STATE: _____ ZIP: _____
CONTACT PERSON: <u>Kimball D. Robinson/Jay Clark</u> PHONE: <u>(404) 504-0512</u>	
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PARCEL NUMBER(S): <u>SEE ATTACHED</u> ACREAGE: <u>15.022 acres</u>	
ADDRESS OF PROPERTY: <u>SEE ATTACHED</u>	

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF OWNER

DATE

TYPED OR PRINTED NAME

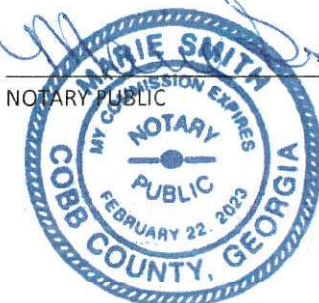
TYPED OR PRINTED NAME

NOTARY PUBLIC

DATE

NOTARY PUBLIC

DATE



Tract	Address	Parcel ID	Owner
1	35 Gwinnett Drive	R5143 188	D H Davis Properties LLC
2	73 Gwinnett Drive	R5143 185	Muskoka Lakes LLC
3	75 Gwinnett Drive	R5143 291	City of Lawrenceville Georgia
4	79 Gwinnett Drive	R5143 184	Crogan Street - JLC LLC
5	503 Gwinnett Drive	R5143 183	Crogan Street - JLC LLC
6	512 West Crogan Street	R5143 176	Downtown Development Authority of TH
7	516 West Crogan Street	R5143 177	City of Lawrenceville
8	534 West Crogan Street	R5143 178	Crogan Street - Clark LLC
9	Gwinnett Drive	R5143 227	City of Lawrenceville Georgia
10	Gwinnett Drive (Nash Ext)	R5142 272	City of Lawrenceville Georgia
11	Fair Street ROW	N/A	City of Lawrenceville, Georgia



LAWRENCEVILLE

GEORGIA

NOTIFICATION REQUIREMENTS

Written Notification

The applicant is required to notify all adjoining property owners (including those across any streets) of their intention to rezone the property. The notification shall be sent by Certified Mail and be postmarked no later than the published deadline contained in the Rezoning Schedule. A sample notification letter is provided at the end of this packet.

The written notice shall include:

- 1. Rezoning case number
- 2. Dates, times and place of public hearings
- 3. Copy of the application
- 4. Applicant contact information
- 5. Letter of Intent
- 6. Site plan
- 7. Vicinity map

Proof that the notifications were mailed as required must be delivered to the Planning Department as soon as is feasible, but no later than 12:00 p.m. (noon) on the Wednesday prior to the Planning Commission meeting. Failure to submit the required proof of mailing will result in the application being tabled to the next month's meeting.

Notification Sign

The applicant is required to post a notification sign (provided by the Planning Department) in a clearly visible location on the property, at or near the public street, no later than the published deadline contained in the Rezoning Schedule. It is the responsibility of the applicant to insure that the notification sign remain on the property throughout the rezoning proceedings. (COPY TO BE GIVEN TO APPLICANT)

CASE NUMBER

Jay Clark, on behalf of
Southeast Capital Land, LLC

AKNOWLEDGED BY (PRINT NAME)

11/1/2021

DATE



SIGNATURE

Letter of Intent **Central Block**

I. Project Summary

This application requests the rezoning of an assemblage of properties from the Highway Service Business (HSB) and Office/Institutional (OI) zoning districts to the RM-8 zoning district for redevelopment with a mix of residential uses. This application also asks for several variances from the City of Lawrenceville Zoning Ordinance, as detailed in the attached list of variances. The zoning is intended to be a site specific zoning. Where any architectural standard, building height, minimum lot size, setback/building to line, dimensional standard, sidewalk, parking or signage requirement of the Zoning Ordinance conflicts with the submitted Lawrenceville Central Block Architecture Patterns & Specifications booklet dated October 26, 2021 (the “Pattern Book”) or architectural renderings and elevations, the Pattern Book shall govern, with further review by the Planning and Development Director.

As detailed on the site plan, the development will include 65 townhome dwelling units and 27 single family homes for a total of 92 residential dwelling units. Each home will include a garage for parking and an aggregate of 315 parking spaces are proposed in a combination of garage and guest parking spaces. Vehicular access to the development will be provided from West Crogan Street and Gwinnett Drive.

II. Standards for Rezoning

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

Central Gwinnett High School is located immediately across the street from the project. Edward Jones financial planning office and Lawrenceville Dental Associates offices are located immediately adjacent to the project along Gwinnett Drive to the south and east. The Gwinnett Habitat for Humanity and Lawrenceville Co-Op Ministry are also located immediately adjacent to the south and east of the project. Lawrenceville Elementary School is located a bit farther south and east of the project. Immediately across Lawrenceville Highway to the north and west is Randy’s Nursery along with several single family residential uses. Gwinnett County offices, including the Judicial Center, are located in close proximity to the project to the east and north. Additionally, the project is located in close proximity to Lawrenceville’s downtown area that includes a variety of uses. The adjacent and nearby property includes a mix of public education, government, office, institutional, commercial and residential uses. The proposed residential project will be additive to the development fabric and 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 and usability of adjacent or nearby property.

As mentioned above, the adjacent and nearby properties include various uses including two public schools, several Gwinnett County offices, commercial, office and residential uses. The

proposed rezoning will not adversely affect the existing use and usability of the adjacent and nearby property. To the contrary, the rezoning will facilitate a development that will be complementary to the area.

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

The assemblage of properties are currently zoned HSB and OI and contain varying levels of improvements. While redevelopment may be possible under the current respective zoning districts, development of a different type and scale is more appropriate. Considering the recently completed extension of Nash Street, proximity to Lawrenceville's downtown, other nearby residential developments and the 2017 Downtown Master Plan LCI, the economic use of the property is misaligned with demand. The 2017 Downtown Master Plan LCI has designated the area where the project is located as an area for increased residential density that includes townhomes. Rezoning to accommodate development of the project presents a unique opportunity to add residential uses in an area where there is significant demand and where such uses are planned. As a result, the economics are significantly impaired 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.

Conversion of the property from HSB and OI zoning will not create an excessive or burdensome use of existing streets, transportation facilities or schools. The zoning change would downzone the property to provide a less intense use than the current zoning of the property permits. By extension, the use of existing streets, transportation facilities and utilities is expected to be less than the current zoning. Although the change from a nonresidential zoning to a residential zoning district will have an impact on schools, the scale of the project is not expected to create an adverse impact.

E. Whether the proposed rezoning is in conformity with the policy and intent of the Comprehensive Plan.

The project is located in the Downtown Character Area of the 2040 Comprehensive Plan. Various residential uses, including attached and detached homes and townhomes, are considered appropriate land uses in the character area. A stated implementation policy of the character area is to encourage a mixture and concentration of residential, among other uses, at key locations to encourage walking and biking to everyday needs. The project is at a key location between at least two schools and downtown Lawrenceville that includes various Gwinnett County offices and a mix of other everyday uses. The location of the project will allow for pedestrian patronage to many of the uses. The project proposed by this application is in conformity with the policy and intent of the comprehensive plan.

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 rezoning of the property will enable a housing development within Lawrenceville's core, where housing options are desired and lacking. The change in zoning to allow a residential development supports approval of the proposed rezoning.

List of Variances
Lawrenceville – Central Block Project

I. Variance Requests from RM-8 Standards:

1. Variance from Section 102.5(B) Lot Development Standards:
 - a. Reduce minimum unit width from 20 feet to 18 feet;
 - b. Reduce external minimum front setback from 25 feet to 15 feet;
 - c. Reduce external minimum side setback from 20 feet to 5 feet;
 - d. Increase impervious surface maximum lot coverage from 40% to 100%;
 - e. Increase maximum building height from 35 feet to 40 feet;
 - f. Allow garden walls and hardscape to encroach in setback areas;
 - g. Delete the provision that duplexes are prohibited; and
 - h. Replace the 20 foot double-car garage requirement to allow an 18 foot minimum unit width with a single car garage and parking pad.
2. Variance from Section 102(D) – Architectural Standards: Delete the listed standards and replace with architectural standards provided in the pattern book.
3. Variance from Section 102.5(E) – Development Standards:
 - a. 102.5(E)(1) – Variance to allow vehicles to be parked in guest parking spaces as shown on the master plan instead of on an approved hard surface;
 - b. 102.5(E)(2) – Variance to allow internal yard to be grassed, landscaped or hardscaped and delete the requirement that the internal yard be a 20 foot grassed or landscaped strip;
 - c. 102.5(E)(3) – Variance to reduce the minimum number of units in each row of townhouses from three to two;
 - d. 102.5(E)(4) – Variance to delete the listed private drive requirements and replace with those in the provided street sections;
 - e. 102.5(E)(7) – Variance to delete provision to allow front entry units with the approval of a special use permit and prohibit front entry units in the project;
 - f. 102.5(E)(8) – Variance to reduce the two-car garage requirement to a one-car garage requirement and to add the requirement for an on-lot parking pad;
 - g. 102.5(E)(9)(b) – Variance to delete the 18-foot alley width requirement and replace with the widths as provided on the street sections;
 - h. 102.5(E)(9)(c) – Variance to reduce the 20 feet distance requirement to 5 feet;
 - i. 102.5(E)(9)(d) – Delete the requirement for two external parking spaces and allow off-site guest parking in lieu of driveway parking;
 - j. 102.5(E)(11) – Variance to delete the requirement that the architectural fronts be staggered;
 - k. 102.5(E)(12) – Variance to allow sidewalks per the provided street sections;
 - l. 102.5(E)(14) – Variance to allow driveway access to be provided per the plans to allow all driveways access to alleys or community roads;
 - m. 102.5(E)(15) – Variance to delete the minimum car stacking lane required at mail kiosk; and

- n. 102.5(E)(16) – Variance to delete the requirement that dumpsters are screened from all units and not visible from right of way to allow dumpsters and recycle bins to be located in alleys.
- 4. Section 102.5(G)(2) – Variance to amend the 15% requirement of the net project area for green/common space to allow the percentage of green/common space of net project acreage as shown on the master plan.
- 5. Section 102.5(G)(3) – Variance to delete “from at least three points of entry by sidewalks” and to allow the master plan to control accessibility to the green/common space.
- 6. Section 102.5(G)(4) – Variance to delete provision.
- 7. Section 102.5(G)(4)(a) – Variance to allow the minimum size to be based on the master plan.

II. Variance request from Section 200 - Supplemental and Accessory Use Standards:

- 1. Section 200.3.1.A.2. – Variance to increase maximum height from 18 feet to 25 feet.
- 2. Section 200.3.1.A.3. – Variance to increase maximum coverage from 400 feet to 500 feet and variance to increase special use approval threshold from 400 feet to 500 feet.
- 3. Section 200.3.1.A.5. – Variance to delete provision and permit construction of accessory buildings and structures to comply with the provided architectural pattern book and specifications.
- 4. Section 200.3.33.1 – Variance to increase the wall and fence height from 4 feet to 5 feet.
- 5. Section 200.3.33.4(A) – Variance to delete this provision.

III. Variance Request Section 403 – Buffers Table: Variance to reduce all CMU buffer requirements to 20 feet from adjacent property per the master plan.

IV. Variance Request Section 501 – Vehicle Parking Area:

- 1. Section 501(A)(5) – Variance to include ability to park in guest parking spaces.
- 2. Section 501(A)(7) – Variance to reduce 15 feet requirement to 3 feet.

V. Variance Request Section 503 – Paving of Surfaces: Variance to include the CMU zoning district as one of the districts eligible for gravel parking.

VI. Variance Request Section 504 – Residential Parking and Driveways:

- 1. Section 504(A)(4) – Variance to delete “...and may not extend along the street in a parallel fashion.” and replace “...or as close to perpendicular as practicable.”
- 2. Table 5-3: Number of Off-Street Parking Spaces Required – Variance to reduce the 4 total parking spaces requirement per dwelling unit to the 2 spaces per dwelling unit as otherwise listed in the CMU requirements and to allow on-street and off lot shared guest parking at one space per each dwelling unit.

VII. Variance Request Section 509 – Off-Street Parking Design and Maintenance:

1. Section 509(A)(1) – Variance to delete screening requirements and to permit all off-street guest parking to be located in alley.
2. Section 509(A)(2) – Variance to delete this provision.

VIII. Variance Request Section 601 – Residential Minimum Architectural and Design Standards:

1. Section 601(A)(1)(a) – Variance to delete this provision.
2. Section 601(A)(1)(b) – Variance to delete this provision.
3. Section 601(A)(1)(c) – Variance to add “per pattern book and specifications.”
4. Section 601(A)(2)(a) – Variance to delete “architectural style”, to allow roofing material to be either shingles and/or metal roofing and to add “per pattern book and specifications”.
5. Section 601(A)(2)(c) – Variance to delete provision and replace with the setbacks and encroachments per CMU lot development standards in Section 102.9(C) as written herein.

IX. Variance Requests Section 702.4 – Ground Sign – Residential Subdivision Sign:

1. Section 702.4 – Variance to increase maximum height of sign structures from 6 feet to 8 feet.
2. Section 702.4(A) – Variance to delete provision to permit materials to comply with those provided in the architectural pattern book and specifications.

X. Variance Request from Section 702.6 – Temporary Sign: Section 702.6(A)(3)(b) – Variance to remove the 14 day requirement and replace with allowing temporary signs for real estate marketing to be allowed for the duration of the sales effort until all units are sold in addition to the requirements of Section 704.

CMU Zoning District

I. Variance requests from CMU Standards:

1. Section 102.9(B)(1) – Variance to allow 100% residential uses as opposed to mixed uses per the table.
2. Section 102.9(B)(2) – Variance to delete the requirement that CMU developments include single-family detached dwellings on the various lot sizes and multifamily housing to instead allow only single-family detached dwellings on 3,000 to 8,000 square foot lots and in accordance with the RM-8 Standards as varied herein.
3. Section 102.9(C) – Variance to delete the Project Area Standards table and replace it with the following:

Front Setback	15 feet
Side Setback	5 feet
Rear Setback	5 feet
Side Corner Lot	15 feet
Porch Encroachment	10 feet
Roof Eave Encroachment	2 feet
Architectural Feature Encroachment	3 feet
Road Frontage	Per the master plan

4. Section 102.9(F) – Variance to allow green/common space to be consistent with what is provided on the master plan as opposed to the listed requirements.
5. Section 102.9(F) – Variance from this section to allow all connectivity to be based upon the master plan.
6. Section 102.9(G)(1) – Variance to allow pervious paving materials such as crushed slate for selected sidewalks.
7. Section 102.9(H) – Variance to allow all access easements and inter-parcel access to be provided per the master plan.
8. Section 102.9(I)(1)(a)(i) – Delete the parking requirements for non-residential uses in the project.
9. Section 102.9(I)(1)(a)(ii) – Variance to increase the number of parking spaces from 1.5 spaces per dwelling unit to two spaces and to allow on-street and off lot shared guest parking at one space for each dwelling unit.
10. Section 102.9(I)(1)(b) – Variance to allow all off-street parking to be based on the master plan.
11. Section 102.9(J)(5) – Variance to allow landscape strips to be based upon the provided street sections.
12. Section 102.9(N)(3)(a) – Variance to delete the requirement that doors and entrances face public sidewalks and replace with the requirement that they are architecturally indicated.

- II. **Variance request from Section 103.2 – Use Table:** Variance to permit Accessory Buildings and Structures in the CMU zoning district.





Area
Total Area - 15.02 Acres
Buildable Area - 13 Acres +/-
Density - 7 units (All Types) per Acre

Summary - 92 Total Units	
65 - Townhouse Units (Two-Car Garage, Alley Loaded)	
23 - 22'x42' Townhouse	
17 - 22'x50' Townhouse	
7 - 22' Sideyard Townhouse	
10 - 25'x35' Townhouse	
8 - Special Townhouse	
27 - Single Family Houses (Two-Car Garage, Alley Loaded)	
315 - Parking Spaces	
210 - On Lot (Two-Car Garage)	
105 - Guest Parking (On Street/Off Lot)	

Key:

- | | | | |
|--|--------------------------|--|------------------------|
| | Mailbox Kiosk / Pavilion | | 22' Sideyard Townhouse |
| | Single Family House | | 25' x 35' Townhouse |
| | 22' x 42' Townhouse | | Special Townhouse |
| | 22' x 50' Townhouse | | |



Conceptual 3-15-21 (Revised 11-8-21) **The Central Block Project**
Lawrenceville, Georgia



RZM2021-00010
Received: November 8, 2021
Planning and Development Department



Lawrenceville
central block
Architecture Patterns
& Specifications

Prepared for
Southeast Capital Companies

Prepared by
Rhinehart Pulliam & Company
Edwin A. Rhinehart, AIA
Robert H. Pulliam

10.26.2021



Rhinehart Pulliam & Company
LLC



Lawrenceville
central block
Architecture Patterns
& Specifications

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Lawrenceville Central Block



The neighborhood plan for the Central Block is unique for many reasons. Its most obvious quality centers around its strong community-based design that is intended to serve and appeal to people at all life stages—from single adults to young families to down-sizing seniors. This quality is strengthened by its focus on integrating different housing types throughout the development, whether they be in pocket neighborhoods, around the circle, or on the tree-lined streets.

Learning from Cul-de-sacs

In a National Association of Realtors study of consumer preference, 88% of homebuyers expressed a sentiment that the neighborhood was more important than their potential house when it came to purchasing influence (New Urban News, December 2011, p6). This represents a long developing trend toward disaffection with the largest model of residential development—primarily suburban sprawl, specifically cul-de-sac style development. It represents a growing awareness that neighborhood and community play a key role in domestic life. It represents change. However, it also poses questions concerning what, if anything, can be learned from sprawl or, more appropriately, life in a cul-de-sac.

Communities form regardless of where they are. It's a fact of human nature. In typical suburban subdivisions, the cul-de-sac is the definitive urban design feature. It marks a hub of neighbors. It's not too big, nor is it too small. Most residents in a cul-de-sac's immediate vicinity know each other and rely on each other as neighbors often do. Neighbors may be friends, or they may be mere acquaintances, but the fact that they live in close proximity unites them through the strong bond of common territory. These things are the seeds of community. Neighbors watch over an absent neighbor's house. They do everything from collect mail to call emergency services should something go wrong. They feed the dog. They help in all the million little things that are a part of life.

The problem with conventional development is that contemporary neighborhoods are designed for the car. A moving car is inherently hostile to humans, especially children. The scale

of a road dwarfs that which is required for humans. And asphalt, the paved surface necessary for cars, is alien to what humans find comforting: grass, well-beaten paths, and gardens. Cul-de-sacs make poor human environments; however, the human need for community will attempt to subvert any obstacle thrown in its path. On any given Friday afternoon, neighbors will drag their backyard grills into cul-de-sacs. They bring their camping chairs to the very lip of their driveways. Sometimes tent-like camping pavilions are erected in the center of a cul-de-sac's asphalt circle—all in the name of interacting with the neighbors in an environment that is scaled to the car—an environment that creates concrete gulches between houses and where casual encounters between neighbors is harder than making a purposeful phone call.

This environment is inherently confused. It is scaled for the car but invaded by humans. The irony is that many move to suburbia because of the perceived safety of gated communities and dead-end cul-de-sacs. The awful truth is that more children are killed each year by their own parents backing over them while trying to navigate out of their driveway than are hit by cars in inner city neighborhoods. Suburban roads are built for cars but superimposed over the insatiable human activities of community.

The way forward is the simple proposition that human activities ought to be distinguished from automotive activities; where they intersect, care must be taken to segregate them. An essential corollary is that neighborhoods should be tailored for neighbors to meet and socialize—these places ought to be built in favor of humans over cars. These neighborhoods should not only be scaled appropriately but sized appropriately—not only should the greenways, gardens, and walkways that connect houses be the right scale for humans, but the houses that make up a neighborhood should suit the creation of such a community.

Recent practice suggests that the typical number of houses in a cul-de-sac is, in fact, not a bad thing. It's probable that these collections of neighbors around a concrete circle grow as a sub-community until their essential social function starts to break down—they self-organize until they get too big to be of use. Then they splinter. In most human communities—even across

cultures—this magic number is somewhere between four and sixteen dwellings. The Japanese call it muko sangen ryo donari—three houses across the way and the ones to either side (Chapin, p8). A small self-contained community in the Cotswolds might be called a hamlet. In today's America, we call it our next-door neighbors (even if some are, in fact, as far as two or three doors over). These are the neighbors that you can visually point to from your doorstep.

Creating a built environment that caters to this essential human need is, indeed, a better way to build neighborhoods. Instead of communities forming in neighborhoods built for cars, let's provide neighborhoods built for people. Instead of building neighborhoods populated with a hundred houses or more, let's build next-door neighborhoods that are sized for how we use them. Serendipitous communities will form either way, but one will be safer and offer far more contentment than the other.

Pedestrian-Friendly Design

The Central Block is a walkable neighborhood. Sidewalks, pathways, and trails provide residents the opportunity to traverse the entire development on foot. In scale, the entire neighborhood is designed around the human, not the automobile. Streets are narrow with sidewalks wide enough for a pair of people to walk abreast. The sidewalks are insulated from traffic by landscape strips with street trees and, in many cases, on-street parking. By creating pocket neighborhood areas fronted by common pedestrian greens, the various neighborhoods are scaled to humans. Walkways, garden walls, and shared open spaces all function to serve humans, not cars. With deference to the pedestrian, the neighborhood has ample vehicle circulation and parking within the community's many alleys and alley parking spaces.

With these characteristics, the Central Block Development will strive to provide a more human scale of architecture, hopefully de-emphasizing the car, and thereby more directly connecting the residents and neighbors. This will be accomplished at all levels of the neighborhood's design—from the land planning of the residences and the common spaces to the architectural styles and the smallest detail. The following pages demonstrate our design intent and commitment to quality neighborhoods and thus the human experience.



A typical Traditional Neighborhood Development

Architecture

The purpose of this section of the Master Plan is to help establish a consistent architectural vision for the residential neighborhoods of the Central Block. We have taken care to balance all of the complexities associated with contemporary development with the need to express an architectural point of view. The intent of these guidelines is to set the neighborhood above other developments in design quality and to establish an unmistakable sense of place that will sustain residents' pride in their community and keep drawing visitors to experience this unique place.

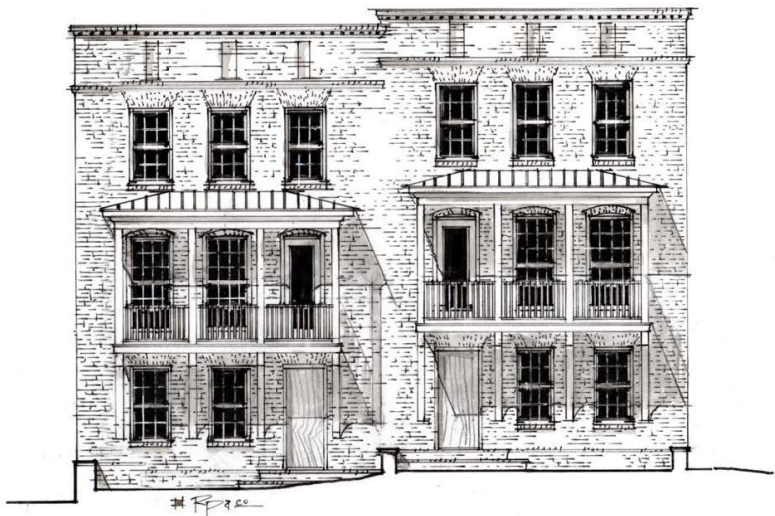
Places over Time

The Central Block is envisioned as a place that is not frozen in a stylistic time period; rather the hope is that it will feel like a place that has been allowed to grow naturally over time. In this light, its architectural styles are varied and diverse, just as a real neighborhood would be after a hundred years of maturity.

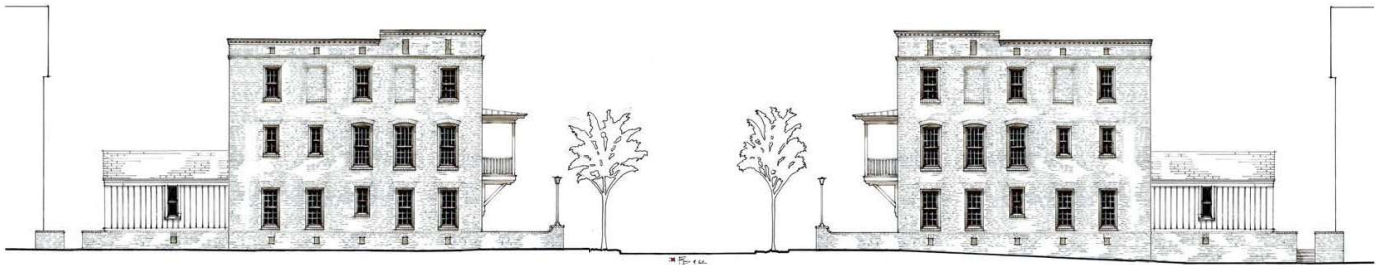
This allowance for evolution is not to say that the neighborhood does not have standards. The guidelines reinforce local stylistic customs typical to the region across the full spectrum of time. House styles and materials common to the area are encouraged. Types that never existed in the area are not available as an option. Creativity is encouraged at all levels. Good, well-considered design is the bell-weather; but where the rules are meant to be explored or interpreted, the result should be an improvement not a blatant shortcut.

Design Quality and Practical Budgets

In all cases, the utmost care is taken to promote the highest design quality, regardless of cost. The position of these guidelines is that superior design quality can be achieved at any budget. But to do so, great care must be taken to design the buildings effectively, both aesthetically and cost-wise. Some styles and materials are more expensive than others, but these guidelines offer a range of solutions so that budgets of all levels can be met effectively.



A paired townhouse design



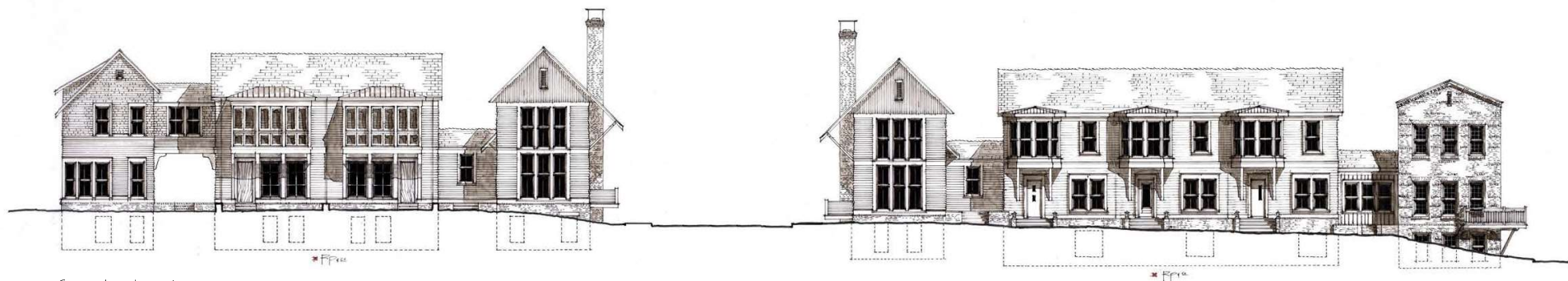
A streetscape showing two paired townhouses



Contemporary vernacular architecture



Courtyard townhouses in a streetscape



Courtyard townhouses in a streetscape



Classical Revival

Survey of Styles

Prominent from 1830 to 1860, the Classical Revival style appeared throughout the rapidly expanding nation, particularly in areas with sudden, large population growth, each region creating subsets of the style to complement its climate and natural materials. American architects trained abroad brought their classical training to the south resulting in Southern Colonial houses (though designed long after Colonialism had ended).

The Classical Revival house is characterized particularly by its classical detailing: classical columns with capitals and bases, decorative cornices used to trim gables, a porch as the entryway dressed with a transom and sidelights, elaborately paneled doors framed in wood or masonry, and recessed doors and windows. This style suggested opulence and social prominence.

The versatility of this higher-style design is evident in its use in urban and rural settings throughout the south. Very common in the southern states, the Classical Revival style and its Greek Revival subset originated as a sign of economic stability, whereas a scaled-down version of the style represented a formal, higher-style design for middle-class residents.

Key Style Features

- Moderately-pitched roof
- Formal entry-door surround with transom and sidelights
- Classical detailing throughout, particularly on columns, pilasters, and cornices
- Limited, light-color palette
- Dark trim features



Streetscape



Lap Siding (Walls): In pre-Victorian styles, lap siding is almost always painted white. Exposure should be 4-1/2" to the weather. Corner boards and certain trim should be 5/4" material to receive the lap.

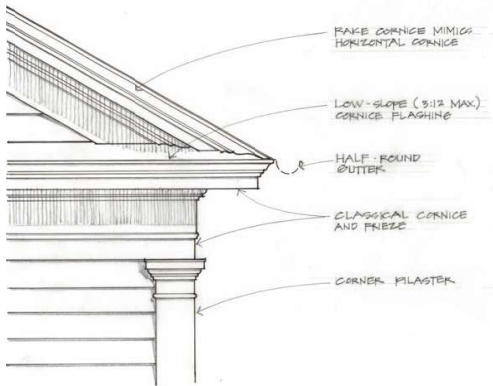


Stucco (Foundations and Chimneys): Traditionally, stucco is a surface treatment on masonry, and all details including perceived wall thickness at fenestrations should be expressed. Stucco should be carefully designed or avoided altogether on wood-framed walls to avoid inauthentic control joints.

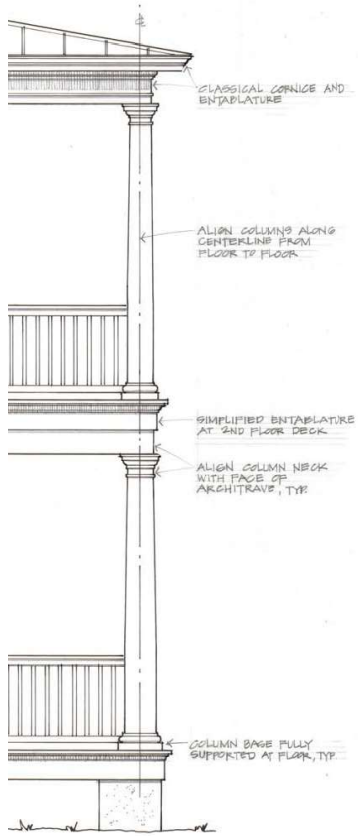


Brick (Foundations, Chimneys, and Walls): Brick should be of running or common bond. In pre-Victorian styles, its color and type should reflect the bricks available locally. In Georgia, a gray-red, wood-molded brick was most common. Designer bricks and colors should be avoided.

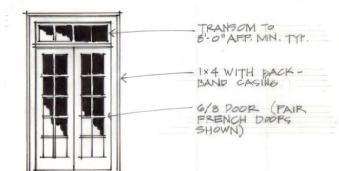
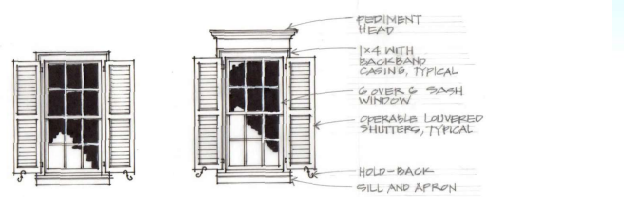
Typical Wall Materials



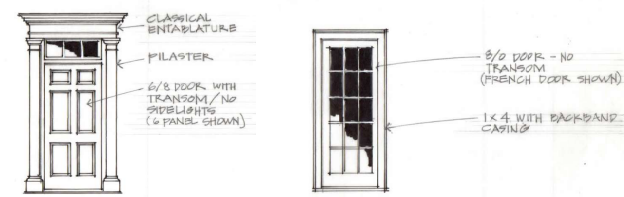
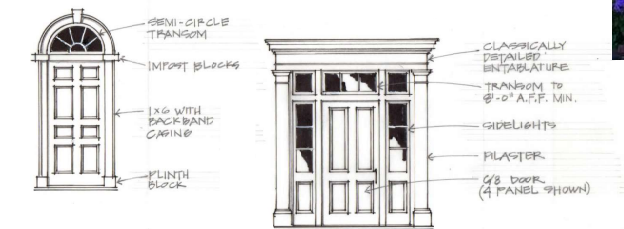
Cornice Detail



Porch Detail



Windows



Doors



Contemporary Vernacular

Survey of Styles

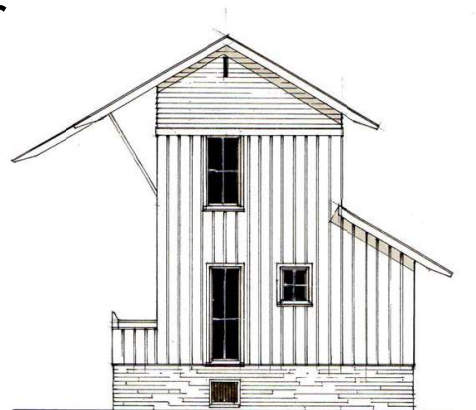
As a form of vernacular architecture, this style blends the ubiquitous and everyday materials of the contemporary world with the design sensibilities of the more traditional or regional styles into a new and fresh interpretation.

Materials common in everyday architectural expression are celebrated. However, these materials are usually used to express contemporary design goals rather than any kind of traditional construction methodology. Board and batten siding is used extensively on walls, along with lap siding with mitered corners. In addition to asphalt shingles, metal roofs are commonly seen and is often left unpainted expressing a brightly galvanized sheen, or painted in a wide variety of color choices, including dark grays and blacks. Masonry or board formed concrete is typically used in foundation walls and chimneys.

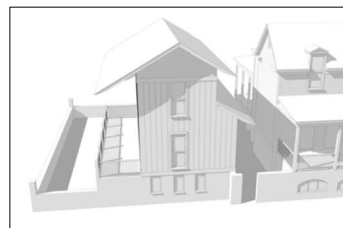
Like most vernacular building forms, massing yields to the practicality of traditional construction. For example, sloped roofs often had wide overhangs to shield the walls and windows from the harsh Southern sun and rain. However, completely abbreviated eaves are very common as well—a testament to simple construction. Overall building shape is driven by simply constructed masses that, if necessary, are assembled into a compound mass. Like its Modern cousin, the style avoids excessive ornamentation of all types.

Key Style Features:

- Simplified building masses
- Function and practicality are guiding principles
- Expression of interior program through massing
- Rejection of architectural ornament
- Use of common materials such as corrugated metal, steel, lap siding, and concrete.
- Sloped roofs, often with wide overhangs, or no overhangs at all.



Front Elevation



Massing



Streetscape (mixed with other styles)



Lap Siding: Lap siding may be used and painted a wide variety of colors as approved, including dark shades. Exposure is often the traditional 4-1/2" but may be much wider as part of the building's overall expression. Flush boards are not uncommon. Corner boards and certain trim should be at 5/4".



Board and Batten Siding: Board and batten is a traditional wall cladding method that is often used in contemporary vernacular interpretations. Board and batten siding may be painted a wide variety of colors as approved.



Brick: Brick should be of running or common bond. In pre-Victorian styles, its color and type should reflect the bricks available locally. In Georgia, a gray-red, wood-molded brick was most common. Designer bricks and colors should be avoided.



Fiber-cement Panels: Fiber-cement panels may be used. In this application, the panels usually express their joints either with a reveal or a separate metal channel. These panels may be painted a wide variety of colors as approved.

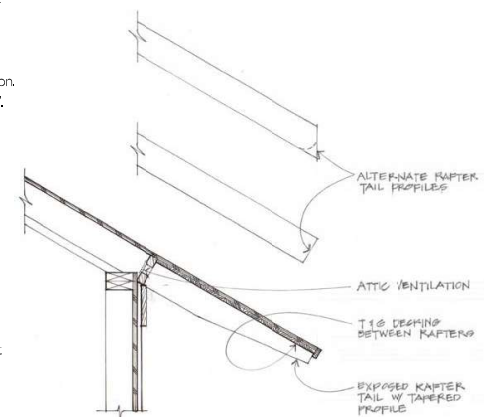


Stucco: Stucco on contemporary structures is often used on wood-framed buildings. This is often an opportunity to design a control joint expression that contributes to a distinctly modern look.

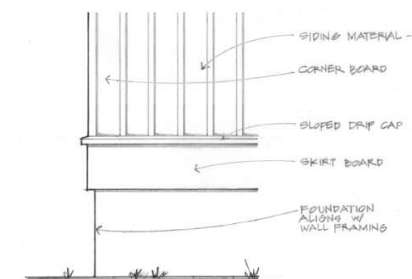


Board/Panel-formed Concrete: Board/panel-formed concrete has both a distinctly utilitarian look and an expressive quality that makes it an ideal material for contemporary architecture. The type and color of aggregate and sand can create a warmer expression or cooler combinations for a more industrial look.

Typical Wall Materials



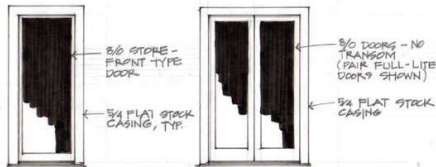
Rafter and Eave Details



Foundation Detail



Windows



Doors



Southern Vernacular

Survey of Styles

Vernacular Architecture is a general term to identify low-style, commonplace houses which exist across the country. Many subsets of vernacular architecture exist, their being distinguished by geographical region and sometimes the economic conditions of their inhabitants. One subset is the Southern Vernacular style, which can be distinguished into even further styles, including the Piedmont Plain and Victorian Vernacular.

Among the earliest styles in Georgia, Southern Vernacular exhibits quality craftsmanship, particularly since those who built the houses were often carpenters and builders who were following work. During the Industrial Period following the Civil War, the house style stayed largely the same with added elements, including porch posts and balustrades. Being southern, many of its features are influenced by climate, including the dog-trot through the middle of the house, the wide porch, and the shed added at the back.

Sophisticated versions of Southern Vernacular are more ornate. This Victorian Vernacular or Victorian Folk style is more decorative than the typical Southern Vernacular style, but it is not nearly as flamboyant as its Queen Anne cousin. Some differences distinguishing the Victorian Vernacular from the more typical Southern Vernacular include a wider range of colors, shingle-siding accents, more ornate shutters and doors, and more slender and often turned columns.

Key Style Features:

- Low-pitched, often a cat-slide roof
- Wide porches and overhangs
- Simplistic detailing
- Lap siding, usually painted white
- Simple shutters and doors, usually painted black, gray, or dark green
- Slender porch columns, often creatively chamfered



Massing



Streetscape



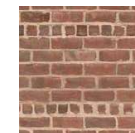
Lap Siding (Walls): In pre-Victorian styles, lap siding is almost always painted white. Exposure should be 4-1/2" to the weather. Corner boards and certain trim should be 5/4" material to receive the lap.



Board and Batten Siding (Walls): Board and batten is a traditional wall cladding method. Typically, the boards were up to 12" in width and the battens were 2". In pre-Victorian times, board and batten was almost universally painted white or tar-stained.



Stucco (Foundations and Chimneys): Traditionally, stucco is a surface treatment on masonry, and all details including perceived wall thickness at fenestrations should be expressed. Stucco should be carefully designed or avoided altogether on wood-framed walls to avoid inauthentic control.



Brick (Foundations, Chimneys, and Walls): Brick should be of running or common bond. In pre-Victorian styles, its color and type should reflect the bricks available locally. In Georgia, a gray-red, wood-molded brick was most common. Designer bricks and colors should be avoided.

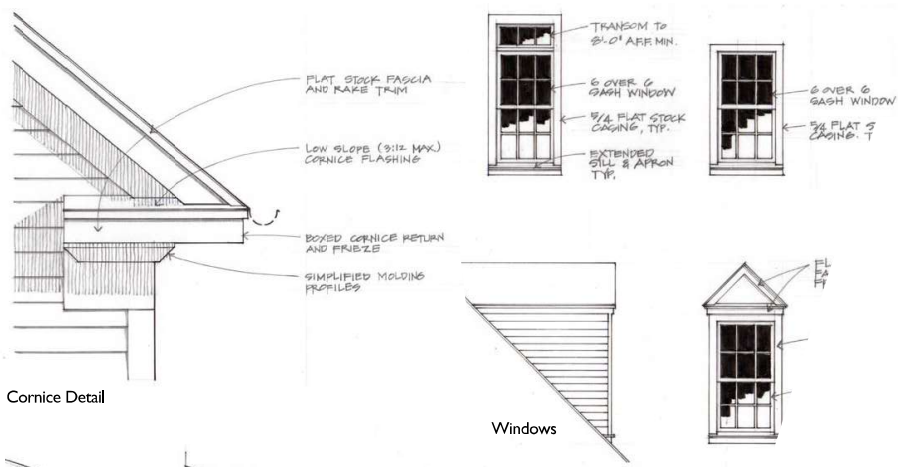


Board-formed Concrete (Foundations): Board-formed concrete has a utilitarian look characteristic of vernacular houses. Aggregate and sand content create an authentic expression.

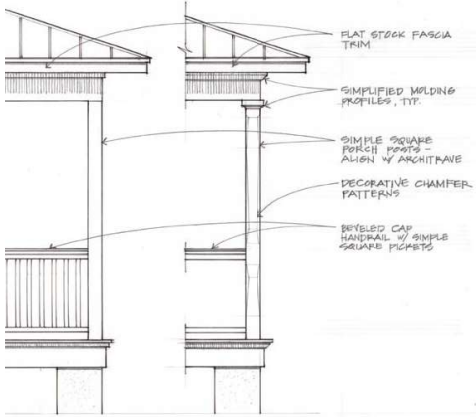


Stone (Foundations and Chimneys): Stone should be locally sourced and derive its character from local traditions. In Georgia, granite and field stone are used extensively. Avoid uncoursed rubble stacking.

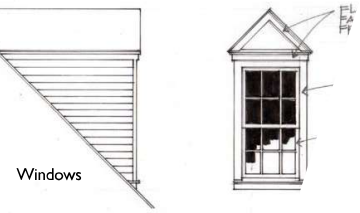
Typical Wall Materials



Cornice Detail



Porch Detail



Windows



Doors



Craftsman

Survey of Styles

The Craftsman style was inspired by the Gustave Stickley bungalow designs from the early 1900s to the late-1910s. The style quickly spread nationwide, particularly due to its having been published as a pattern in his popular magazine *The Craftsman* from which the style gets its name. Stickley was influenced by the English Arts and Crafts movement and by Asian wooden architecture, combining those elements to create an overall simple design with intricate details. Its fade from popularity was as rapid as its rise, and by the 1930s few Craftsman houses were being built.

The Craftsman style is a simple, hip-roofed box-form with modern details that showcased the art of the builder and construction process. Its roof is typically gabled and low-pitched with overhanging eaves and exposed rafters and beams. With the house at one-story or one-and-a-half stories, the roof may be front-gabled, cross-gabled, or side-gabled. The porch sometimes stretches across the length of the house, and simple columns support the roof and porch and are often set onto pedestals that extend to the ground. Square upper columns often rest upon very large brick, stucco, or stone pillars,

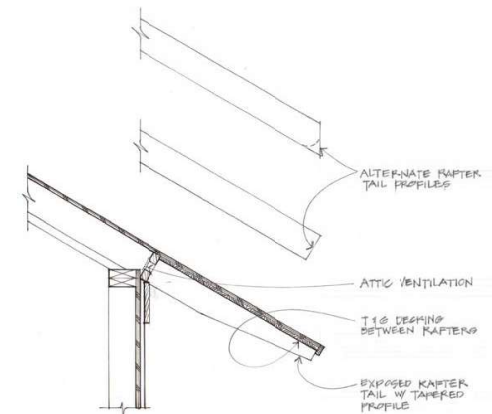
Siding for the Craftsman style is variable with lap-siding, board and batten, and shingles being common. As with the column pedestals, heavy materials such as stone, brick, and stucco are used to create impressive and significant chimneys and foundations. Windows are distinguished by transoms, large glass panes, and groupings of several windows across the façade.

Key Style Features

- One-story or story-and-a-half bungalow style with wide porches and overhangs
- Two-story Four-square style buildings with deep porches
- Open rafter-tails
- Lap-siding and shingle-siding
- Large windows with creative muntin patterns



Massing



Rafter and Eave Details



Lap Siding: Lap siding may be used and painted a wide variety of colors as approved, including dark shades. Exposure is often the traditional 4-1/2" but may be much wider as part of the building's overall expression. Flush boards are not uncommon. Corner boards and certain trim should be at 5/4".



Shingle Siding (Walls): Shingle siding is typically up to 7" exposure to the weather and can be stained or painted. Shingles may be used as accents along with other siding materials, typically lap siding. Shingles are a place for design creativity such as varied course patterns

Typical Wall Materials



Stucco (Foundations and Chimneys): Traditionally, stucco is a surface treatment on masonry, and all details including perceived wall thickness at fenestrations should be expressed. Stucco should be carefully designed or avoided altogether on wood-framed walls to avoid inauthentic control



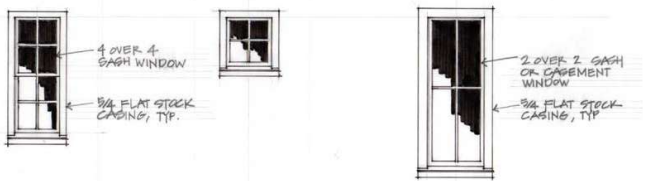
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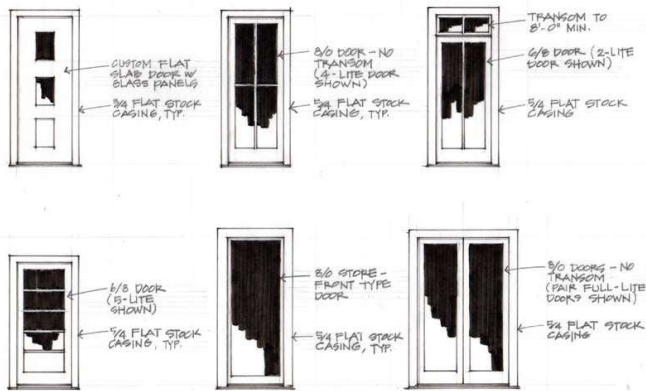
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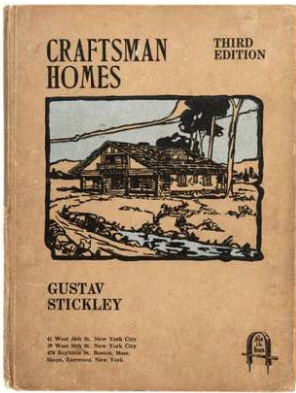
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Windows

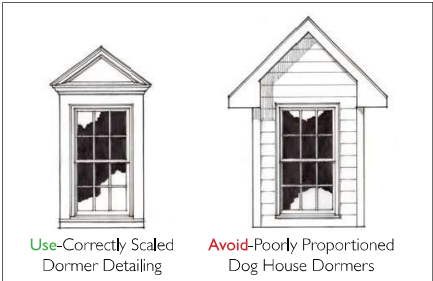
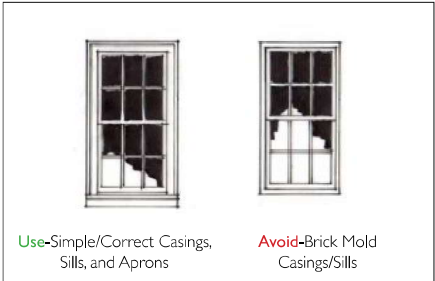
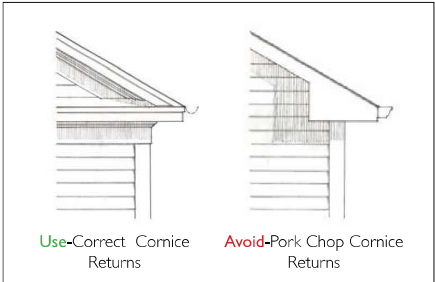


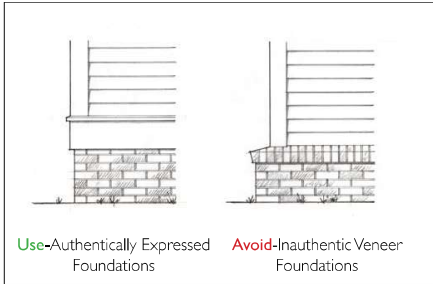
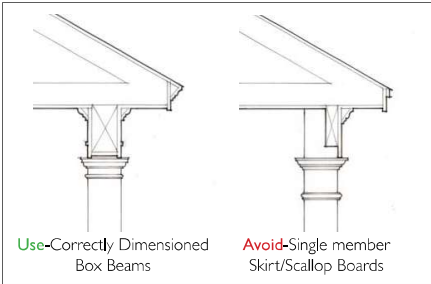
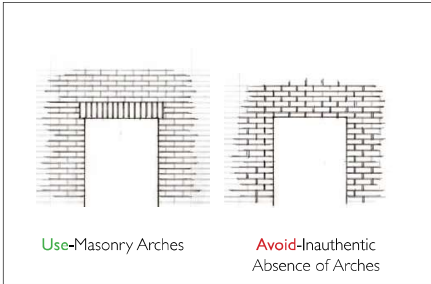
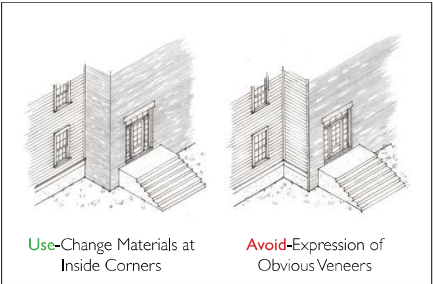
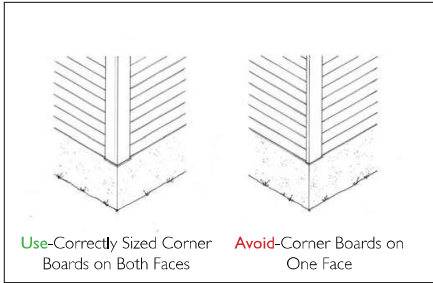
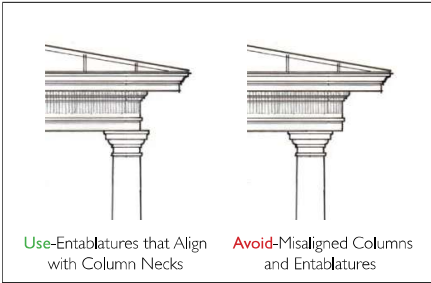
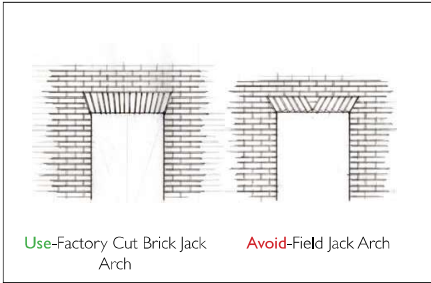
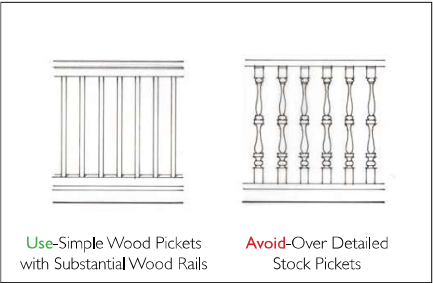
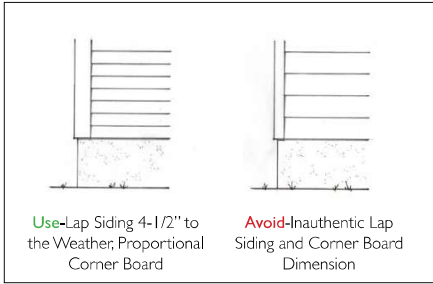
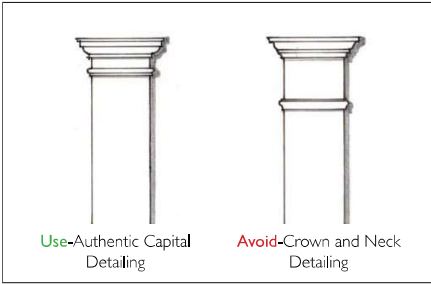
Doors



Best Practices

While there are countless subtleties of architectural detailing that can take a lifetime to master, the most common and glaring mistakes in details can be addressed quickly and easily with little to no impact on the project's budget. Illustrated here are the Best Practices of residential architectural detailing. These illustrations are by no means a comprehensive list, nor are their suggested solutions the only answer to common problems. Furthermore, different architectural styles address these conditions in their own well-considered manner. Shown here are solutions to common design mistakes that are easy to implement and offer a substantial improvement.



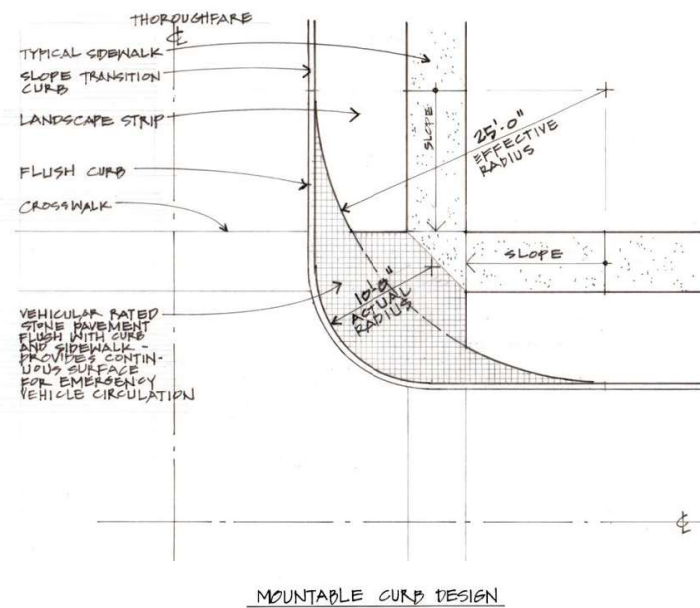
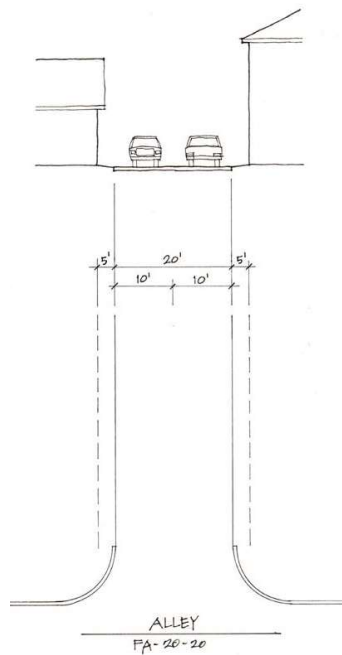
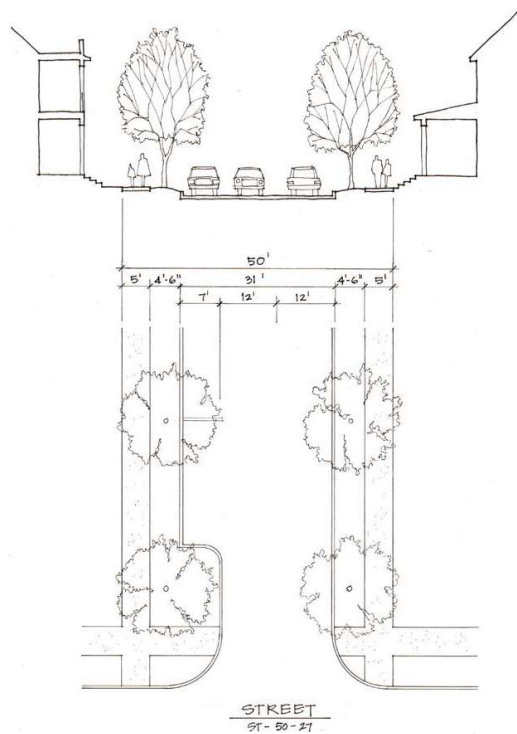


Street Sections

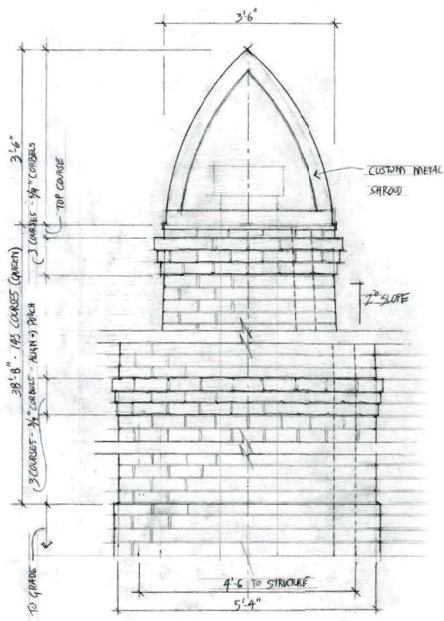
The main vehicular thoroughfares within the Lawrenceville Central Block are built on the premise that relatively narrow streets are safer within a neighborhood setting. This premise is derived from observations that drivers tend to slow down naturally when navigating neighborhood streets in the twenty to twenty-four foot width range, as opposed to streets in the twenty-six to thirty foot width range. The streets in the Central Block are based on twenty-four foot width drive lanes with seven foot, marked parallel parking lanes distinguished from the drive lanes by bulb-outs in the curbs. In addition, a tree planting strip of four and a half feet is provided on both sides of the street. This line of trees further insulates the pedestrians and encourages the walkability of the neighborhood. Pedestrian sidewalks are five feet in width, enough for two adults to walk side-by-side. The complete right-of-way is fifty feet in width.

Alleys within the community are set at twenty foot wide in all cases, allowing them to serve as the principle resident access for all of the residential units.

Additionally, the radius returns at the main street intersections have an effective emergency vehicles radius (indicated by mountable curbs) that is much larger than the actual radius meant to aid pedestrians crossing the street. This allows for emergency vehicles to have free access to the neighborhood while, accordingly, all other traffic must take the tighter turn much slower.



Architectural Specifications



The Architectural Specifications for the residential portion of the Central Block are listed below. The purpose of these criteria is to ensure the level of construction quality within the neighborhood. These criteria encourage a vibrant design and construction environment—an environment that promote creative solutions to design goals. They are not meant to limit design freedoms. They are, however, meant to promote a common baseline standard. As not all high-quality design solutions can be foreseen at the beginning of a project, any solution that differs from these criteria but nonetheless is in the spirit of the neighborhood aesthetics and construction standards should be entertained. In all cases, official building codes overrule these criteria.

Massing and Detail

Building massing is to be designed along historic and / or stylistic principals. In most cases, simplicity in massing is most authentic. "Builder" elevations, often associated with sprawl subdivisions, typically with multiple nested gables and complex massing, are strictly prohibited. All elevations are to be designed according to architectural standards as four-sided structures with each elevation treated with architectural and stylistic intention. Secondary elevations may have simplified detailing according to stylistic and historic standards.

Foundations

Materials

Foundations shall be constructed of poured-in-place concrete slabs, raised slabs, concrete stem walls, or concrete masonry units. Foundation walls must be faced with stucco, brick, stone except as noted below.

Foundations may express a board-formed concrete finish, which may be left exposed if the concrete mix is composed of river washed aggregate and sand.

Foundation walls with a stucco aesthetic are allowed. Stucco must be 3-coat minimum, integral color, applied on brick or concrete block. Stucco on wood framing is allowed with a metal lath underlayment, and control joints must be appropriate to the style.

Foundation walls with a brick aesthetic are allowed. Brick color, brick type, and mortar color must be appropriate to the style.

Natural stone is allowed. Synthetic stone is prohibited.

Lattice infill between masonry piers shall be wood or approved synthetic material.

Techniques

If a foundation is articulated in a masonry veneer, the floor systems must cantilever over the masonry veneer such that the finish wall above is flush with the face of the foundation.

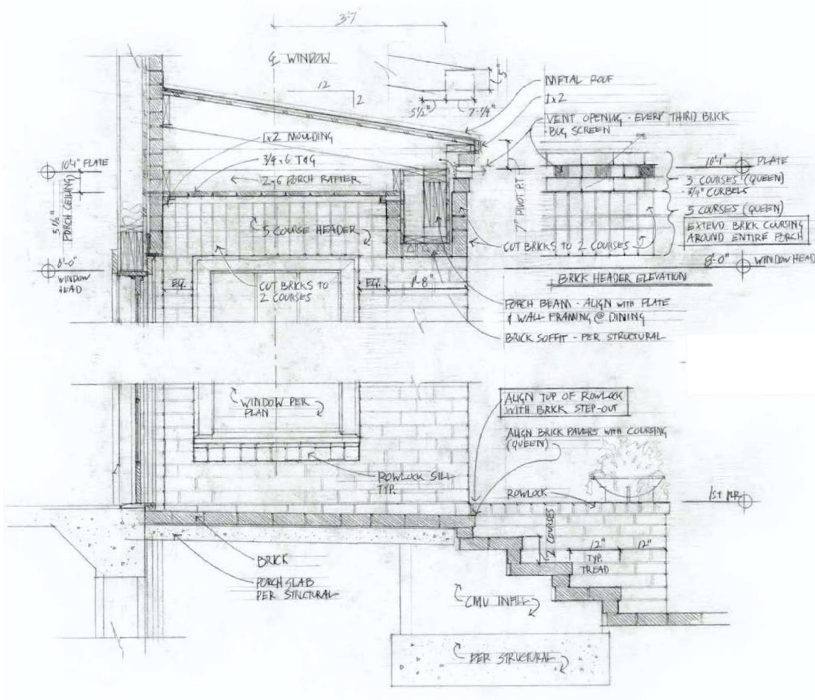
Wooden front porches must be constructed on masonry piers. Piers may be of varying sizes, but the typical sizes conform to horizontal brick coursing with 1'-4", 1'-8", and 2'-0" being the most common.

Finish Floor elevations must have a height above grade by a minimum of 1'-6" at the front of the house or unit. Finish Floors at the rear of the elevations may be more minimal.

	Walls	Doors and Windows	Porches and Balconies
Materials	Walls expressing a wood aesthetic shall be clad in wood lap siding, wood board-and-batten, wood shingles, or wood panels. Cementitious materials may be substituted for natural wood products. An exposure of 4-1/2" to 5-1/2" is required for lap siding in traditional styles. Mitered corners will be used as appropriate to the style. Walls with a stucco aesthetic are allowed. Stucco must be 3-coat minimum, integral color, applied on brick or concrete block. Stucco on wood framing is allowed with a metal lath underlayment; and control joints must be appropriate to the style. Walls with a brick aesthetic are allowed. Brick color, brick type, and mortar color must be appropriate to the style. Walls with a shingle aesthetic are allowed. Shingles must be of wood or cementitious materials and must be installed with a uniform bottom edge. Natural stone is allowed. Synthetic stone is prohibited. Walls may express a board-formed concrete finish, which may be left exposed if the concrete mix is composed of river washed aggregate and sand. Trim shall be constructed of wood, pvc, synthetic composite, or cementitious materials. Lattice shall be wood. Vinyl siding or aluminum siding, including those that mimic traditional profiles, are prohibited.	Exterior residential doors shall be hardwood, fir, or pine. Exterior fiberglass doors are allowable; however, fiberglass doors must be painted. Faux wood grain texturing is not acceptable. Plastic laminated, stamped metal, and leaded/beveled glass doors are not allowed. Stamped metal doors, glass paneled doors, false muntin detailing, and faux wood graining are prohibited on garage doors. Windows may be wood, clad wood, or fiberglass, and must be architecturally correct and appropriate to the style. Materials must be paint grade or pre-finished. Vinyl windows are allowed only when the window design accurately reflects historic profiles or a well considered contemporary expression. In any event, vinyl windows that do not mount within the window frame in the manner of traditional detailing, or that have raised chamfered sashes that give the window an appearance of being surface mounted are prohibited.	Columns shall be built of materials that reflect the character of the style of the house. Columns expressing a wooden character must be wood, fiberglass, or resin material. Columns, or column bases, reflecting a masonry material must be brick, stone, or board-formed concrete. Steel shapes and stucco may be used for contemporary styles. Columns made of foam components are prohibited. Sheet metal columns are prohibited in traditional styles. Porches are to be constructed of wood including wood decking. For traditional styles, porch framing shall be on piers (see foundations). Porches may be constructed of concrete in buildings with contemporary expressions. Stoops may be finished in materials appropriated to the foundation (see foundations). Porch ceilings should be rendered in bead board, flush boards, or tongue and groove boards. Plywood and exterior gypsum board ceilings are prohibited. Metal cable railing systems are allowed when appropriate to the style. Synthetic composition decking material is allowed under limited conditions. Railing systems are to be painted wood, iron, steel, glass, or other materials appropriate to the style. Anodized or pre-finished aluminum railing components are allowable in contemporary building expressions. Square pickets are encouraged for most traditional styles. Tapered and round pickets are acceptable. Avoid over-detailed classical railings and pickets. Prefabricated railing systems either made of polymers or stamped metal are prohibited.
Techniques	Wall finishes and trim design are encouraged to be the same on all sides of a specific building mass. Secondary masses may be designed in a simpler expression than the main building mass. However, such expression must be appropriate to the style. When wall finishes differ, the transition must occur at inside corners or other logical locations that coordinate with the building's massing.	Exterior doors and door trim must be designed as appropriate to the building style. They may be painted or stained. Custom fabricated front doors are strongly encouraged. Door hardware shall be appropriate to the style. Windows must have true divided lites or simulated divided lites. Detachable muntins and grilles between glass are prohibited. Windows must be installed such that the sash sits within the wall framing. In stucco and brick facades, window frames and their casings should appear to be inset into the wall. Installation methodologies that require windows to attach to the front surface of the wall framing are prohibited. Windows and trim, including casings, muntins, and mullions, must be designed as appropriate to the building style. For traditional styles, vertical proportions for the windows, sashes and individual lites are required. Brick mold must not be used in non-brick cladding or stucco conditions. Ganged windows must have a continuous sill. Side and rear windows must compliment their elevations and given all due design consideration as the style requires. Windows on side elevations in zero or near zero-lot line conditions should be designed to protect the privacy of neighboring structures. Windowsills must be 1-1/4" thick. 2" deep sills are encouraged. Sills must slope to the weather and have drip edges. Picture framed window casings below the sill are prohibited. Sills shall project from the surface of the wall or casing.	Porches and balconies are a critical part of a building's architectural expression. Porches and Balconies should be considered essential rooms within the building's program. Porch columns must be designed to the style of the building, classical columns, where used, must be architecturally correct, including entasis. Structural steel shapes may be used in appropriate styles. Railings must be appropriate to the style of the building. Traditional styles should have wood or iron rails with simple pickets and a top and bottom rail. Contemporary styles may have metal pipe, tension cable, or tempered glass panel railing systems. Front and side porches should be designed to the style of the building. 8' deep porches are usually considered to be a minimum. 10' deep porches are encouraged. Wooden front porches must be constructed on masonry piers. Piers may be of varying sizes, but the typical sizes conform to horizontal brick coursing with 1'-4", 1'-8", and 2'-0" being the most common.

Architectural Specifications

Continued



Roofs

Wood shingles and wood shakes are encouraged. Historically appropriate asphalt shingles must be single-tab or three-tab. Asphalt shingles with a flat color and texture are encouraged for traditional styles. "Architectural" shingles are not allowed. Standing-seam metal roofs are allowed but must be paint grip galvanized metal or copper. "Pre-finished" metal roofs and seamless prefab metal roofs are allowed. Gutters shall be half-round metal and downspouts shall be round. Ogee gutters are not allowed.

Materials

Roofs are not only one of the critical functions of a building, they are also an important component of the building expression. All roofs are to be considered in terms of the intended architectural style and designed accordingly.

Roofs shall be simple gables or hips with symmetrical pitches about their ridges. Flat roofs are allowed in contemporary styles or styles reflecting a modern or historical industrial character. Roof slopes must be appropriate to the building style.

Nested gables shall only be used when the smaller gable is part of a porch or balcony.

Roof penetrations and equipment shall be located in a manner that minimizes their visual impact. In all cases their color should match the surrounding roof.

Metal Gutters must be half-round with round downspouts or custom designed to be appropriate to the style and must be made of copper or galvanized metal.

Rooftop solar panels are allowed. Size and placement must be carefully considered for minimal visual impact.

Techniques

	Trim, Millwork, and Shutters	Architectural Features	Sitework
Materials	All trim may be of wood, composite, cementitious, or synthetic solid stock materials. Non-wood materials should be of dimensioned material in standard wood profiles so that they may be worked as though wood. Extruded trim profiles are not allowed. Shutters may be constructed of wood or solid polymers. Vinyl shutters are prohibited.	Dormers shall be constructed of the same materials as walls, windows, and roofs. Chimneys must appear to be made of materials that are non-flammable: masonry, material, stucco, or metal flues. Siding or other materials that are, or appear to be, flammable are prohibited on chimney masses. Prefabricated chimney caps typically manufactured of stamped metal may be used if their design reflects the character of the style. Standard prefabricated chimney caps are not allowed. Clay flue pots or decorative copper flue caps are strongly encouraged. Window boxes shall be made of wood or composite materials. Exterior light fixtures must be appropriate to the style. The light spectrum of all exterior lights shall be incandescent or equivalent. Each house must provide a light fixture for alley lighting in conditions where an alley exists.	Fences shall be of wood construction. Walls shall be of masonry construction and shall relate to the foundation material of the associated house. Walkways must be surfaced in decorative pavers, brick, stone, or decorative gravel that is contained and on a compacted base. Thick flagstone stepping stones are acceptable. Concrete walkways are acceptable if finished with appropriate surface treatments such as rock salt-finished concrete or exposed aggregate. Masonry banding and edging is acceptable. Drought tolerant plant materials are encouraged for all private lots.
Techniques	Trim and millwork is an important element within a building's architectural expression. A poorly detailed building is understood to be of low quality regardless of its expense. Expertise in millwork detailing and construction is a hallmark of well made buildings. Trim and millwork must be appropriate to the style of the building. Trim should be consistent throughout any given mass of a building. Secondary massing may have simplified trim as appropriate to the style, but in all cases, each building mass should receive an appropriate degree of trim based on the building's style. Molding design should reflect the style of the building. Common trim profiles may be used to complement styles intended to have a degree of sophistication. Flat stock and profiles cut down from flat stock should be used for vernacular styles. Corner boards, band boards, and skirt boards should be made of 5/4" minimum materials to receive the profiles of lap siding. Door and window casing should be appropriate to the style and constructed of 5/4" minimum materials. Picture framed window trim is not allowed. Shutters must be functional in nature. They must be operable, with the ability of closing completely over the window. Shutter design must be appropriate to the style of the building. Shutters that are mechanically fastened to the building are prohibited.	Dormers shall be habitable. In most traditional styles, dormer construction shall be such that the window casing is the entire face of the dormer. Wall dadding is not allowed on the front dormer face, only on the dormer sides. Chimneys are to be proportioned and detailed authentically according to the style. In most cases, Chimneys must contact the ground. Spark arresters must be specified and installed with care not to mar the aesthetic appearance of the building or appear to be out of style. Light fixtures should direct light downwards. Light fixtures must be appropriate to the architectural style. Landscape lighting is encouraged.	Fences, walls, and hedges must be appropriate to the style of house. Fences, walls, and hedges are required along the front property lines of certain streets and other select sites as the site plan directs. Fences, walls, and hedges should provide an enclosure. They should engage with building walls, other fences, hedges, or garden walls. Fences should provide an opening with a gate styled appropriately to the building. Trash and recycling areas shall be located in a permanent location enclosed by a fence, wall or hedge. HVAC Condensers and utility meters shall be likewise enclosed.

Notes

A note on copyright:

All work in this presentation is copyrighted by Rhinehart Pulliam & Company. Any photographs not copyrighted by RP&Co are thought to be in the public domain.

Artists and designers make their livelihood on the intellectual work they produce. Any work worth using is worth buying. It is our belief that ongoing relationships with designers are the best way for all concerned to prosper. In terms of building design, designers gain a livelihood and can continue to produce; builders, developers, and homeowners gain an ongoing source of quality products that are free of legal entanglements. Please help us preserve an industry that can be successful for all involved.

A note on graphic design:

This presentation is set in Gill Sans which was designed by Eric Gill in 1926. Its originating application was on a sign that Gill painted on the fascia over a bookshop owned by Douglas Cleverdon in Bristol, England.

Gill designed the face as a response to the typeface Kabel (named for the transatlantic communications cable), which was designed in Germany and indicative of the technological modernity popular on the continent. Not to be outdone, the Monotype Corporation published the fully-developed Gill San typeface in 1928.

The design was later picked up by the London and North Railroad and used extensively in its publications and signage for many decades. Eventually British Railways adopted the face nationwide. Although British Rail discontinued its use in 1965, it retains its long-time association with rail signage and publications. It is currently the official face of the British government and the BBC, although the BBC has moved away from using it comprehensively in recent years. It also serves as the typeface for the Church of England in their common Worship service books. Gill Sans was the fifth most popular-selling typeface for the Monotype Corporation in the 20th Century.

Eric Gill was an accomplished sculptor and graphic artist and was trained as an architect. We use his typeface here to honor its intimate connection with building signage, from its first application on a bookstore to its use on structures today.





November 1, 2021

VIA EMAIL AND HAND DELIVERY

City of Lawrenceville
Planning and Development Department
70 S Clayton Street
Lawrenceville, Georgia 30026
Attention: Todd Hargrave, Director

Jessica L. Hill
404-504-7754
jhill@mmmlaw.com
www.mmmlaw.com

Re: Central Block Rezoning

Dear Todd:

Enclosed is an application fee check for \$1,920 payable to the City of Lawrenceville for the rezoning of a 15.022 acre assemblage of properties located at the intersection of West Crogan Street and Gwinnett Drive. I have also enclosed an external drive with the application submittal sent via email. Please provide the owner signatures for the application when they are available. The rezoning application requests a rezoning to RM-8 with variances. To the extent necessary to allow the mix of residential uses proposed, the application also includes information regarding any variances needed to rezone to CMU and RM-8. Please advertise the zoning proposal to accommodate either option as appropriate. The applicant will amend the site plan included in the application on or before November 19th to enable the Planning Commission's review.

Best,

Jessica L. Hill

Enclosures

cc: Jay Clark (via email, with enclosures)
Kim Robinson (via email, with enclosures)
Chuck Warbington (via email, with enclosures)

RZC 2021-00031



LAWRENCEVILLE

GEORGIA

*The City of Lawrenceville
Planning & Development*

Location Map and Surrounding Zoning

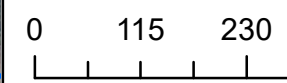
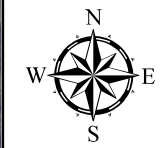
File #: RZM2021-00010

Applicant: Kimball Robinson
(Southeast Capital Land, LLC)



Legend

- Subject Properties
- Parcels
- Roads





LAWRENCEVILLE

GEORGIA

*The City of Lawrenceville
Planning & Development*

Location Map and Surrounding Zoning

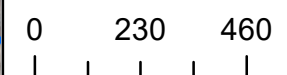
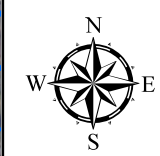
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Planning & Development

Location Map and Surrounding Zoning

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Legend

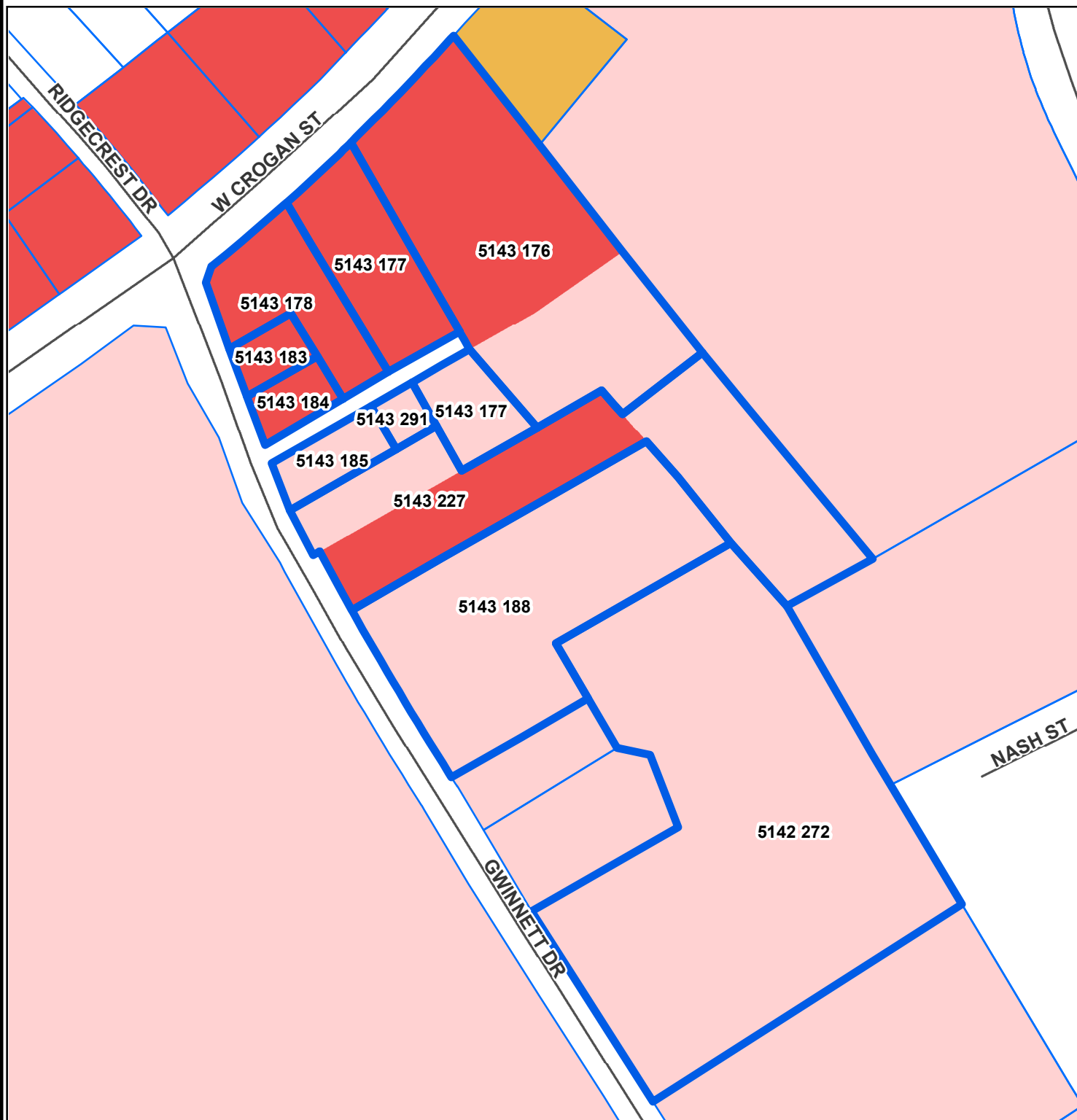
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-  Parcels

Zoning Districts

-  HSB Highway Service Business
-  OI Office Institutional
-  RM-12 General Residence
-  Roads



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LAWRENCEVILLE

GEORGIA

The City of Lawrenceville
Planning & Development

Location Map and Surrounding Zoning

File #: RZM2021-00010

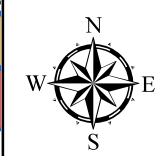
Applicant: Kimball Robinson
(Southeast Capital Land, LLC)

Legend

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Zoning Districts

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- HSB Highway Service Business
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- RM-12 General Residence
- Roads



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