



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

TYPED OR PRINTED NAME

NOTARY PUBLIC

DATE



SIGNATURE OF OWNER

DATE

TYPED OR PRINTED NAME

NOTARY PUBLIC

DATE



LAWRENCEVILLE

GEORGIA

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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

ACKNOWLEDGED 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

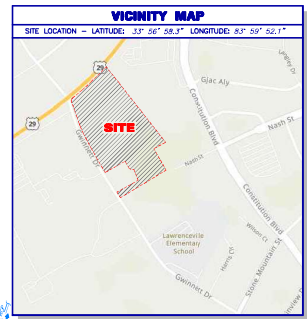
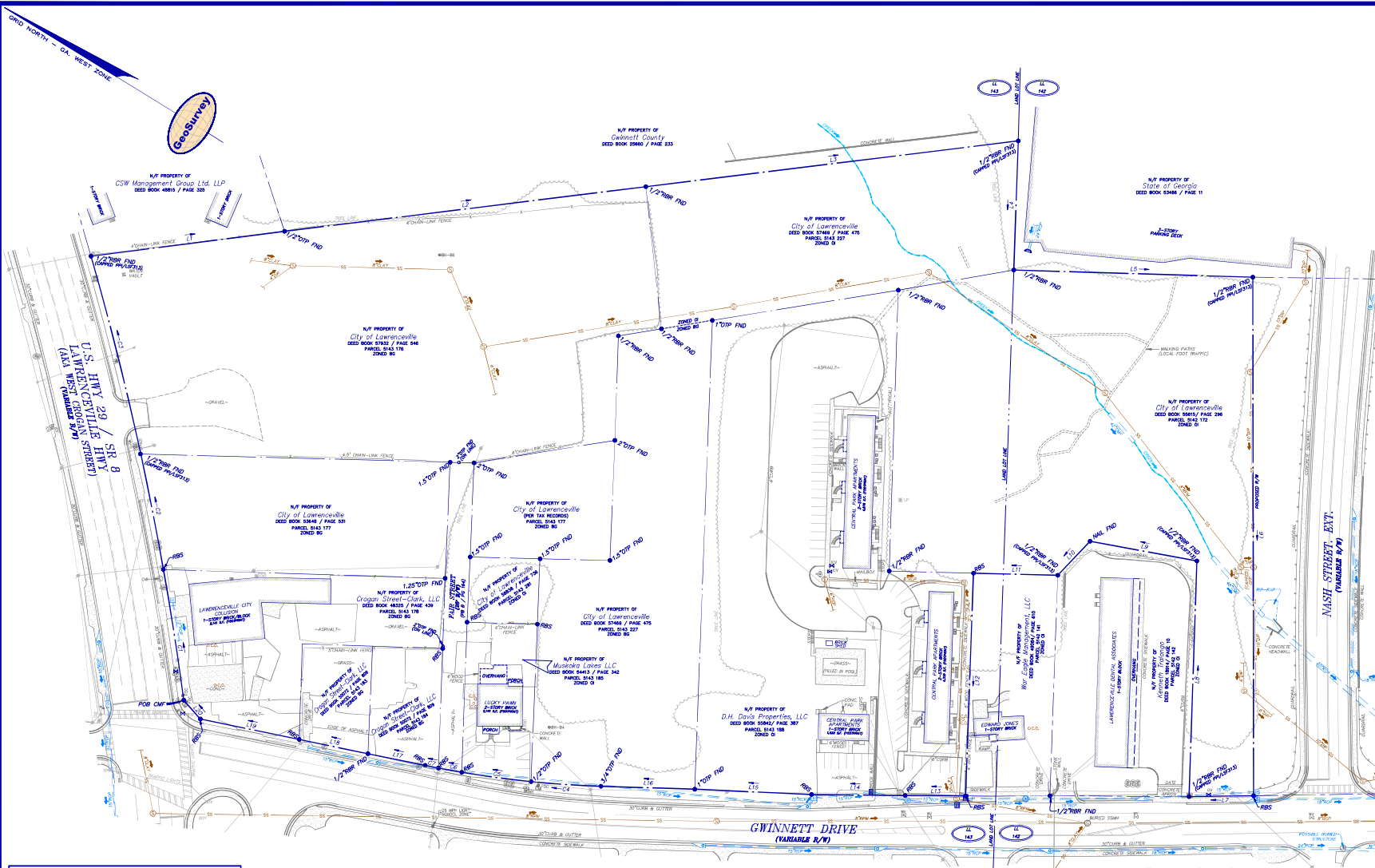
I. Variance requests from CMU Standards:

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.



GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

REVISIONS LISTED ON THIS SURVEY APPLY ONLY TO THE SPECIFIC CHANGES REFERENCED, AND DO NOT CONSTITUTE AN UPDATE OF OTHER DATA ON THIS SURVEY. THE "SURVEY DATE" SHOWN HEREON IS THE APPLICABLE DATE AS RELATED TO PROVISIONS OF STATUTES OF LIMITATION UNLESS SPECIFICALLY NOTED OTHERWISE.

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE INSPECTION REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT NOT BE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 1305000000, AND THE DATE OF SAID MAP IS 9-29-2006. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

PLEASE NOTE: ABOVE GROUND UTILITIES ARE SHOWN HEREON. NO UNDERGROUND UTILITIES WERE MARKED OR LOCATED.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSTORIAL VALUES FOR THE VERTICAL REFERENCE STATION NETWORK DEVELOPED BY HIGH SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983 (NAD83) STATE PLANE COORDINATE SYSTEM OF GEORGIA - WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED CITY OF LAWRENCEVILLE "B0" (GENERAL BUSINESS DISTRICT) AND "T0" (OFFICE / INSTITUTIONAL DISTRICT) AS SHOWN ON GWINNETT COUNTY ONLINE GIS RECORDS.

ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACTS ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES.

- LEGEND**
- STANDARD ABBREVIATIONS**
- AC AIR CONDITIONER
 - BL BLOWN INLE, BLOWN LINE
 - CL CURB INLET
 - CMF CONCRETE MONUMENT FND
 - COF COMMUNICATION FND
 - CRP CEMENT TOP PIPE
 - DI DROP INLET
 - FACILE FACILE
 - FND FOUND
 - GM GAS METER
 - JB JUNCTION BOX
 - MA MANHOLE
 - OC OUTLET CONTROL STRUCTURE
 - OP OPEN TOP PIPE
 - PM POWER METER
 - PM MAIL SET
 - POB POINT OF BEGINNING
 - POC POINT OF COMMENCEMENT
 - RBR REINFORCED CONCRETE BAY
 - RSB REINFORCED CONCRETE BAY
 - SS SANITARY SHOWER
 - SS SINGLE WING CATCH BASIN
 - TRANS ELECTRIC TRANSFORMER
- STANDARD SYMBOLS**
- OVERHEAD TRAFFIC SIGNAL LIGHT
 - POWER POLE
 - GUY WIRE
 - POWER LINE
 - ELECTRIC TRANSFORMER
 - WATER VAULT
 - GAS VALVE
 - GAS METER
 - WATER METER
 - FIRE HYDRANT
 - UNDERGROUND GAS LINE
 - UNDERGROUND WATER LINE
 - UNDERGROUND ELECTRIC LINE
 - PHOTO POSITION INDICATOR
 - REGULAR PARKING SPACE
 - HANDICAP PARKING SPACE
 - TREE POSITION INDICATOR
 - SIGN

CLOSURE STATEMENT

THE FIELD CLOSURE UPON WHICH THIS PLAN IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 100,000, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIANGLE OF SIDES TOTAL STATION AND TRIMBLE TSC-3 DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.

THIS PLAN HAS BEEN CALCULATED FOR CLOSURE, AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 100,000 FEET. SEE, INT.

IF YOU DIG

811

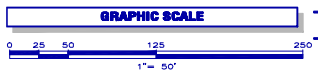
Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411

LINE TABLE

LINE	BEARING	DISTANCE
11	S30°00'00"W	203.29
12	S30°00'00"W	188.47
13	S30°00'00"W	200.51
14	S60°00'00"W	137.81
15	S30°00'00"W	250.55
16	S58°12'00"W	353.41
17	N32°24'00"W	64.86
18	N60°12'00"W	251.76
19	N31°12'00"W	115.81
20	N38°50'00"W	50.00
21	N30°00'00"W	80.00
22	N60°00'00"W	233.29
23	N37°00'00"W	84.50
24	N31°00'00"W	100.00
25	N29°00'00"W	124.89
26	N29°00'00"W	100.00
27	N20°00'00"W	62.17
28	N20°00'00"W	26.00
29	N20°00'00"W	107.71
30	N70°04'42"E	26.79

CURVE TABLE

CURVE	CHORD L	CHORD B	RADIUS	ARC LEN
01	141.82	142.89	3319.04	141.80
02	128.79	144.19	3319.04	128.79
03	207.68	109.74	3319.04	207.68
04	74.76	109.74	3319.04	74.76
05	24.66	104.10	1109.92	24.66
06	45.56	104.10	1109.92	45.56
07	14.41	N20°04.22"W	1109.92	14.41



Preliminary

10/27/2021 11:31:04 PM

GeoSurvey

Land Surveying • 3D Laser Scanning

1650 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-9880

www.geosurvey.com
E-MAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

REZONING EXHIBIT

The Central Block Project

FOR

Southeast Capital Companies

CS JOB NO:	20217141	DRAWING SCALE:	1" = 50'	SURVEY DATE:	10-26-2021
FIELD WORK:	DT & CS	CITY:	LAWRENCEVILLE	REVISIONS:	(SEE GENERAL NOTES)
PROJ MGR:	GEE	COUNTY:	GWINNETT	STATE:	GA
REVIEWER:	DLH	LAND LDR:	142 & 143	DATE:	
DWG FILE:	20217141-1.dwg	DISTRICT:	5th		



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
-  Single Family House
-  22' x 42' Townhouse
-  22' x 50' Townhouse
-  22' Sideyard Townhouse
-  25' x 35' Townhouse
-  Special Townhouse



Rhinehart Pulliam & Company

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

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



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.

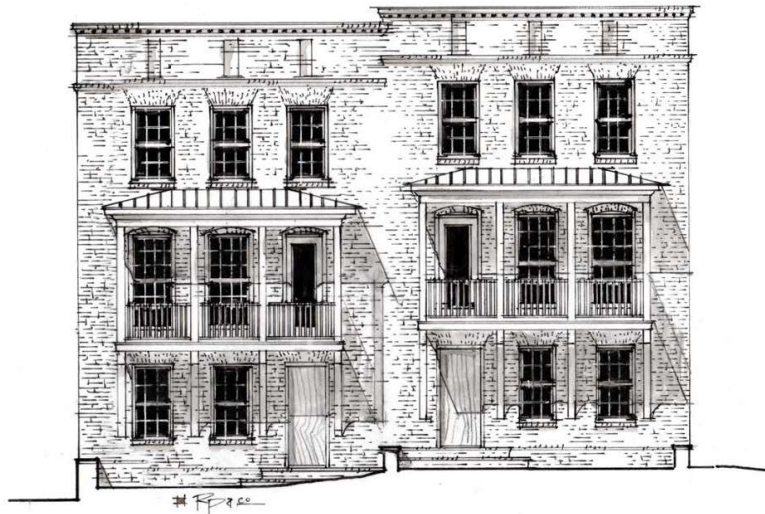
Places over Time

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.

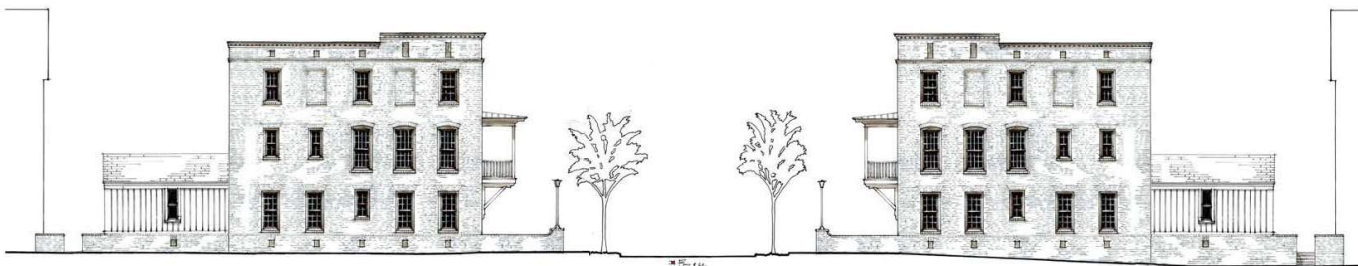
This allowance for evolution is not to say that the neighborhood does not have standards. The guidelines reinforce local stylistic customs typical to the region across the full spectrum of time. House styles and materials common to the area are encouraged. Types that never existed in the area are not 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



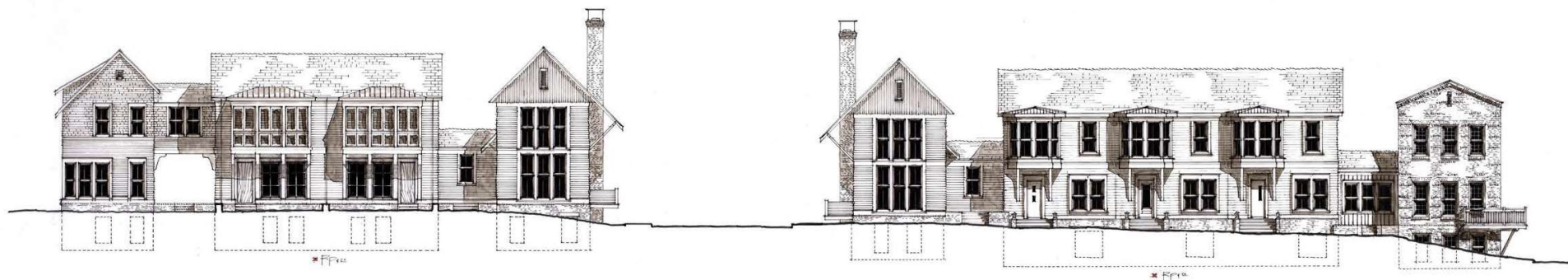
A streetscape showing two paired townhouses



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.

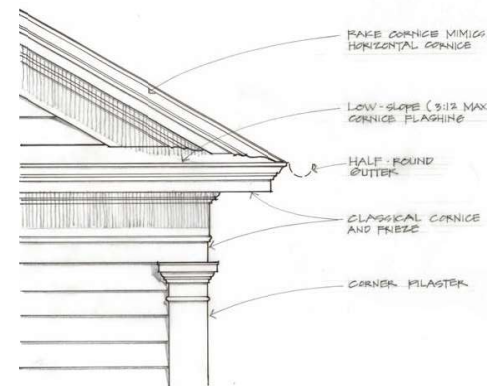


Stucco (Foundations and Chimneys): Traditionally, stucco is a surface treatment on masonry, and all details including perceived wall thickness at fenestrations should be expressed. Stucco should be carefully designed or avoided altogether on wood-framed walls to avoid inauthentic control joints.

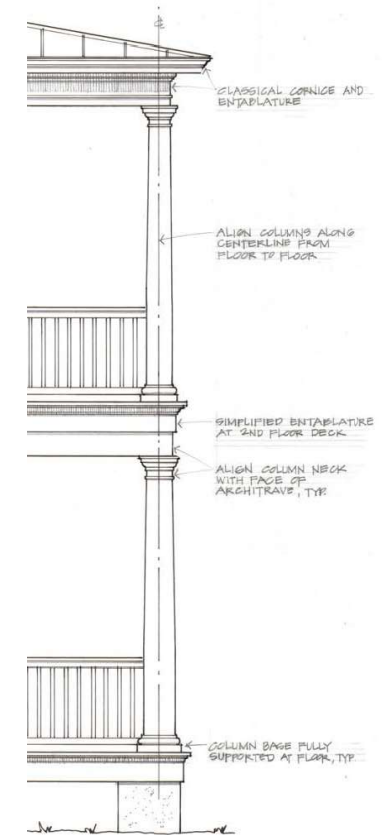


Brick (Foundations, Chimneys, and Walls): Brick should be of running or common bond. In pre-Victorian styles, its color and type should reflect the bricks available locally. In Georgia, a gray-red, wood-molded brick was most common. Designer bricks and colors should be avoided.

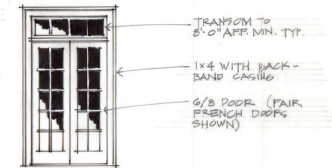
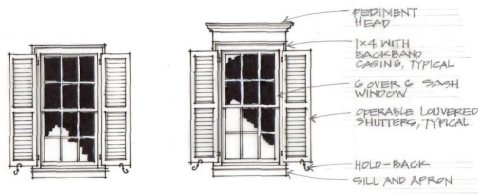
Typical Wall Materials



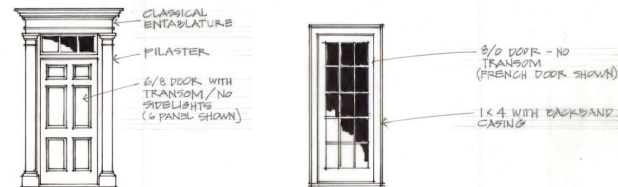
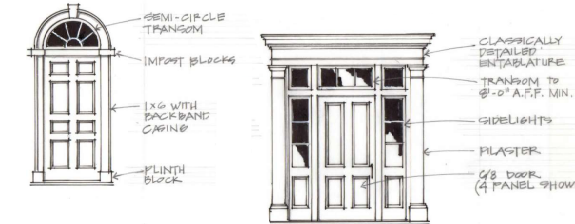
Cornice Detail



Porch Detail



Windows



Doors



Contemporary Vernacular Survey of Styles

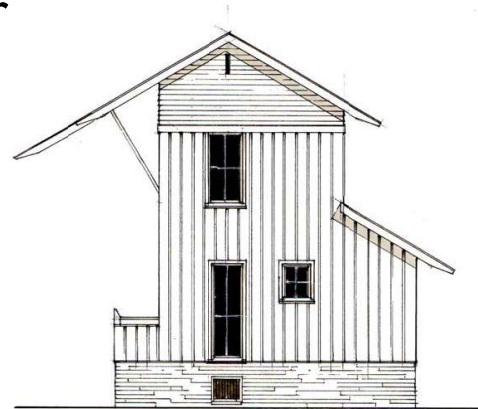
As a form of vernacular architecture, this style blends the ubiquitous and everyday materials of the contemporary world with the design sensibilities of the more traditional or regional styles into a new and fresh interpretation.

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.

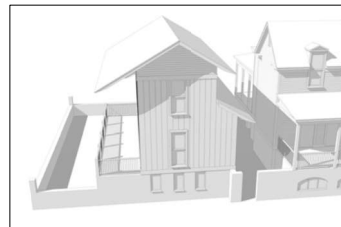
Like most vernacular building forms, massing yields to the practicality of traditional construction. For example, sloped roofs often had wide overhangs to shield the walls and windows from the harsh Southern sun and rain. However, completely abbreviated eaves are very common as well—a testament to simple 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.

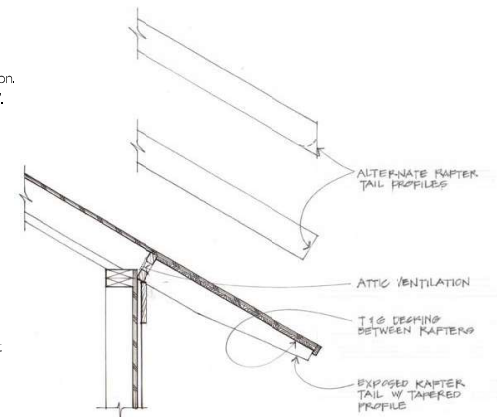


Stucco: Stucco on contemporary structures is often used on wood-framed buildings. This is often an opportunity to design a control joint expression that contributes to a distinctly modern look.

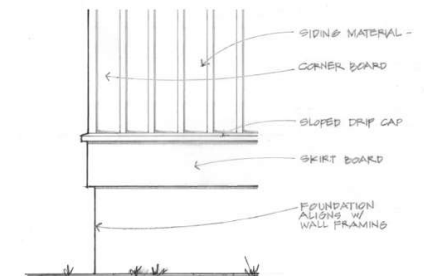


Board/Panel-formed Concrete: Board/panel-formed concrete has both a distinctly utilitarian look and an expressive quality that makes it an ideal material for contemporary architecture. The type and color of aggregate and sand can create a warmer expression or cooler combinations for a more industrial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

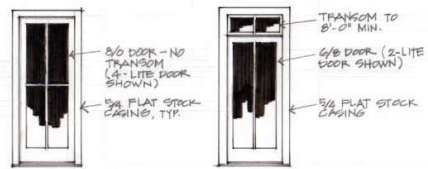
Typical Wall Materials



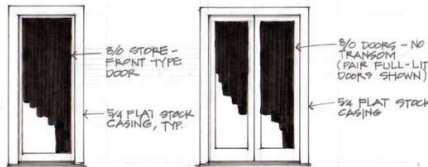
Rafter and Eave Details



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.

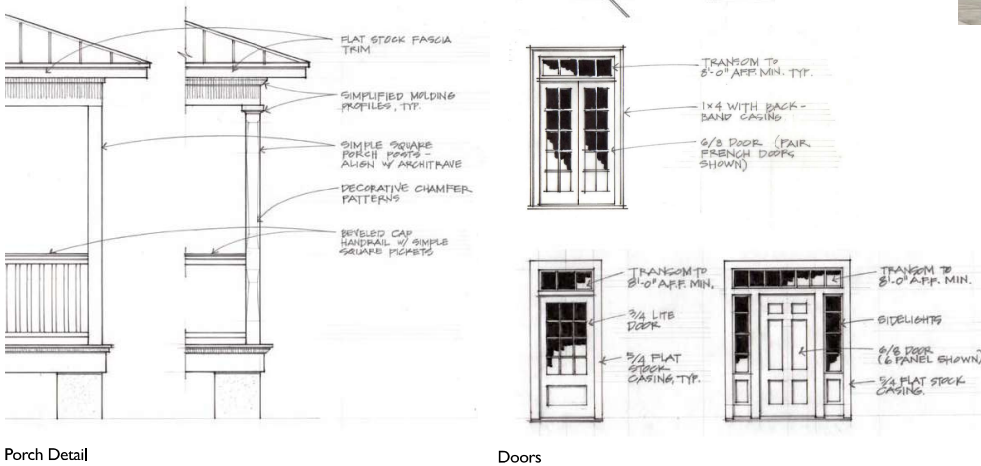
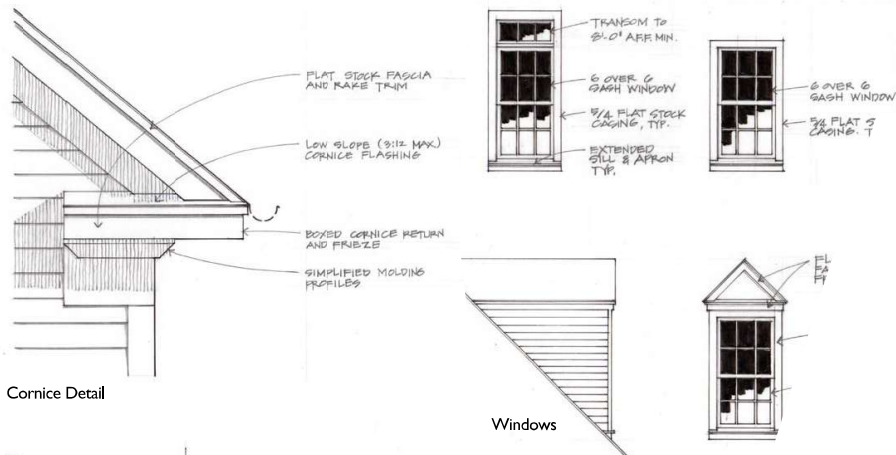


Board-formed Concrete (Foundations): Board-formed concrete has a utilitarian look characteristic of vernacular houses. Aggregate and sand content create an authentic expression.



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



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,

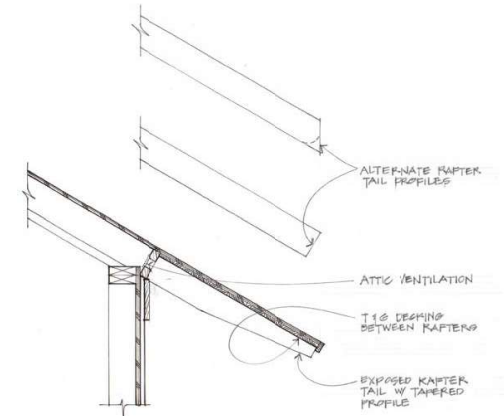
Siding for the Craftsman style is variable with lap-siding, board and batten, and shingles being common. As with the column pedestals, heavy materials such as stone, brick, and stucco are used to create impressive and significant chimneys and foundations. Windows are distinguished by transoms, large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



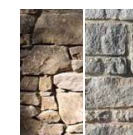
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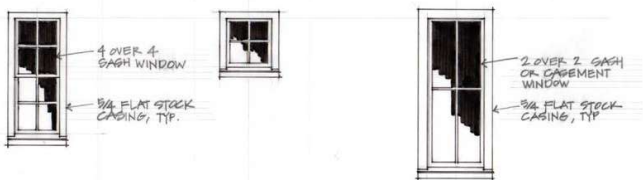
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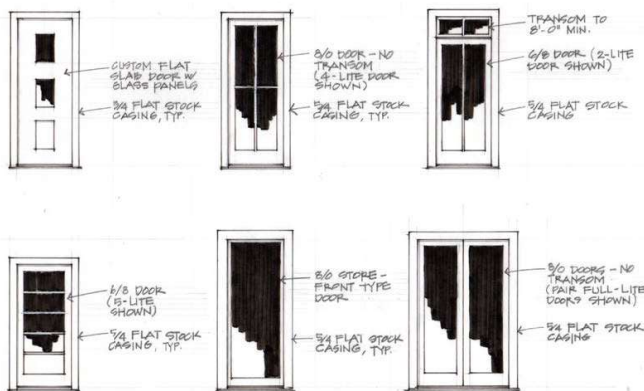
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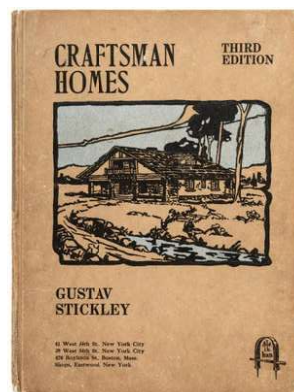
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Windows

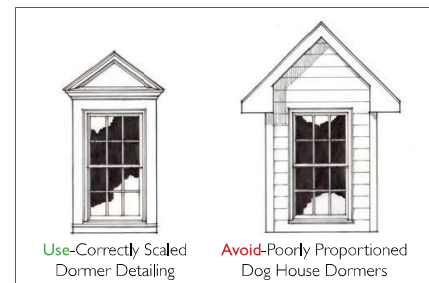
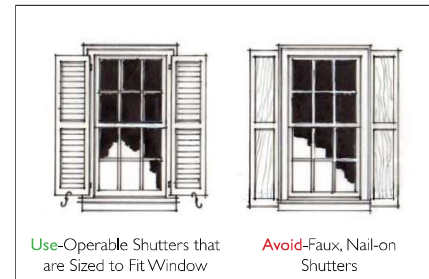
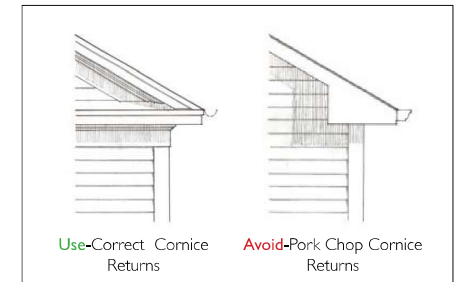
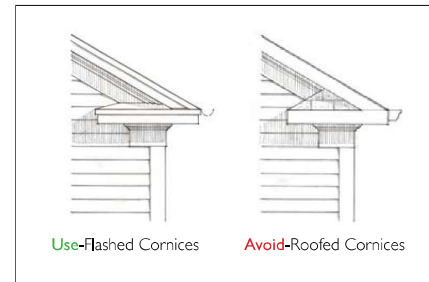


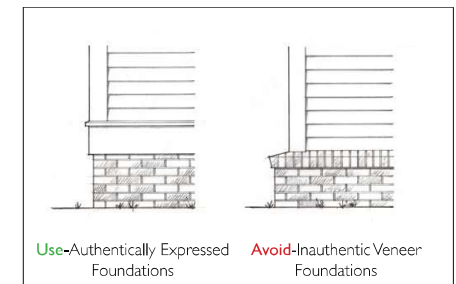
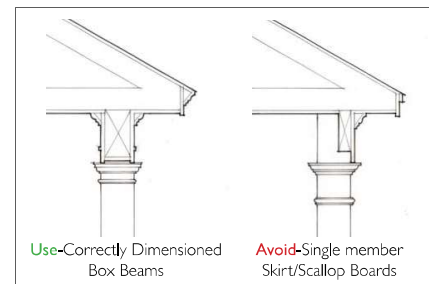
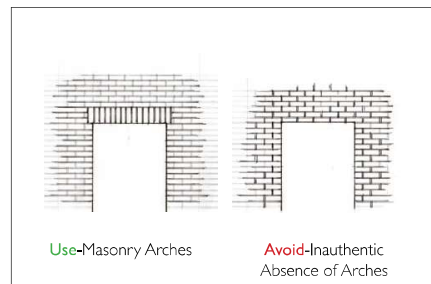
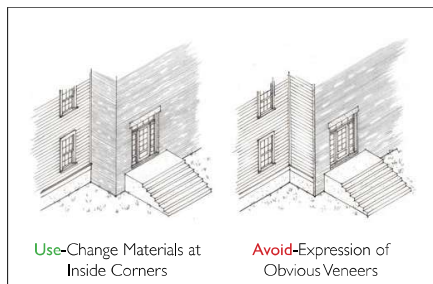
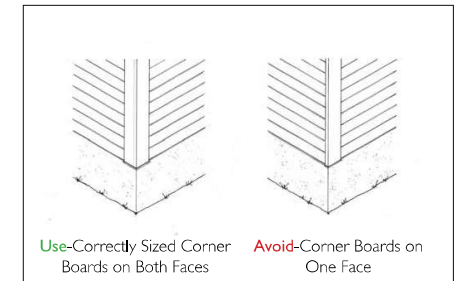
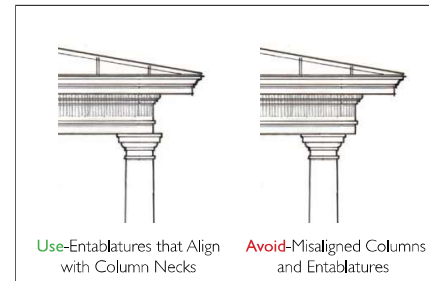
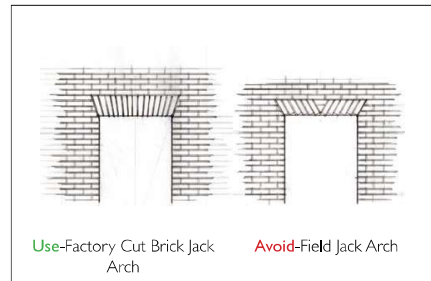
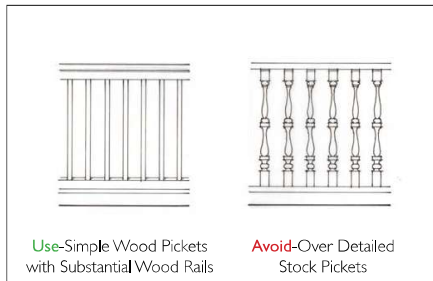
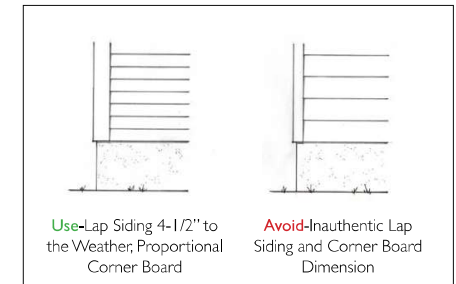
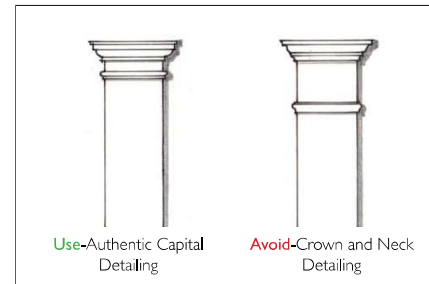
Doors



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.



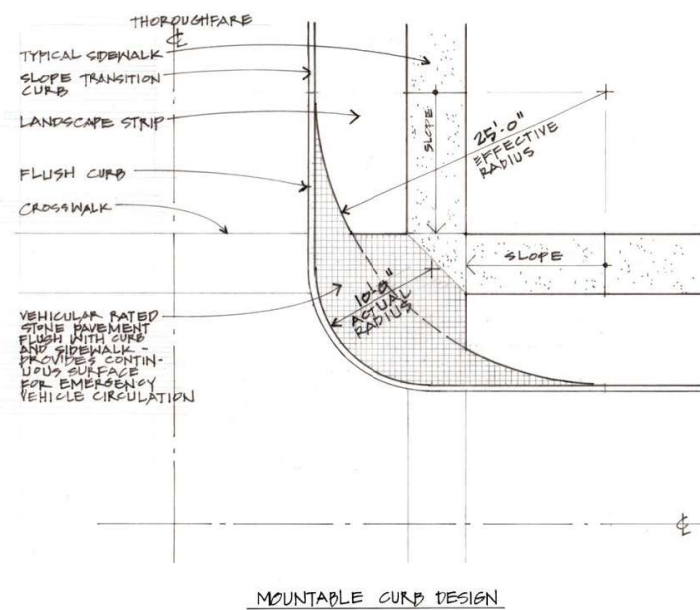
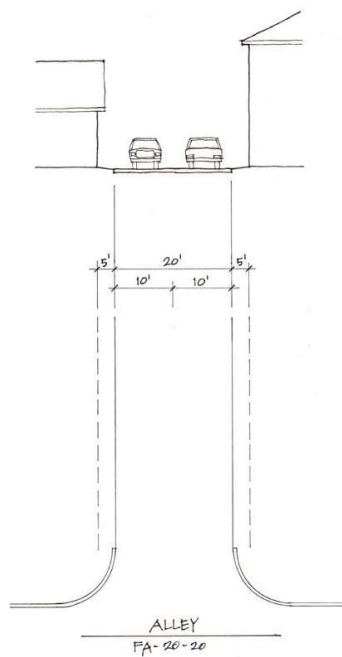
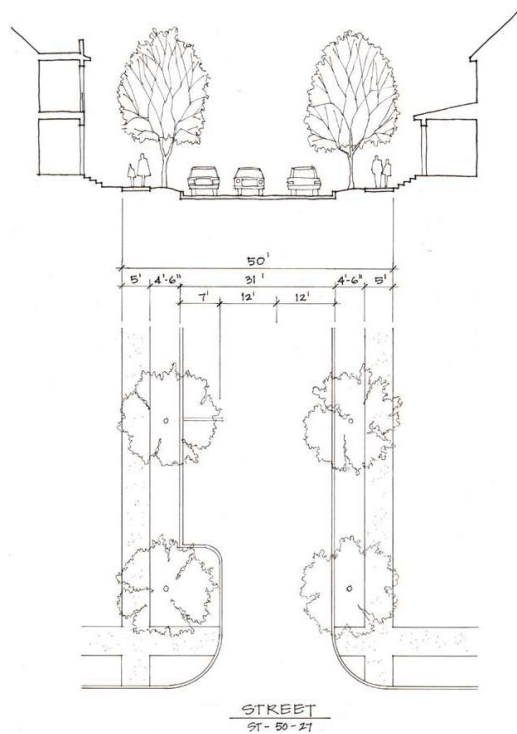


Street Sections

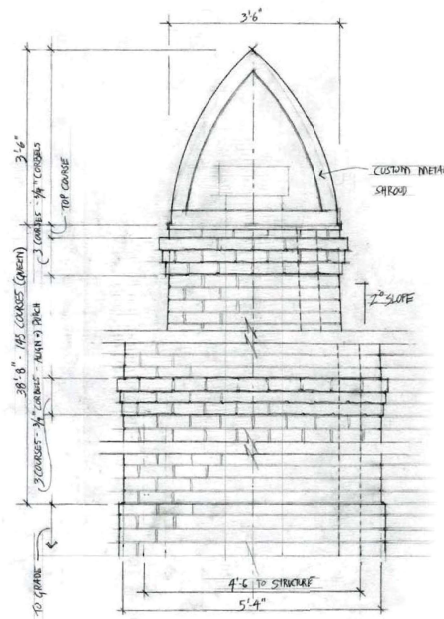
The main vehicular thoroughfares within the Lawrenceville Central Block are built on the premise that relatively narrow streets are safer within a neighborhood setting. This premise is derived from observations that drivers tend to slow down naturally when navigating neighborhood streets in the twenty 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

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.

Materials

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.

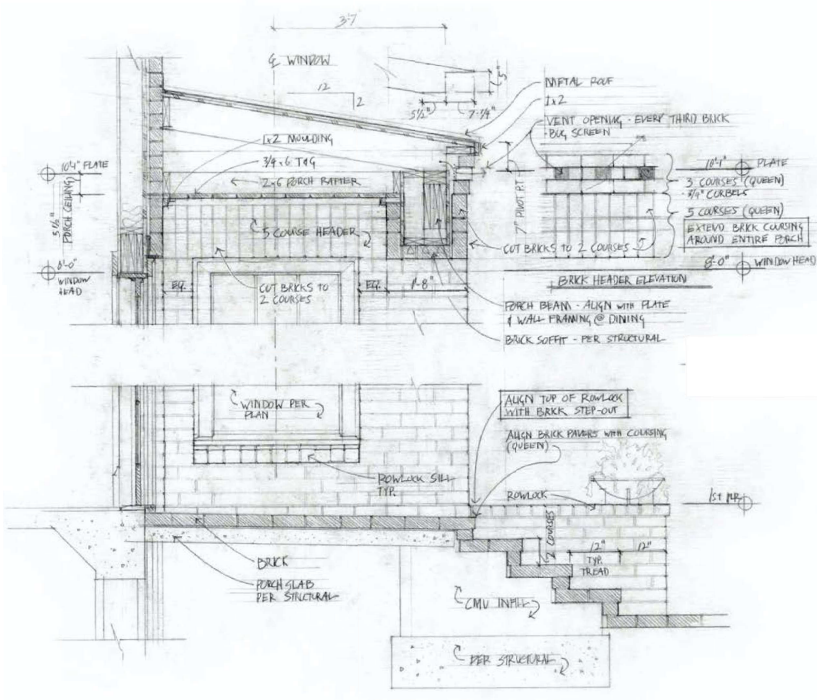
Finish Floor elevations must have a height above grade by a minimum of 1'-6" at the front of the house or unit. Finish Floors at the rear of the elevations may be more minimal.

Techniques

	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 grove 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 compliment 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.



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



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,

A handwritten signature in blue ink that reads 'Jessica L. Hill'.

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)



Gwinnett County, GA; City of Lawrenceville, GA; Geographic Technologies Group

Legend

-  Subject Properties
-  Parcels
-  Roads



0 115 230 460 FT



LAWRENCEVILLE

GEORGIA

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Location Map and Surrounding Zoning

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0 230 460 920 FT





LAWRENCEVILLE

GEORGIA

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Planning & Development*

Location Map and Surrounding Zoning

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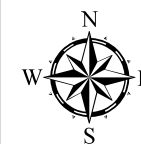
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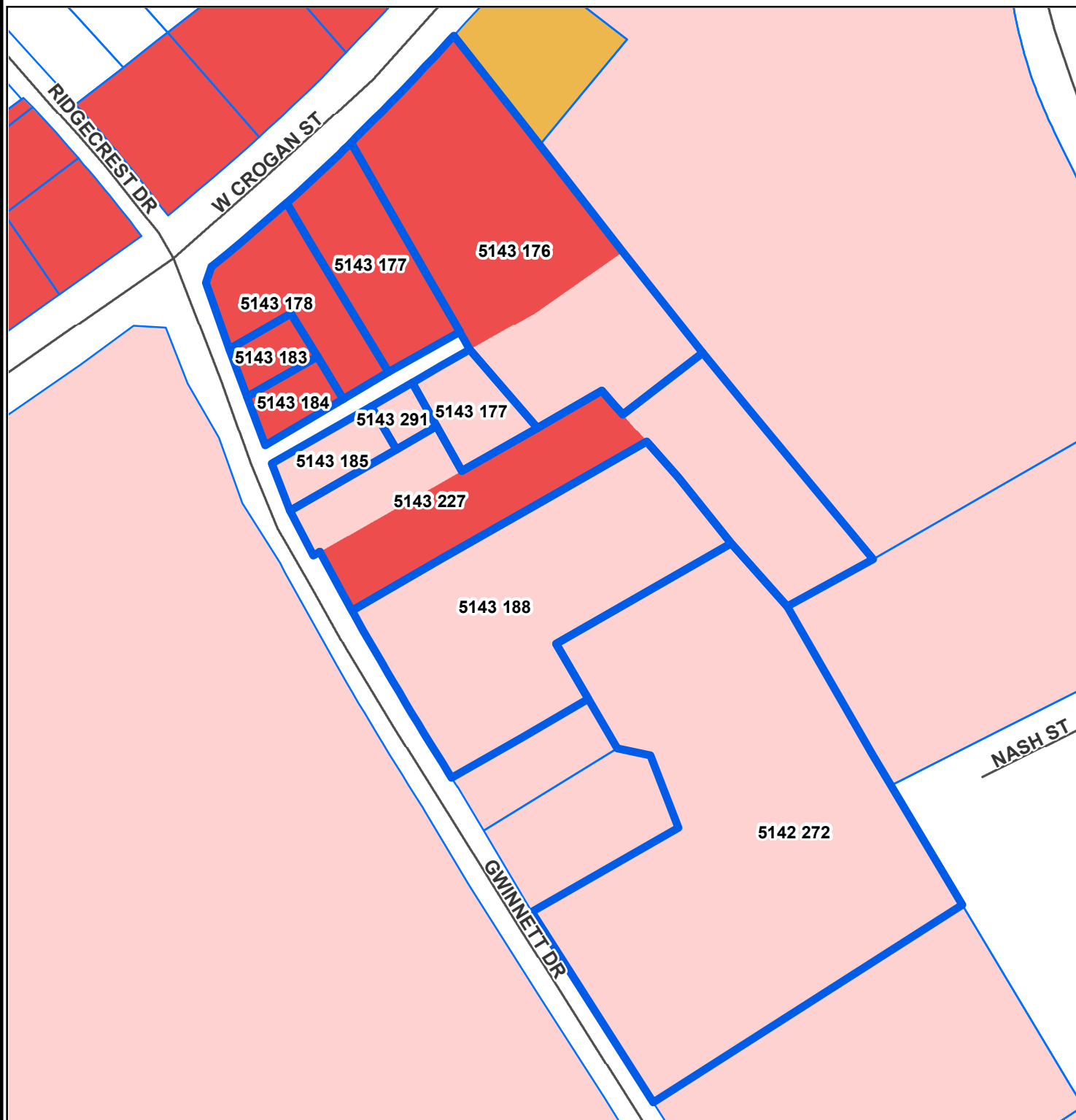
-  Subject Properties
-  Parcels

Zoning Districts

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



0 115 230 460 FT





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

Zoning Districts

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



0 230 460 920 FT

