



# LAWRENCEVILLE

## Planning & Development

# REZONING

**CASE NUMBER:**

**RZR2025-00026**

**APPLICANT:**

JCT CONSTRUCTION GROUP INC. c/o LJA ENGINEERING

**OWNER(S):**

JEFFREY THREAT

**LOCATION(S):**

## 150 SCENIC HIGHWAY

**PARCEL IDENTIFICATION NUMBER(S):**

R5147 230

**APPROXIMATE ACREAGE:**

3.94 ACRES

**CURRENT ZONING:**

BG (GENERAL BUSINESS DISTRICT)

**PROPOSED ZONING:**

RS-TH INF (TOWNHOUSE-FAMILY INFILL  
RESIDENTIAL DISTRICT)

**PROPOSED DEVELOPMENT:**

## 27 TOWNHOUSES

**DEPARTMENT RECOMMENDATION:**

### APPROVAL WITH CONDITIONS

**VICINITY MAP**



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### **ZONING HISTORY**

The subject property has been zoned BG (General Business District) since 1960, the earliest zoning record on file for the property.

### **PROJECT SUMMARY**

The applicant requests a rezoning of an approximately 3.94-acre parcel from BG (General Business District) to RS-TH INF (Townhouse-Family Infill Residential District), which would represent a shift towards higher-density residential development in place of the established commercial zoning. The subject property is located on the southern right-of-way of Scenic Highway, just east of its intersections with Carver Circle. It is directly southeast of the Southlawn subdivision in Downtown Lawrenceville.

### **CONCEPT PLAN**





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### **ZONING AND DEVELOPMENT STANDARDS**

The request represents a shift towards higher-density residential development in place of the traditional commercial zoning. By allowing for townhouses, the development would increase housing density on the site, possibly making the area more walkable and increasing the local population. As proposed, the development would consist of a mix of twenty-seven (27) residential attached units as follows:

- Type: Attached Dwelling and Dwelling Units
- Building Height: Three stories (35 feet maximum)
- Building Features: Consolidated attached dwelling with shared common area, front stoops and back porches.
- Architecture: The same style of brick that maintains architectural consistency with the historic downtown area.
- Lot Area: 2,200 square feet (22 ft. width & 100 ft. depth)
- Site Features: Each townhouse will front a portion of the site's open space, which will include either a large park or a courtyard. All townhomes will have direct pedestrian access, with sidewalks that interconnect throughout the site.

As presented, the proposed development otherwise meets the standards for the RS-TH INF zoning districts regarding common space, pedestrian connectivity, and architectural standards.

### **Article 1 Districts, Section 102.6 RS-TH INF – Townhouse-Family Infill Residential District, B. Lot Development Standards**

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
<b>Minimum Lot Area</b>	<i>1,600 sq. ft.</i>	<i>2,200 sq. ft.</i>	<i>N/A</i>
<b>Maximum Building Height</b>	<i>35 feet</i>	<i>35 feet</i>	<i>N/A</i>
<b>Maximum Number of Stories</b>	<i>3 stories</i>	<i>3 stories</i>	<i>N/A</i>



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<b>Minimum Lot/Unit Width</b>	<i>20 feet</i>	<i>22 feet</i>	<i>N/A</i>
<b>Maximum Units Per Row (UPR)</b>	<i>8 units</i>	<i>5 units</i>	<i>N/A</i>
<b>Minimum Units Per Row (UPR)</b>	<i>3 units</i>	<i>3 unit</i>	<i>N/A</i>
<b>Minimum Front Yard Setback</b>	<i>10 feet</i>	<i>10 feet</i>	<i>N/A</i>
<b>Minimum Rear Yard Setback</b>	<i>10 feet</i>	<i>10 feet</i>	<i>N/A</i>
<b>Minimum Side Yard Setback</b>	<i>0 feet</i>	<i>0 feet</i>	<i>N/A</i>
<b>External Setback (Local Street)</b>	<i>15 feet</i>	<i>15 feet</i>	<i>N/A</i>
<b>External Setback (Major Street)</b>	<i>20 feet</i>	<i>20 feet</i>	<i>N/A</i>

**Article 1 Districts, Section 102.6 RS-TH INF - Townhouse-Family Infill**  
**Residential District, C. Site Development Standards**

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
<b>Gross Density</b>	<i>16 units per acre (UPA)</i>	<i>6.85 units per acre (UPA)</i>	<i>N/A</i>
<b>Off-Street Parking</b>	<i>2.5 spaces per dwelling unit (68 spaces)</i>	<i>4 spaces per dwelling unit (108 spaces)</i>	<i>N/A</i>



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### **ARCHITECTURAL AND DESIGN GUIDELINES**

The proposed elevations appear to satisfy the minimum intent of the Architectural and Design Standards set forth in Article 6, Section 602 Non-Residential Minimum Architectural and Design Standards, however, the submitted elevations are incomplete as the document does not include the required rear and side elevations. Therefore, it would be appropriate for the applicant to provide revised elevations prior to receiving a recommendation from the Planning Commission or the final binding decision of the City Council.

### **RIGHT-OF-WAY IMPROVEMENTS**

Carver Circle is a City of Lawrenceville-owned and maintained right-of-way, classified as a Local Residential Street (roadway). However, the current conditions of the roadway do not meet the minimum standards outlined in the City of Lawrenceville Subdivision Regulations, specifically under Article X: Required Improvements, Design, and Construction. As a result, the proposed development and requested zoning will necessitate improvements to Carver Circle by the applicant.

Furthermore, the existing right-of-way width of Curtis Road is approximately thirty feet (30 ft.), which does not meet the required minimum standards. Local regulations require that a Local Residential Street has a minimum right-of-way width of fifty feet (50 ft.). Additionally, the current pavement width is approximately eighteen feet (18 ft.), which is below the required minimum of twenty-four feet (24 ft.) for Local Residential Streets. Therefore, the development of the property may require the dedication of additional right-of-way and significant modifications to the existing roadway to bring it into compliance with these standards.

In addition, the RS-TH INF zoning classification includes specific language requiring the front facades of townhouse dwellings to be parallel or radial to a public street (public right-of-way). As currently proposed, the overall layout of the development would not align with the intent of the newly adopted zoning



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classification. The applicant has stated that the "narrow shape of the property and multiple road frontages" would prevent a subset of townhouse units from directly facing the public right-of-way along Carver Circle. As a result, the applicant is requesting the following variance:

A variance from the Zoning Ordinance, Article 1, Districts, Section 102.6 RS-TH INF – Townhouse-Family Infill Residential District, D. Lot Dimensional Standards, Subsection 1. RS-TH Townhouse Units – General, Part a, which requires the front facades of townhouse dwelling units to be parallel or radial to the public street (Public Right-of-Way). The requested variance would allow the front facades of townhouse units 9-27 to be perpendicular to the public right-of-way of Carver Circle.

Given the trapezoidal configuration of the property, along with the 75-foot stream buffer, the applicant's statement about the "narrow shape of the property" becomes more understandable. Variance requests are intended to provide property owners with relief from certain zoning provisions due to the unique physical characteristics, shape, or topographical conditions of the property. In line with the City's efforts to improve its image, development should emphasize quality and value, rather than focusing solely on quantity. However, while the stream buffer and property shape present constraints, they do not necessarily prevent the applicant from presenting an alternative development plan that meets the City's standards.

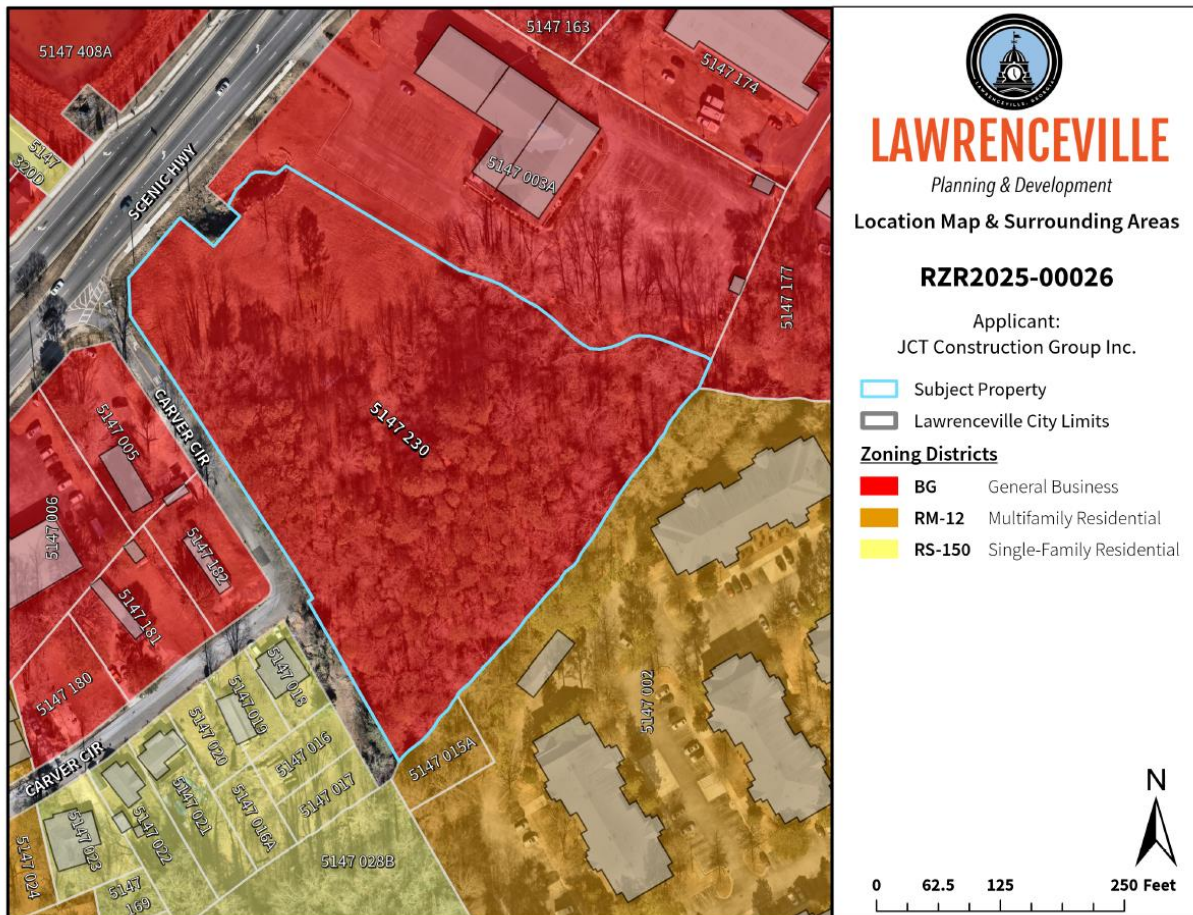
The proposed development will require both roadway improvements to bring Carver Circle into compliance with the city's minimum standards. These issues will be evaluated and addressed throughout the development process to ensure compliance with applicable city regulations and requirements. Therefore, the development may necessitate the dedication of additional right-of-way and significant modifications to the existing roadway to meet these standards.



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### CITY OF LAWRENCEVILLE OFFICIAL ZONING MAP



### **SURROUNDING ZONING AND USE**

The subject property is surrounded by a wide variety of land uses and zoning districts. The properties directly to the northeast are zoned BG (General Business District) and are used as a place of worship, auto service garage, warehouse facility, and a self-storage facility. To the south/southeast is the Oaks at New Hope apartment community, zoned RM-12 (Multifamily Residential District). The properties to the southwest are zoned RS-150 (Single-Family Residential District) and are occupied by single-family homes and mobile homes. Moving to the west, across the right-of-way of Carver Circle, are more properties zoned BG, used for a



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variety of single-occupancy retail uses and nonconforming residential uses alike. The mixed-use Southlawn development is located directly to the northwest of the subject property, across the right-of-way of Scenic Highway. Finally, the Lawrenceville Police Department headquarters is located directly north of the subject property, on land zoned BG.

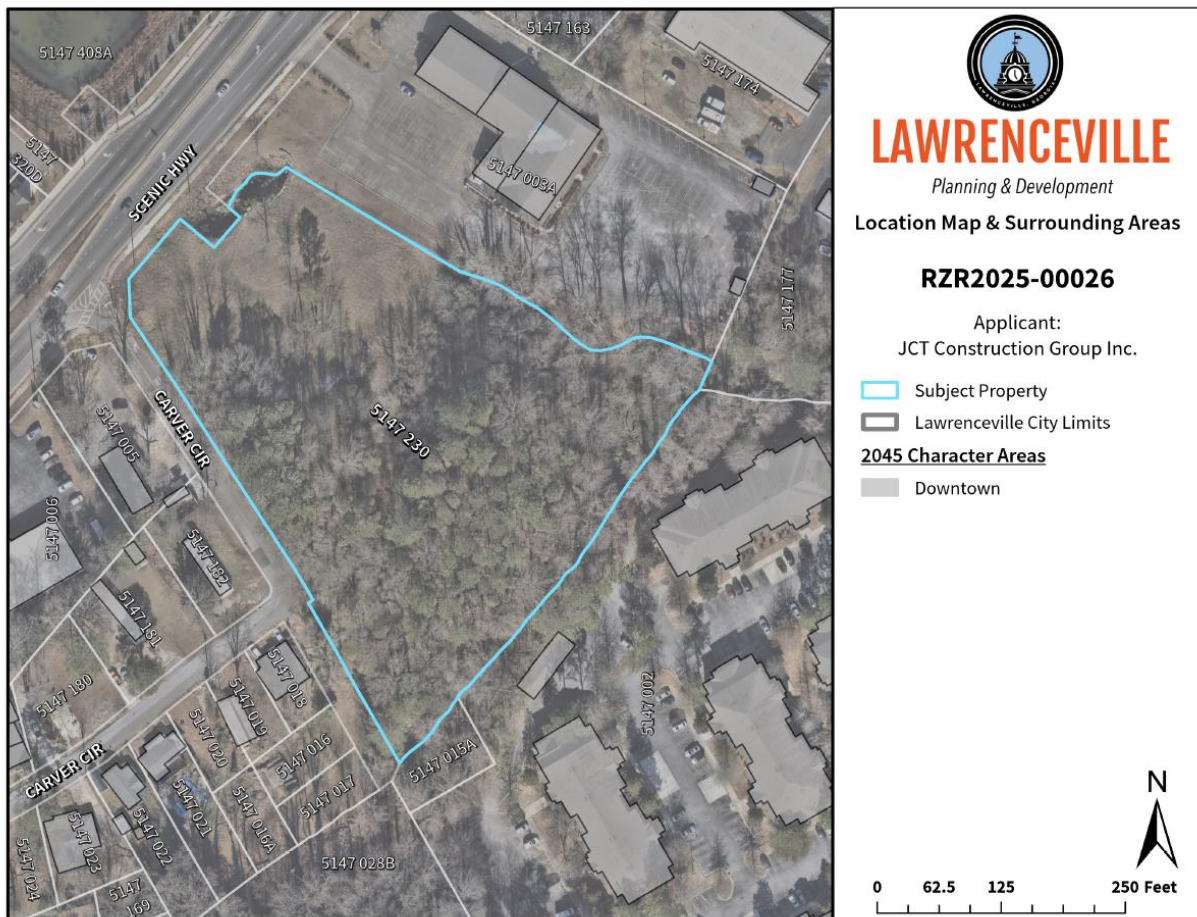
The purpose of infill zoning classifications is to enable the development of new structures on unused or underutilized land within existing urban areas. This approach aims to revitalize neighborhoods, promote density, reduce urban sprawl, enhance accessibility, and improve urban sustainability (quality of life). Therefore, the requested rezoning may align with the City Council's policies, which are designed to encourage positive growth and development.



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### LAWRENCEVILLE 2045 COMPREHENSIVE PLAN – FUTURE LAND USE PLAN MAP



### 2045 COMPREHENSIVE PLAN

The 2045 Comprehensive Plan and Future Development Map indicates the property lies within the Downtown Character Area. Lawrenceville's Downtown character area serves as the historical and cultural heart of the city, preserving its unique charm while nurturing economic vitality. With a robust economy and a focus on community life, Downtown is a hub of cultural activities and commerce. The development, by incorporating townhouses, is expected to raise the housing density, potentially enhancing the walkability of the area and boosting the local population. Additionally, investments in pedestrian infrastructure and streetscape upgrades will focus on improving walkability and accessibility.



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### **STAFF RECOMMENDATION**

While the proposed development is compatible with surrounding uses and zoning districts and may align with the long-range plan for the Downtown area, its design presents some challenges. The requested variance would waive the requirement that the townhouse units face a public right-of-way, which contradicts the intent of the RS-TH INF district. This district aims to encourage infill townhouse units on smaller lots within the Downtown area, promoting active street frontage and pedestrian connectivity. However, an alternative design could still achieve similar density while adhering to the intended design and site layout requirements of the RS-TH INF zoning district.

Given the aforementioned factors, the Planning and Development Department recommends **APPROVAL WITH CONDITIONS** for the proposed rezoning.



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### **CITY OF LAWRENCEVILLE DEPARTMENT COMMENTS:**

#### **ENGINEERING DEPARTMENT**

No comment

#### **PUBLIC WORKS**

No comment

#### **ELECTRIC DEPARTMENT**

Lawrenceville Power will serve this development.

#### **GAS DEPARTMENT**

Lawrenceville Gas will serve this development.

#### **DAMAGE PREVENTION DEPARTMENT**

No comment

#### **CODE ENFORCEMENT**

No comment

#### **STREET AND SANITATION DEPARTMENT**

No comment



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### 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 proposed zoning and development are compatible with the surrounding land uses and zoning districts. The townhouse development would introduce higher-density residential units in an area with diverse land uses, helping to further strengthen the City's urban renewal strategy. By providing an appropriate buffer between residential, commercial, and institutional zones, development would enhance connectivity, support sustainable growth, and contribute to the revitalization of the Downtown area. Therefore, the proposed use may be suitable in view of the use and development of adjacent and nearby properties.*

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

*While there are some concerns related to the increased traffic and the potential impacts on surrounding residential properties due to the higher density of townhouses, the proposed development is unlikely to adversely affect the existing use or usability of adjacent or nearby properties if the necessary infrastructure improvements (roadway upgrades, parking management, and stream buffer considerations) are implemented. In fact, the development could have a positive effect by increasing residential density, enhancing walkability, and contributing to the revitalization of the Downtown area. Proper design and mitigation strategies, such as landscaping buffers, traffic management, and pedestrian-friendly infrastructure, will be essential to ensure that any negative effects are minimized.*

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

*Yes; the property could be developed according to the current standards of the BG zoning district.*



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- 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;**

*The project will induce demand on public facilities in the form of traffic, utilities, stormwater runoff, and schools. However, the effects of this demand can be mitigated through zoning conditions, consistent monitoring of outcomes, and active planning efforts moving forward.*

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

*The proposed zoning change and development are in full conformity with the policy and intent of the 2045 Comprehensive Plan. The development aligns with key goals such as increasing residential density, promoting walkability, revitalizing the Downtown area, and encouraging infill development. It supports sustainable urban growth by enhancing housing options within the city's core, improving pedestrian infrastructure, and contributing to the overall vibrancy of the area. Therefore, the proposal is consistent with the city's long-term vision for urban development and should be seen as a step forward in achieving the goals outlined in the Comprehensive Plan.*

- 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;**

*Several existing and changing conditions support the approval of the zoning proposal, which includes the property's unique shape and environmental constraints (stream buffer) challenge strict adherence to zoning standards but promotes thoughtful infill development that respects the natural environment; Infrastructure improvements, particularly to roadways, are needed but will enhance the area long-term and accommodate increased density. These conditions align with the city's planning objectives and address both current and future community needs.*



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### **PLANNING AND DEVELOPMENT**

### **RECOMMENDED CONDITIONS**

#### **RZR2025-00026**

Approval of a rezoning to RS-TH INF (Townhouse-Family Residential District), subject to the following enumerated conditions:

- 1. To restrict the use of the property as follows:**
  - A.** Twenty-seven (27) Townhouse-Family dwellings and dwelling units, not to exceed seven units per acre (7 UPA).
  - B.** Townhouse dwellings and dwelling units shall be constructed with three sides of brick. The remaining balance of the home may be the same, or fiber-cement shake or siding with a minimum thirty-six-inch (36 in.) brick water table.
  - C.** The front façade of each townhouse dwelling and dwelling unit shall be adjacent to the public right-of-way. Final approval shall be subject to the review and approval of the Director of the Planning and Development Department.
  - D.** Each dwelling unit/townhouse unit shall have a garage that accommodates two cars. Tandem garages shall not be allowed. Minimum parking requirements shall be as follows:

Townhouse dwelling and dwelling units shall have a two-car garage, no parking space outside of the garage, and one additional space per townhouse within the project for guest parking. The plan shall be approved by the Director of Planning and Development.



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- E.** Each unit/dwelling shall be rear loaded and accessed via a forty-foot (40 ft.) Private Access Utility Easement. Final approval shall be subject to the review and approval of the Director of the Planning and Development Department.
  - F.** Townhouse dwelling and dwelling units shall have a Minimum Heated Floor Area of 2,000 square feet for one-, two-, three- and four-bedroom units.
  - G.** Final site plans, landscape plans and building elevations shall be subject to review and approval of the Director of Planning and Development prior to the issuance of development or building permits.
- 2. To satisfy the following site development considerations:**
- A.** Provide a fifty-foot (50 ft.) Front Yard Building Setback adjacent to Scenic Highway.
  - B.** Provide a fifteen-foot (15 ft.) Front Yard Building Setback adjacent to Carver Circle.
  - C.** Provide a ten-foot (10 ft.) Rear Yard Building Setback adjacent to Parcel Identification Numbers R5147 002, R5147 015A. and R5147 177.
  - D.** Provide a fifteen-foot (15 ft.) internal Front Yard Building Setback adjacent to required internal 40-foot Private Access Utility Easement.
  - E.** Provide a twenty-foot (20 ft.) internal Rear Yard Building Setback adjacent to a 40-foot Private Access Utility Easement.
  - F.** Underground utilities shall be provided throughout the development.
  - G.** Natural vegetation shall remain on the property until the issuance of a development permit.



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- H.** New billboards or oversized signs shall be prohibited.
- I.** 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-way.