



LAWRENCEVILLE

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ANNEXATION & REZONING

CASE NUMBER:	ANNX2025-00009 & RZM2025-00020
APPLICANT:	D&K PROPERTIES LLC
OWNER(S):	ERNEST MICHAEL HENDERSON
LOCATION(S):	PORTION OF 1144 GRAYSON HIGHWAY
PARCEL IDENTIFICATION NUMBER(S):	PORTION OF R5139 002
APPROXIMATE ACREAGE:	9.82 ACRES
CURRENT ZONING:	GWINNETT COUNTY R-100 (SINGLE-FAMILY RESIDENCE DISTRICT)
PROPOSED ZONING:	CMU (COMMUNITY MIXED-USE DISTRICT)
PROPOSED DEVELOPMENT:	MIXED USE DEVELOPMENT
DEPARTMENT RECOMMENDATION:	APPROVAL WITH CONDITIONS

VICINITY MAP







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ZONING AND DEVELOPMENT STANDARDS

The proposed mixed-use development features thirteen (13) two-story rear-entry townhouses, each with 1,800 square feet of living space, alongside two (2) four-story multifamily buildings containing 214 condominium dwelling units. The units will range in size from 750 to 1,100 square feet. In addition, approximately 18,500 square feet of retail space will be included.

The site is designed so that the two condominium buildings, which include commercial space on the first floor, are located along the western side of the property fronting Grayson Highway and Sugarloaf Parkway. These buildings will frame a tabletop parking deck, providing 337 off-street parking spaces, accessible via a private drive from Grayson Highway. Moving eastward, a large open space will separate the multifamily units from the thirteen (13) proposed townhouses. This open space will feature a linear park, a dog park, and a swimming pool, and the townhouses will be adjacent to this common area.

The townhouses are proposed as rear-loaded and will offer at least three (3) bedrooms, two and a half bathrooms, and a two-car garage each. A 50-foot buffer will separate the townhouse component from the St. Lawrence one-family residential subdivision to the east.

The architectural style of the development will incorporate a mix of materials such as brick, stone, metal, and cementitious siding, as shown in the attached renderings. Other site improvements will include a deceleration lane for safe vehicular access, an underground stormwater management system, landscape strips, and a masonry monument sign at the corner of Grayson Highway and Sugarloaf Parkway.

Approval of the requested CMU (Community Mixed Use) zoning district would require variances from the minimum standards as outlined below:

Article 1 Districts, Section 102.11 CMU Community Mixed-Use District, Subsection B. Land Use Mix, Table 1. and 2.

1. The intent of allowing these nonresidential uses is to create a small node of retail and commercial services primarily for the convenience and amenity of residents of the CMU District. Nonresidential development must be compatible



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with the residential component of the development, and in general with the Architectural Design Standards specified in this section and Article 6, Architectural Standards and Design Guidelines.

Land Use	Percentage of Gross Land Area			Recommendation
	Minimum	Maximum	Proposed	
Residential	30%	75%	60.4%	N/A
Civic/Institutional	15%	50%	35.6%	N/A
Commercial/Retail, Light Industrial, Office	15%	50%	4%	Denial

2. This district provides for a diversity of housing types. Each CMU development shall include at least one housing option, including apartments, single-family residences, or townhomes.

a. Single-family detached dwellings on large lots (at least 9,500 sq. feet)
b. Single-family detached dwellings on mid-size lots (7,500-9,499 sq. feet)
c. Single-family detached dwellings on small lots (4,500-7,499 sq. feet)
d. Townhouses (see RM-8 standards, below)
e. Multifamily (see RM-24 standards, below)

Article 1 Districts, Section 102.7 RM-8 Townhouse Residential District, Subsection B. Lot Development Standards

Standard	Requirement	Proposal	Recommendation
Minimum Lot Area	5 acres	9.82 acres	N/A
Minimum Unit Width	20 feet	24 feet	N/A
External Minimum Front Setback	25 feet	15 feet	N/A – See 102.11.C Standards



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External Minimum Side Setback	20 feet	50 feet	N/A
External Minimum Rear Setback	20 feet	50 feet	N/A
Minimum Heated Floor Area	See Table Below	See Table Below	N/A
Impervious Surface Coverage	40% (3.93 acres)	54.5% (5.35 acres)	N/A
Maximum Building Height	35 feet	35 feet	N/A
Green / Common Space %	1.47 acres (15% of gross acreage)	3.5 acres (35.6% of gross acreage)	N/A
Minimum Public Green Space	3,000 SF	64,033 SF	N/A
Adjacency to Public Green Space	7 Units (50%)	13 Units (100%)	N/A

The current minimum front yard building setback requirement is 5-15 feet, which is typically applied only to internal local streets. Building setbacks adjacent to major thoroughfares in Gwinnett County are generally 50 feet or more, based on factors like traffic congestion and accident rates. These setbacks help create safer roads, provide space for sidewalks, and improve sightlines at intersections. The regulations aim to prevent buildings from obstructing traffic flow while ensuring adequate space for pedestrians, parking, and infrastructure, thereby enhancing the overall quality of life and maintaining consistency with surrounding commercial and residential properties

Minimum Heated Floor Area

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
1-bedroom	1,000 sq. ft	1,800 square feet	N/A
2-bedroom	1,200 sq. ft		
3-bedroom	1,400 sq. ft (40%)		
4-bedroom	1,600 sq. ft (10%)		



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Article 1 Districts, Section 102.9 RM-24 Multifamily Residential District, Subsection B. Lot Development Standards and Subsection E. Development Standards

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
Minimum Lot Area	5 acres	9.82 acres	CMU Project Standard: Minimum Acreage – 5 acres
Minimum Lot Width	100 feet	144.34 feet	N/A
External Minimum Front Setback	50 feet	15 feet	Denial
External Minimum Side Setback	25 feet	25 feet	N/A
External Minimum Rear Setback	40 feet	40 feet	N/A
Minimum Heated Floor Area	See Table Below	See Table Below	N/A
Impervious Surface Coverage	60% (5.89 acres)	54.5% (5.35 acres)	N/A
Maximum Building Height	70 feet	45 feet	N/A
Maximum Number of Stories	5 stories	4 stories	N/A
Gross Density	24 units per acre (UPA)	23.11 units per acre (UPA)	N/A

Minimum Heated Floor Area

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
Studio	650 sq. ft	750 – 1,100 square feet	N/A
1-bedroom	800 sq. ft		
2-bedroom	1,000 sq. ft		
3-bedroom	1,200 sq. ft (10%)		



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Article 1 Districts, Section 102.11 CMU Community Mixed-Use District, Subsection C. Lot Development Standards

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
Minimum Lot Area	5 acres	9.82 acres	N/A
Road Frontage	40 feet per lot	N/A	N/A
Maximum Height	45 feet	45 feet	N/A
Internal Minimum Front Setback	5-15 feet	8 feet	N/A
Internal Minimum Side Setback	10-20 feet	20 feet	N/A
Internal Minimum Rear Setback	25-50 feet	19 feet	Variance
Minimum Setback along classified Arterials/Collectors	50 feet	15 feet	Variance

Article 1 Districts, Section 102.11 CMU Community Mixed-Use District, Subsection I. Parking and Article 5 Parking, Section 508 Number of Off-Street Parking Spaces Required, Table 5-3

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
Multifamily Dwelling Unit (214 units)	1.5 spaces per dwelling unit (321 spaces)	1.5 spaces per dwelling unit (321 spaces)	N/A
Retail Sales and Service (18,500 SF)	1 space per 400 square feet (46 spaces)	1 space per 1,156 square feet (16 spaces)	Article 5, Section 507 (see below)
Townhouse Dwelling Unit (13 units)	1.5 spaces per dwelling unit (20 spaces)	4 spaces per dwelling unit (52 spaces)	N/A



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Per Article 5 Parking, Section 507 – Mixed Use Occupancy, off-street parking requirements for mixed-use developments may be reduced by up to 25%, provided that all parking spaces on site are available for all uses on that lot or in that building. As demonstrated above, the total number of parking spaces required for the multifamily and retail components of the development is 367 spaces, which can then be reduced by 25% to 275 spaces required. Given that there are 337 off-street parking spaces provided for the proposed tabletop parking deck, the proposed number of off-street parking spaces exceeds minimum standards.

Article 4 Buffers, Section 403 Buffers Table

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
CMU / BG	N/A	N/A	N/A
CMU / RS-180	50 ft (undisturbed)	25 ft (undisturbed) 25 ft (disturbed)	Variance

Two (2) variances are specifically requested by the applicant. The rationale provided in the letter of intent is as follows:

First to grade and replant the interior 25-feet of 50 feet buffer adjacent to properties zoned RS180. This will allow the developer to properly grade this area and avoid reducing any open space and property vehicular circulation at the rear of the site. Second, to decrease the floor area percentage for commercial uses from 15% to 4%. The Grayson Highway corridor includes an excess of commercial uses, and the applicant submits that a larger commercial space would not be economically viable or supported.



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After reviewing the submitted concept plan and comparing it to current standards, an additional two variances are required on top of the two requested by the applicant. The required variances are as follows:

- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.11 – CMU Community Mixed-Use District, Subsection C. Lot Development Standards. Allows for the reduction in the Internal Minimum Rear Setback from twenty-five (25) feet to nineteen (19) feet.
- A variance from the Zoning Ordinance, Article 4 – Buffers, Section 401 – Standards for Permanent Buffers, Part 2. Allows for limited land disturbance/grading within twenty-five (25) feet of the required fifty (50) foot buffer, provided that the area is replanted following completion of development activity.

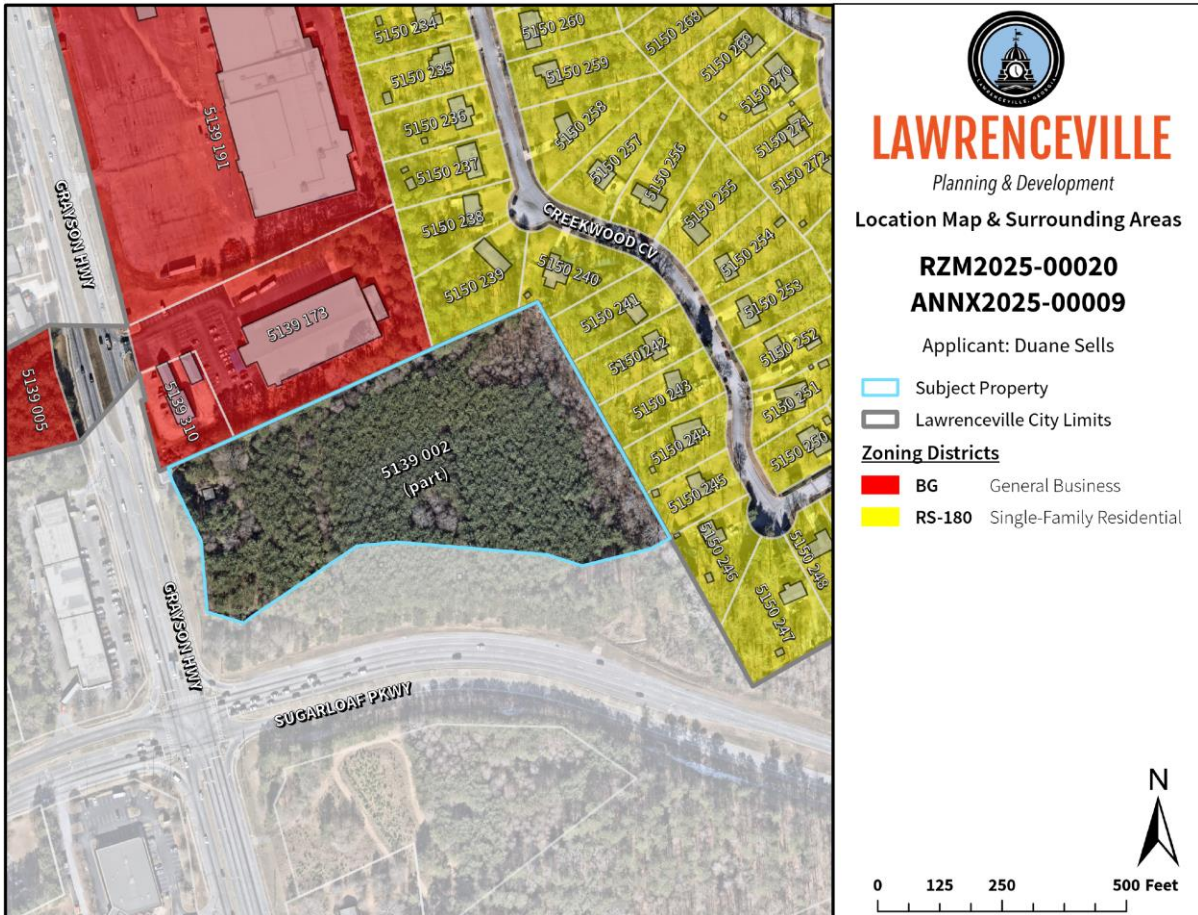
As presented, the proposed development complies with the standards for the CMU zoning district concerning common space, street and pedestrian connectivity, and architectural standards. Specific requirements in this section shall be reviewed and monitored throughout the development process, should this proposal be approved.



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CITY OF LAWRENCEVILLE OFFICIAL ZONING MAP





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SURROUNDING ZONING AND USE

The area surrounding the property includes a mix of light commercial and one-family residential land uses and zoning districts. Directly north of the property, several parcels are zoned BG (General Business District), containing a skating rink, a carwash, and a Gwinnett County archive facility. To the east, the St. Lawrence one-family residential subdivision abuts the property, zoned RS-180 (Single-Family Residential District). Directly south, across the right-of-way of Sugarloaf Parkway, is an undeveloped tract of land zoned R-100 (Single-Family Residence District). To the west, across the right-of-way of Grayson Highway and Sugarloaf Parkway, are retail structures located on properties zoned Gwinnett County C-2 (General Business District). In addition, to the west, across the right-of-way of Grayson Highway, is an undeveloped parcel with split zoning of BG and OI (Office Institutional District). This property is part of concurrent rezoning case RZR2025-00027, which proposes rezoning of the property to RS-150 (Single-Family Residential District) to develop five (5) single-family homes.

The proposed rezoning request is somewhat unconventional for this area, which is predominantly developed with light commercial and one-family residential properties. However, the submitted concept plan does take the surrounding land uses and zoning into account. The lower intensity townhouses are proposed along the eastern portion of the property, adjacent to the St. Lawrence subdivision, while the higher-density multifamily units with a commercial component are positioned to the west, along the right-of-way of Sugarloaf Parkway and Grayson Highway. This is an example of a “transect” approach to development, where intensity and use transition appropriately across the site. Properly conditioned, the proposed rezoning and subsequent development could be suitable at this location.



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Suburban Residential areas are representative of much of the one-family residential development that has occurred in Gwinnett over the past thirty years. Homes are typically larger (2,000 square feet or more), have garages facing the street, and many neighborhoods do not have sidewalks or strong roadway connectivity.

These areas are largely built out, are not near Village Centers or Urban Corridors and are not expected to change much in the next two decades. They are desirable to many households and serve a role as being part of the diversity of housing types in the county. In sewered areas, ADUs are appropriate.

Given in this context, the proposed rezoning may not align Gwinnett County's 2045 Comprehensive Plan.

In contrast, according to Lawrenceville's 2045 Comprehensive Plan and Future Development Map, the property is adjacent to two existing character areas: the Traditional Residential and the Commercial Corridor. The property is adjacent to two major arterial roads, which align with the Commercial Corridor character area, defined as follows:

The commercial corridor character area corresponds to a major road corridor into the city. It is intended to accommodate large-scale commercial uses that serve the traveling public via automobiles. These uses include but are not limited to: 'big box' retail stores, car dealerships, car washes, and large corporate offices. All such uses require careful site planning to ensure interconnectivity and compliance with applicable parking, lighting, landscaping, and signage standards. Commercial corridors are typically less pedestrian-oriented than neighborhood and community centers.

While the proposed development does not fully conform to this standard – being predominantly residential in nature – it does have a limited commercial element proposed for the Grayson Highway frontage.



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STAFF RECOMMENDATION

The surrounding area consists of a mix of light commercial and single-family residential land uses. Although the proposed rezoning is somewhat unconventional given the area's combination of light commercial and residential uses, the concept plan adopts a "transect" approach, transitioning intensity and use across the site. Additionally, multifamily developments are typically best located adjacent to arterial roads or collector roads. These road classifications provide strong access for residents and visitors, while also supporting higher-density developments like multifamily housing. With proper conditions, this location could be well-suited for such a development.

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

The property will be serviced by Georgia Power.

GAS DEPARTMENT

Lawrenceville Gas will serve this development. Precautions should be taken to protect gas mains and above ground structures, as the gas department has a gas regulating station on the NW corner on parcel R5139 193. There are also valves along the ROW that need to be avoided.

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 rezoning request may be unconventional for the area, which consists predominantly of light commercial and single-family residential development. However, the submitted concept plan does take the surrounding land uses and zoning into consideration.

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

Properly conditioned and designed, adverse impacts to surrounding properties can be mitigated.

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

Given the property's proximity to two major arterial roads in Sugarloaf Parkway and Grayson Highway, a mixed-use development may be suitable.

- 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;**

Policies of the City are intended to benefit or enhance the quality of life for existing and potential members of the public choosing to reside within the city limits. Being an unincorporated location, the subject property is not within the scope of the Lawrenceville 2045 Comprehensive Plan. However, it is



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adjacent to the Commercial Corridor character area; with its 18,500 square foot proposed commercial component, the project may align with the long-term plan for the area.

6. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal;

The surrounding area consists of a mix of light commercial and single-family residential uses, with major arterial roads (Grayson Highway and Sugarloaf Parkway) providing good access for higher-density development, such as the proposed multifamily housing. The property's location near commercial areas also supports the inclusion of retail space along Grayson Highway. The concept plan follows a "transect" approach, transitioning from low-density townhomes to higher-density multifamily units, aligning with surrounding commercial uses.