



Andrea P. Gray LLC

Attorney at Law

April 3, 2025

City of Loganville, Georgia
Mayor and Council
4304 Lawrenceville Road
Loganville GA 30052

Re: Brooks Landing – a Planned Urban Village development

Dear Mayor and Council:

I represent the Applicant in the Brooks Landing development rezoning and annexation requests. We look forward to presenting before you next week. Thank you for tabling our matter last month. The extra time has allowed us to incorporate revisions into the site plan and offer zoning conditions to reflect our discussions with city staff and an adjoining property owner. We greatly appreciate the staff's time and efforts to resolve concerns regarding Tuck Road. In preparation for Monday, we offer the synopsis below of the project for quick reference and three conditions which we believe address concerns.

Overview of proposed Brooks Landing development:

- Approx. 67.69 acres (part in Walton County, Gwinnett County, and City of Loganville)
- Planned Urban Village zoning requested
- 99 single family homes
- 60 townhomes
- 16,000 sf of commercial space
- 24+ acres of open space
- Amenities: pickleball court, swimming pool, community meeting area by pool, walking trails, dog walk areas
- Located on Tuck Road across from the Tuck Farm PUV development

Tuck Road Improvements

Condition offered: Applicant will improve Tuck Road from the end of the GDOT improvements to the end of its property boundary. The improvements will match GDOT's specifications and include City-required turn lanes as shown on the updated site plan.

- Background: The staff report expressed concerns about the designation of Tuck Road and its ability to handle traffic from the development. Upon receipt of the report, applicant engaged a traffic engineer, Travis Pruitt and Associates, Inc., to evaluate traffic counts on Tuck Road, estimate impacts from the development and assess the planned improvements by GDOT. Applicant and his engineer met with city staff from the planning department and roads department to discuss the scope of improvements to Tuck Road. GDOT has plans not only to construct a roundabout at Hwy 20 and Tuck Road, but also to improve a substantial portion of Tuck Road which improvements end just before Applicant's property. A copy of GDOT's plan is attached hereto as Exhibit "A". City staff agreed that if Applicant continues the improvements to Tuck Road to match GDOT's specifications to its property boundary, Tuck Road will meet the standards required to accommodate the development. Applicant updated its site plan to better show the Tuck Road improvements it will implement. The updated plan is attached hereto as Exhibit "B" and a visual representation of the GDOT/Applicant improvements is attached hereto as Exhibit "C".

Timing of Tuck Road Improvements

Condition offered: No more than 25% of the development may be constructed prior to Applicant's completion of improvements to Tuck Road from the end of GDOT's work to its property line.

- Background: City staff expressed concerns about the timing of the GDOT improvements versus the timing of the development. Based on the schedules as we understand them today, GDOT will let the work in February 2026 and construction is anticipated to be complete in April 2028. The first 25% of Brooks Landing is anticipated to be complete in June 2028. A copy of the estimated schedule for development overlaid with GDOT's schedule is attached hereto as Exhibit "D" and shows that timing should align well. However, GDOT controls its own schedule and these dates could change. To help mitigate the uncertainty of GDOT's schedule, Applicant offers the above condition which allows the first 25% of the development to move forward but conditions the remaining 75% on completion of its improvements to Tuck Road. This lessens the impact of traffic on the existing infrastructure and ensures that the needed improvements are in place before larger volumes of traffic are created.
- Traffic study information: Applicant's engineers utilized data from GDOT's study of Tuck Road at Hwy 20 to assess the impacts of Brooks Landing at 25% constructed and 100% constructed. The analysis looked at how many vehicles are waiting to make a movement

at the intersection (the “queue length”). Currently, there are 1.4 vehicles in the morning and 5.7 vehicles in the afternoon. At 25% buildout of the single family, townhomes, and commercial components, the morning queue length will increase by less than 1 vehicle (from 1.4 vehicles to 1.7 vehicles) and the afternoon queue length will be increased by less than 2 vehicles (from 5.7 vehicles to 7 vehicles). These estimates assume no improvements to Tuck Road and no roundabout which improvements will greatly improve traffic flow. A copy of the queue length analysis is attached as Exhibit “E” . The traffic memo was previously provided and incorporated as part of the file.

Walking Trail

Condition offered: Walking trails shall be limited to use by the property owners in the development and shall be a minimum of 100 feet from the property boundary.

- Background: At the Planning Commission meeting, adjoining property owner Antoinio Bejarano, stated a concern that the walking trail was close to his property and he is worried about trespassers. In response, to his concern, Applicant agrees that the trail will be no closer than 100 feet to the property boundary.

In sum, Applicant is proposing that three conditions be added to the PUV zoning to address concerns discussed with city staff and an adjoining property owner as follows:

Condition 1: Applicant will improve Tuck Road from the end of the GDOT improvements to the end of its property boundary. The improvements will match GDOT’s specifications and include City-required turn lanes as shown on the updated site plan.

Condition 2: No more than 25% of the development may be constructed prior to Applicant’s completion of improvements to Tuck Road from the end of GDOT’s work to its property line.

Condition 3: Walking trails shall be limited to use by the property owners in the development and shall be a minimum of 100 feet from the property boundary.

We look forward to seeing you on Monday. Please feel free to reach out to me with any questions.

Sincerely,



Andrea P. Gray

Applicant’s representative

EXHIBIT "A"

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PROGRAM DELIVERY

IMPROVEMENTS ALONG S.R. 20
FROM CS 660/SHARON CHURCH
ROAD TO SR 10/US 78

GDOT PI NO. 0016387
WALTON COUNTY
PIOH LAYOUT
DATE: APRIL 2021



PUBLIC INFORMATION OPEN HOUSE

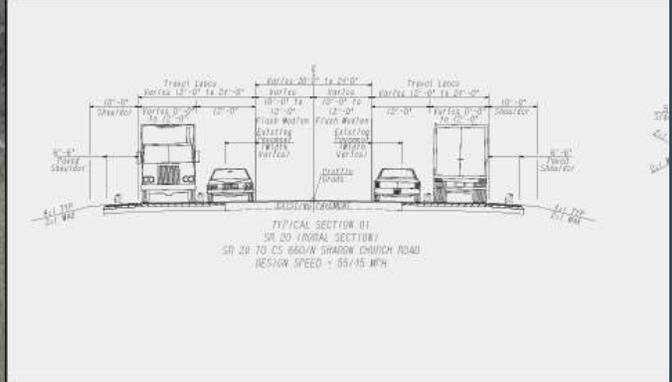
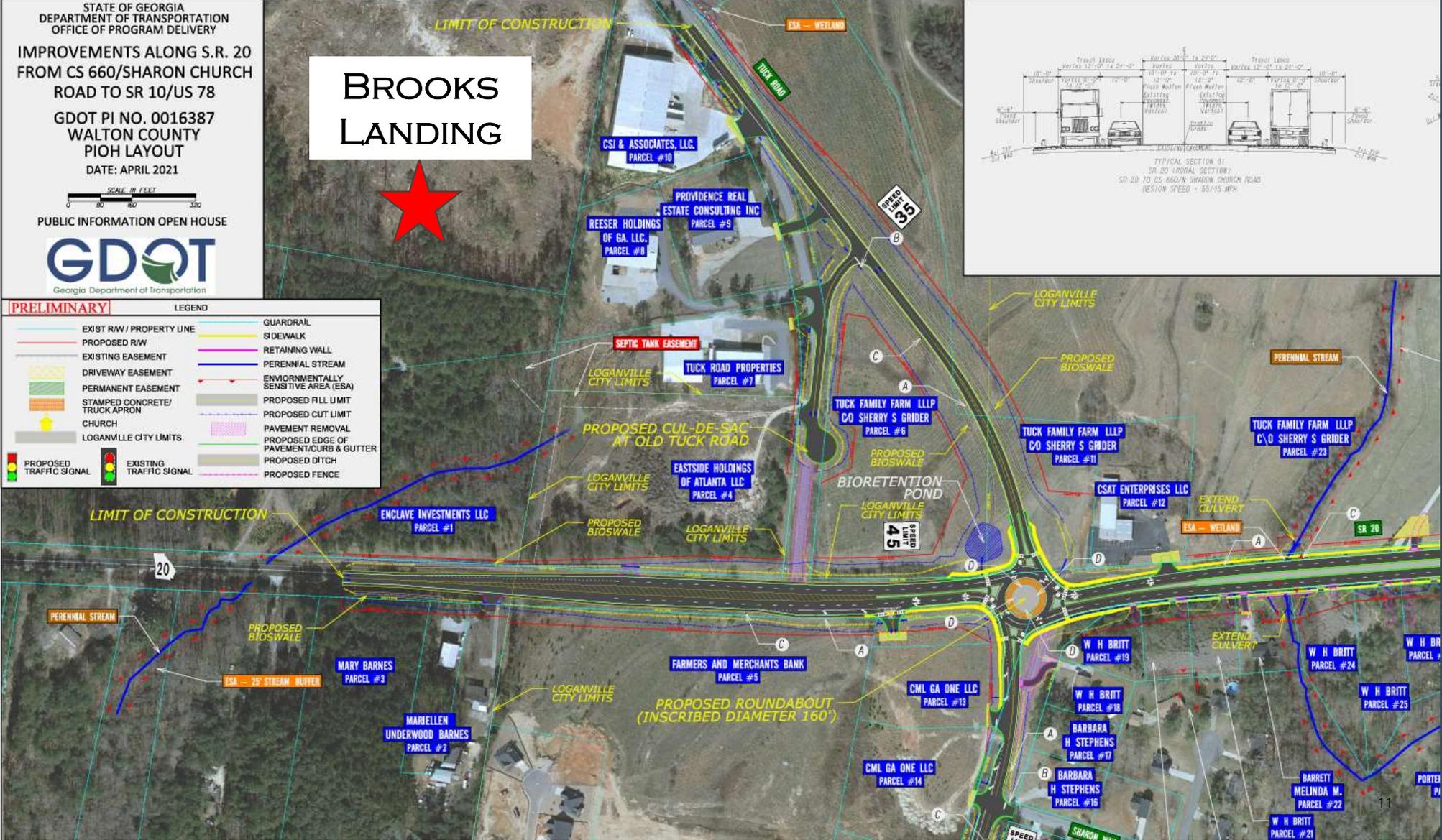


BROOKS LANDING



PRELIMINARY

LEGEND			
	EXIST RW / PROPERTY LINE		GUARDRAIL
	PROPOSED RW		SIDEWALK
	EXISTING EASEMENT		RETAINING WALL
	DRIVEWAY EASEMENT		PERENNIAL STREAM
	PERMANENT EASEMENT		ENVIRONMENTALLY SENSITIVE AREA (ESA)
	STAMPED CONCRETE/ TRUCK APRON		PROPOSED FILL LIMIT
	CHURCH		PROPOSED CUT LIMIT
	LOGANVILLE CITY LIMITS		PAVEMENT REMOVAL
	PROPOSED TRAFFIC SIGNAL		PROPOSED EDGE OF PAVEMENT/CURB & GUTTER
	EXISTING TRAFFIC SIGNAL		PROPOSED DITCH
	PROPOSED FENCE		

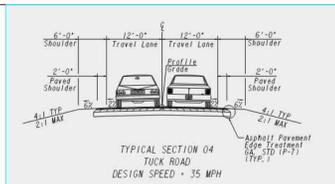


PROJECT DATA:

1. TOTAL PROJECT ACREAGE: 67.69 ACRES
2. TAX PARCEL #: C0040009, LG060189 AND C0040009A00 TO BE SUBDIVIDED AS A PUV SUBDIVISION.
3. FLOOD PLAIN: A PORTION OF THE PROPERTY LIES WITHIN A FLOOD ZONE ACCORDING TO FIRM COMMUNITY PANEL NUMBER 13297C0085E, DATED DECEMBER 8, 2016.
4. WATER SUPPLY: CITY OF LOGANVILLE
5. SEWAGE DISPOSAL: CITY OF LOGANVILLE
6. EXISTING ZONING: CH PROPOSED ZONING: PUV
7. MINIMUM LOT SIZE: 9,000 SF
8. UNDERGROUND UTILITY SERVICES SUCH AS ELECTRIC, WATER, GAS, SANITARY SEWER LINES OR WELLS MAY OR MAY NOT EXIST AND MAY OR MAY NOT BE SHOWN HEREON.
9. SURVEY DONE WITHOUT THE BENEFIT OF A COMPLETE TITLE SEARCH
10. THE TOPOGRAPHIC INFORMATION SHOWN HEREON FROM NOAA WEB SITE.
11. THERE ARE NO CEMETERIES OR OTHER SIGNIFICANT OR HISTORICAL AREAS ON SITE.
12. TOTAL AREA: 67.69 ACRES
 TOTAL AREA IN RIGHT OF WAY/STREETS: 7.79 ACRES
 TOTAL AREA WITHIN STORMWATER PONDS: 5.00 ACRES
 CALCULATED BUILDABLE LOT AREA: 67.69-7.79-5.00=54.90 ACRES
 ALLOWABLE PERCENTAGE OF EACH USE:
 SINGLE FAMILY LOTS: 45% (99x9,000SF=20.45AC=37.25% PROP.)
 TOWNHOMES: 15% (60x2,520SF=3.47AC=6.32% PROP.)
 COMMERCIAL: 20% (6.02 AC=8.72% PROP.)
 OPEN SPACE: 20% (54.90-20.45-3.47-6.02=24.96=45.46% PROP.)
13. TUCK ROAD IMPROVEMENTS TO INCLUDE WIDENING THE ROAD TO 24 FEET WITH A 2 FOOT PAVED SHOULDER TO MATCH CDOT'S IMPROVEMENTS ALONG WITH A RIGHT AND LEFT TURN LANE INTO THE SITE.

LEGEND:

-  EXISTING TREE LINE
-  COMMERCIAL
-  SINGLE FAMILY
-  TOWNHOMES



CIVIL SOLUTIONS, INC.
ENGINEERS ~ PLANNERS

700 BELMONT ROAD
 ATHENS, GA 30605
 OFFICE 706-265-2443

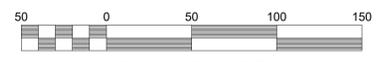
OWNER & DEVELOPER
UPRISE DEVELOPMENT
 P.O. BOX 2748
 LOGANVILLE, GA 30052
 PHONE: (770)318-5329
 24-HR. CONTACT
 MARK STREIFERT

CONCEPT PLAN FOR:
BROOKS LANDING
 CITY OF LOGANVILLE, GA

LAND LOT~DISTRICT	CITY	SCALE
187~216	LOGANVILLE	1"=100'

DATE
 04/02/25

SHEET
1 of 1



REVISIONS	DATE

This drawing and any permitted reproductions, in whole or part, are the sole property of Civil Solutions, Inc. and shall not be reproduced or conveyed in any way without the written permission of Civil Solutions, Inc..

Exhibit "C"

Improvement Plan agreed to
by Applicant and City Staff

Applicant Improvements
24-foot road
2-foot paved shoulders

GDOT Improvements
24-foot road
2-foot paved shoulders

Tom Brooks Road

Tuck Road

Brooks Landing

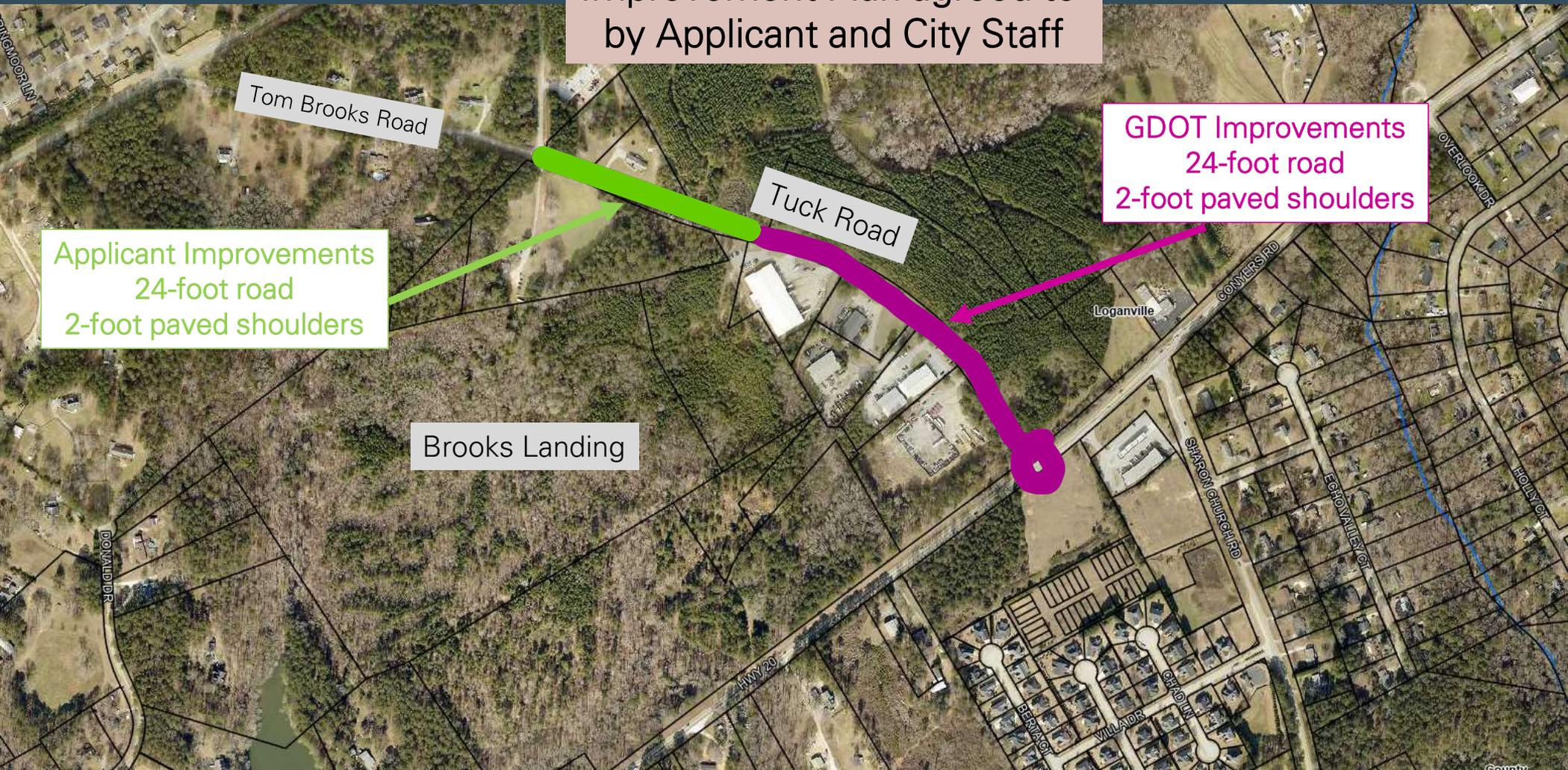


Exhibit "D"

Brooks Landing Development

Development Schedule Overlaid with GDOT Schedule

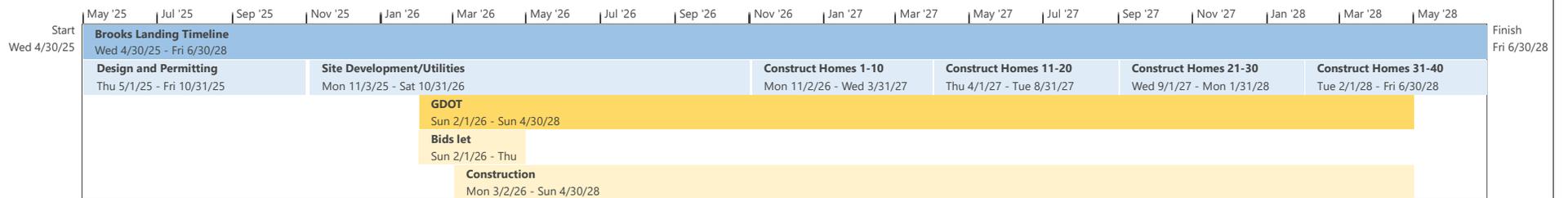
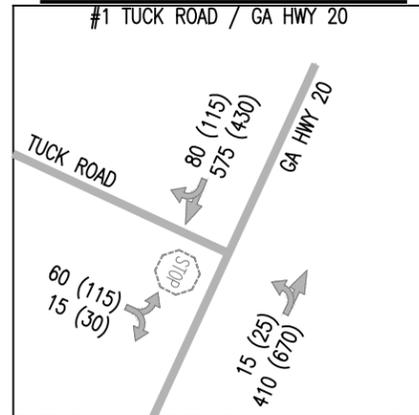


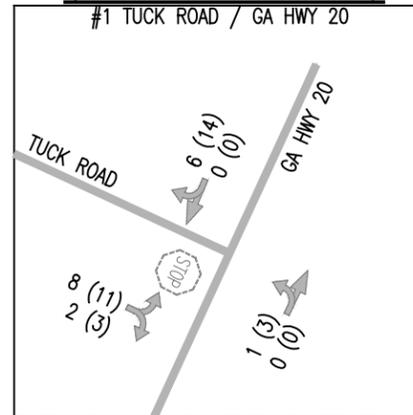
FIGURE 1-

EXISTING TRAFFIC



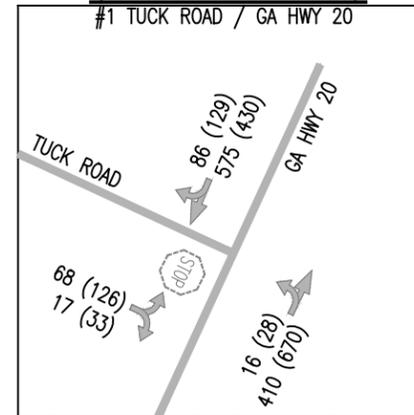
- Existing AM and PM turning movements from GDOT traffic diagram 10-0013 in 0016387_CR_APR2020.
- Tuck Road AM Queue Length = 1.4 Vehicles
- Tuck Road PM Queue Length = 5.7 Vehicles

PHASE 1 TRAFFIC (25% BUILDOUT)



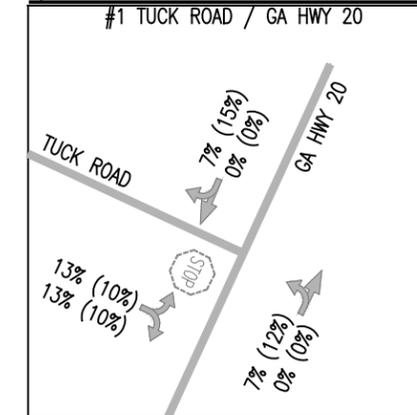
- Trip Generation from Table 2 of Traffic Memorandum for Brooks Landing dated 3/6/2025.
- Trips from Brooks Landing Split 45% to/from the east on Tuck Road and 55% to/From the West.
- Turning movements allocated based on existing traffic turning movement volumes

PHASE 1 TRAFFIC (EX+PROJECT)



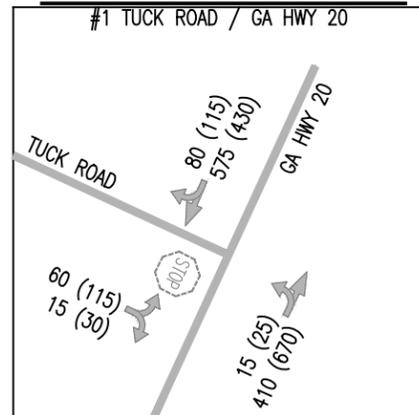
- Turning movement volumes are the sum of the existing plus Phase 1 project traffic
- Tuck Road AM Queue Length = 1.7 Vehicles
- Tuck Road PM Queue Length = 7.0 Vehicles

PHASE 1 TRAFFIC (PERCENT INCREASE)



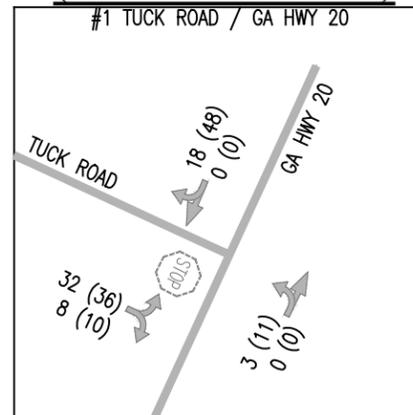
- Percentages are Project Traffic volume / existing traffic volume
- Tuck Road AM Queue Length = 21% increase
- Tuck Road PM Queue Length = 23% increase

EXISTING TRAFFIC



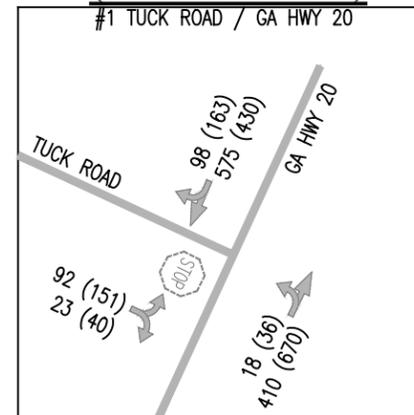
- Existing AM and PM turning movements from GDOT traffic diagram 10-0013 in 0016387_CR_APR2020.
- Tuck Road AM Queue Length = 1.4 Vehicles
- Tuck Road PM Queue Length = 5.7 Vehicles

FULL BUILDOUT TRAFFIC (100% BUILDOUT)



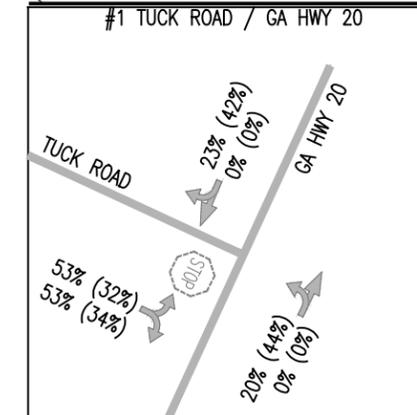
- Trip Generation from Table 1 of Traffic Memorandum for Brooks Landing dated 3/6/2025.
- Trips from Brooks Landing Split 45% to/from the east on Tuck Road and 55% to/From the West.
- Turning movements allocated based on existing traffic turning movement volumes

FULL BUILDOUT TRAFFIC (EX+PROJECT)



- Turning movement volumes are the sum of the existing plus full buildout of the project traffic
- Tuck Road AM Queue Length = 2.8 Vehicles
- Tuck Road PM Queue Length = 10.4 Vehicles

FULL BUILDOUT TRAFFIC (PERCENT INCREASE)



- Percentages are Project Traffic volume / existing traffic volume
- Tuck Road AM Queue Length = 100% increase
- Tuck Road PM Queue Length = 82% increase

Existing Lane
 Existing Lane To Be Removed
 Proposed Lane
 Programmed Improvements

 XX(XX) = AM Trips(PM Trips)
 XX(XX) = Reallocated Traffic

DATE: 4/1/2025
 SCALE: NTS
 CN: 250044 Traffic
 JN: 1-25-0044
 FN: ----
Sheet No. FIGURE 1

1586 Mars Hill Road, Suite A
 Athens, Georgia 30677
 Phone: (706) 310-1551
 Fax: (706) 310-1789
 www.travispruitt.com

Contact Person:
 Michael Greenlee
 mgreenlee@travispruitt.com

TUCK ROAD
BROOKS LANDING
 TUCK ROAD
 WALTON COUNTY GEORGIA

REVISIONS	
6	DD
5	
4	
3	
2	
1	
0	