



Planning & Development  
4303 Lawrenceville Rd.  
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## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** R24-013

**LANDOWNERS:** Tuck Family Farm LLLP C/O Sherry S Grider

**APPLICANT:** Green River Builders Inc. C/O Pickens Tucker LLP

**PROPERTY ADDRESS:** Tuck Road, Conyers Road

**MAP/PARCEL #:** LG060010, LG060010A00, LG060010ADP, LG0600100DP, portion of 4580 Tuck Road (unzoned parcel in Gwinnett County between Foxbury Commons and LG0600100DP), LG060009, LG060011

**PARCEL DESCRIPTION:** Mixture of residential, commercial, vacant properties

**AREA:** 201.36 acres

**EXISTING ZONING:** A2, R-44, CH, Unzoned

**PROPOSED ZONING:** PUV

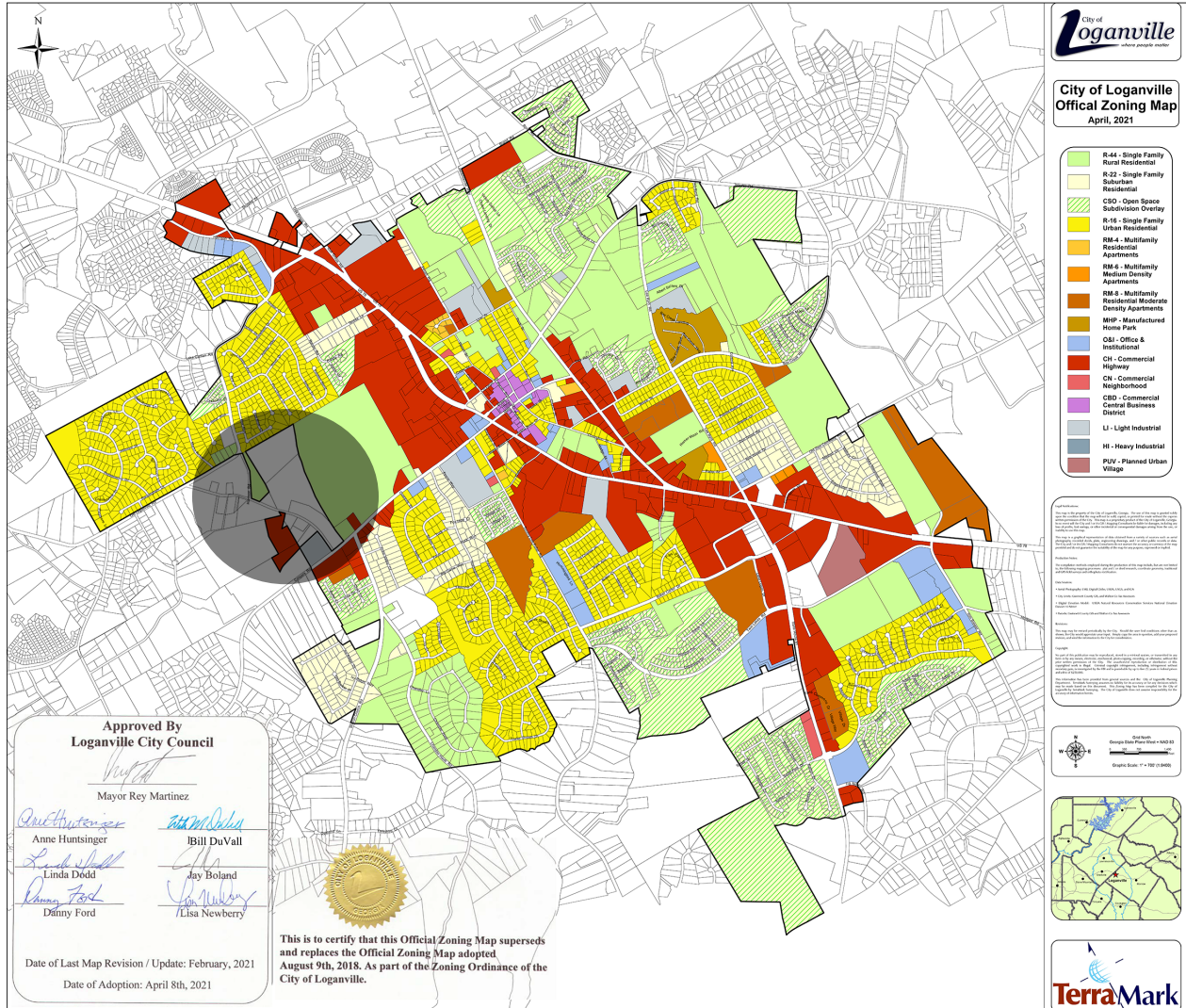
**FUTURE LAND USE MAP:** Neighborhood Residential (Walton) / Established Neighborhood (Gwinnett)

**REASON FOR REQUEST:** Creation of a mixed-use development with 232 single-family homes, 150 townhomes, and 23,200-square-feet of commercial space as well as greenspace.

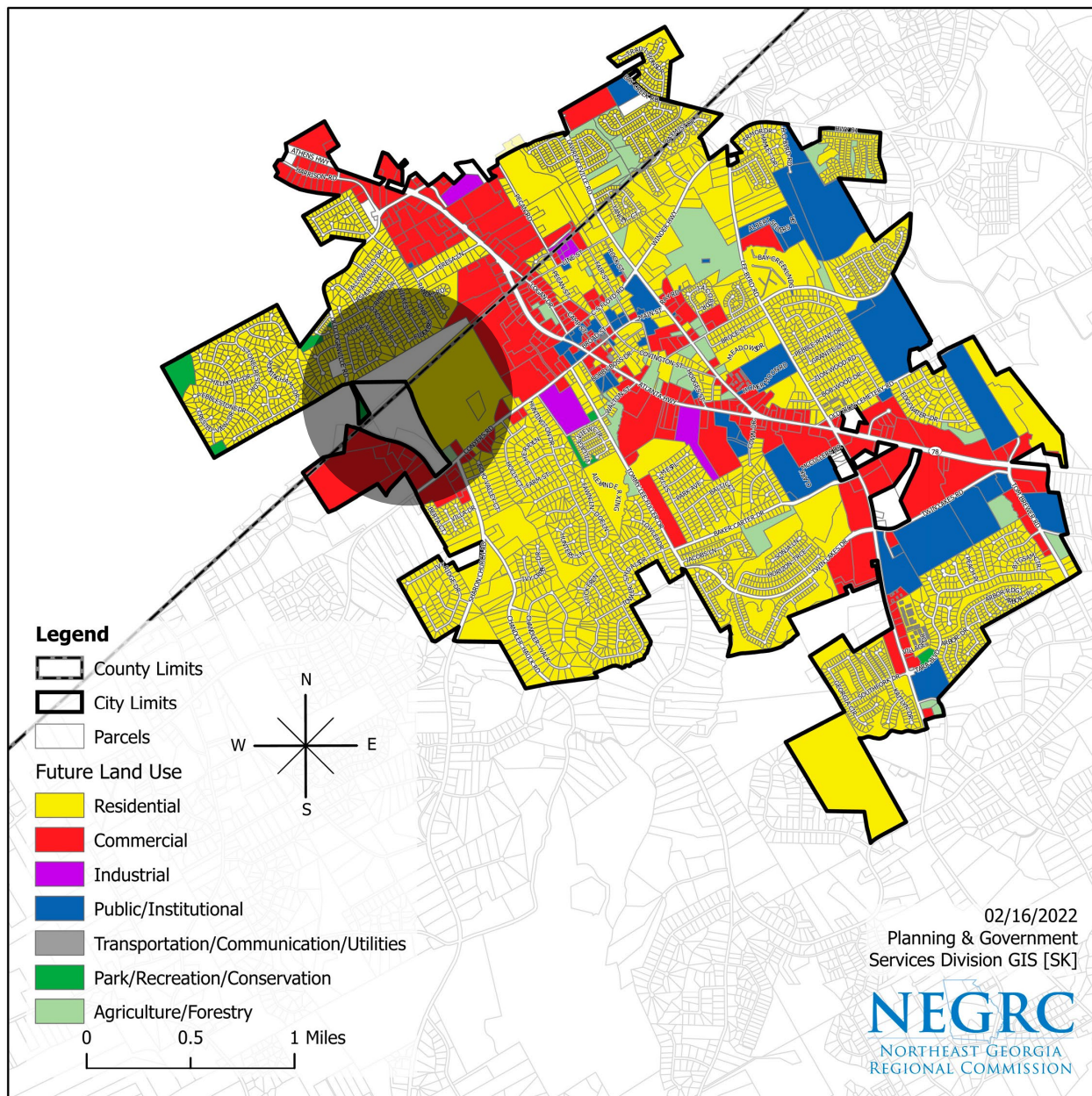
**PLANNING COMMISSION HEARING:** Was tabled April 25, 2024 until June 27, 2024

**CITY COUNCIL HEARING:** July 8, 2024 and July 11, 2024

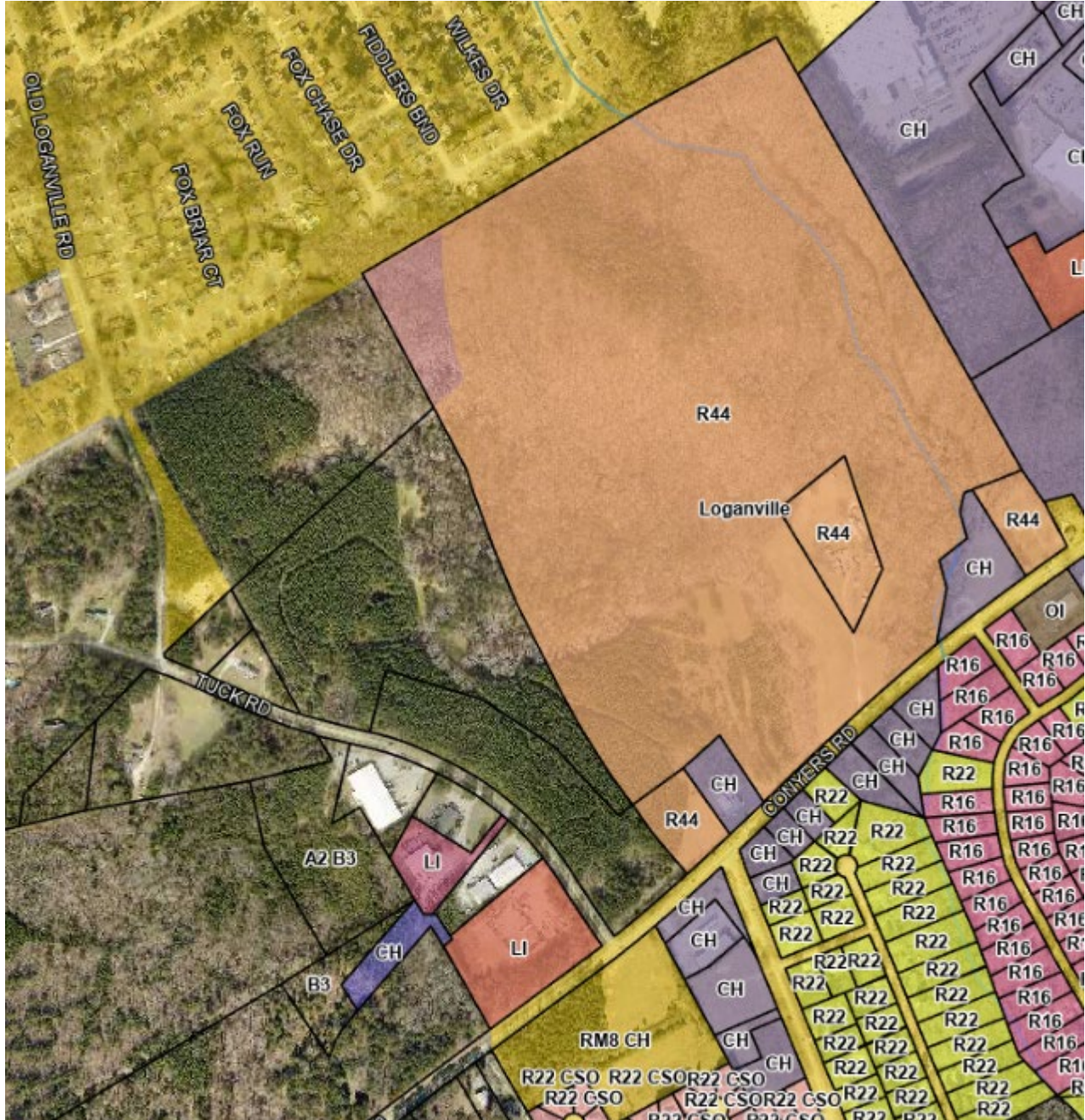
## ZONING MAP



## FUTURE LAND USE MAP



## AREA ZONING





### Applicant's Request

Rezone the property to allow for a proposed development that would include a mix of land uses including single-family detached homes, townhomes, commercial/retail/office and open space.

### Existing Conditions

Most of the land is undeveloped, though there is a 2,844-square-foot home dating back to 1865 with accessory structures on one of the parcels being considered for this project and another parcel contains a 4,400-square-foot metal commercial building dating back to 2000.

### Impact Analysis/Recommendation

**What is the impact upon the overall appearance of the City and impacts upon aesthetic conditions of adjacent parcels?** This project would alter the aesthetic landscape in the area as it transitions from an old family farm to a large tract of land with both residential and commercial purposes being proposed.

**What is the impact upon thoroughfare congestion and traffic safety?** There is some uncertainty that remains with the future improvements planned for Highway 20 and Tuck Road. The last known plans included a two-lane roundabout, with construction scheduled to start in the summer of 2025. The secondary outlet for traffic will be Tuck Road or Tom Brooks Road and Old Loganville Road, which will likely be impacted by this project.

Traffic counts in the area include about 8,000 cars per day at Old Loganville Road south of Chase Court and 10,800 cars per day on Highway 20 at Center Hill Church Road. The City's comprehensive traffic study included comments from the citizenry that included the difficulty of pulling out from Tuck Road onto Conyers Road and the curve on Old Loganville Road being dangerous and prone to flooding for those near the intersection of Tuck Road. Another comment included that, due to the increase in housing in the area of Tuck Road, the speed limit on Highway 20 should not go up to 55 mph until after the intersection with Tuck Road if you are heading toward Conyers.

**What is the impact upon population density and the potential for overcrowding and urban sprawl?** Considering the fact most of the land sits vacant at the moment, there will be a noticeable increase in population density with the addition of a large-scale project such as this one being proposed. A development such as this would meet the definition of urban sprawl.

**Is the proposed use consistent with the adopted Comprehensive Plan?** The Future Land Use map of Walton and Gwinnett both show the area as being residential. While the City of Loganville's future land use map does not include these parcels, it is reasonable to assume that continued development of CH along the Highway 20 would be consistent with existing trends and then residential developments being created along Tuck Road.



**What is the impact upon adjacent property owners if the request is approved?** Due to the scale of the project, traffic would likely increase in the immediate area. But the project will also provide residents of the area potential commercial options that may afford them and the new residents alike the opportunity to enjoy commerce in the area without having to get into a car. This would also place commercial across the street on Tuck Road from residences.

**What is the impact upon adjacent property owners if the request is not approved?** The land would likely continue to remain undeveloped.

**Recommended action:** The purpose of the PUV is to encourage cultural, retail and residential uses in a mixed-use, urban setting with uses in close proximity to maximize opportunities for pedestrian traffic, thereby reducing the need of automobile dependency and demand for parking. This project achieves that goal and does so with access to a state highway that is in the process of being improved upon by GDOT. The staff recommendation is for approval of this rezone with the condition that the applicant work with the Utilities Department to ensure adequate water and sewer can be made available to the area.

**Planning Commission Recommended Conditions**

The Planning Commission vote was 3-3, with the Chairman casting the tiebreaking vote in favor of recommending approval of the rezone with the following conditions:

- The mailbox kiosk be placed in a central location that is not exclusively inside area of the townhomes or single-family residences but rather in between
- The project features an enclosed meeting space in a centralized location to both the single-family residences and townhomes
- The project includes a paved walking trail in the open space adjacent to Tuck Road connecting to Destination Park
- As allowed, develop a nature trail along the townhomes to the Walmart property
- Have it expressly state in the covenants that commercial and residential owners help maintain the trails at a minimum of once a year
- 8-foot privacy fence between the buffer and the property of Chris Green at 4565 Tuck Road
- Minimum of two community swimming pools as allowed
- 

**City Council Conditions**



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## DATA APPENDIX

### WATER

**Is a water line adjacent to the property? If not, how far is the closest water line?** No, water is not adjacent to the property. The closest water line is at the intersection of Tom Brooks Road and Tuck Road.

**Size of the water line?** 8 inches

**Capacity of the water line?** Unknown

**Approximate water usage by proposed use?** To be determined.

### SEWER

**Is a sewer line adjacent to the property? If not, how far is the closest sewer line?** Yes, a sewer line is adjacent to the property.

**Size of the sewer line?** 8 inches that feeds into Highway 20 pump station

**Capacity of the sewer line?** Upgrade to the pump station will be required

**Estimated waste generated by proposed development?** To be determined.

### DRAINAGE AND ENVIRONMENTAL CONCERNS

**Does flood plain exist on the property? What percentage of the property is in a floodplain?** Unknown.

**What is the drainage basin for the property?** Little Haynes Creek

**Is there potential for the presence of wetlands as determined by the U.S. Environmental Protection Agency? If so, is the use compatible with the possible presence of wetlands?** Unknown.

**Do stream bank buffers exist on the parcel?** Yes.

**Are there other topographical concerns on the parcel?** Unknown.

**Are the storm water issues related to the application?** No.



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## **TRANSPORTATION**

**What is the road effected by the proposed change? What is the classification of the road?**

Highway 20 (state route), Tuck Road (minor collector), Old Loganville Road (minor collector)

**What is the traffic count for the road?** No official traffic counts exist for the immediate area of this project. Nearby traffic counts include 8,000 cars per day on Old Loganville Road south of Chase Court and 10,800 on Highway 20 at Center Hill Church Road.

**Estimated number of cars generated by the proposed development?** Unknown.

**Estimated number of trips generated by the proposed development?** Unknown.

**Do sidewalks exist in the area?** There are some along Old Loganville Road but none along Tuck Road or Highway 20.

**Transportation improvements in the area? If yes, what are they?** GDOT plans to expand Highway 20 to four lanes, adding sidewalks along the state route, as well as realigning Tuck Road with Sharon Church Road for the installation of a roundabout.

## **EMERGENCY SERVICES**

**Nearest city fire station from the development?** Station 18 @ 180 Old Loganville Road

**Distance of the nearest station?** 2 miles

**Most likely station for 1st response?** Station 18

**Service burdens at the nearest city fire station (under, at, or above capacity)** No service burdens to the fire department.