



Planning & Development
4303 Lawrenceville Rd.
Loganville, GA 30052
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STAFF APPLICATION ANALYSIS REPORT

ZONING CASE #: V24-014

LANDOWNERS: Tuck Family Farm LLP 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

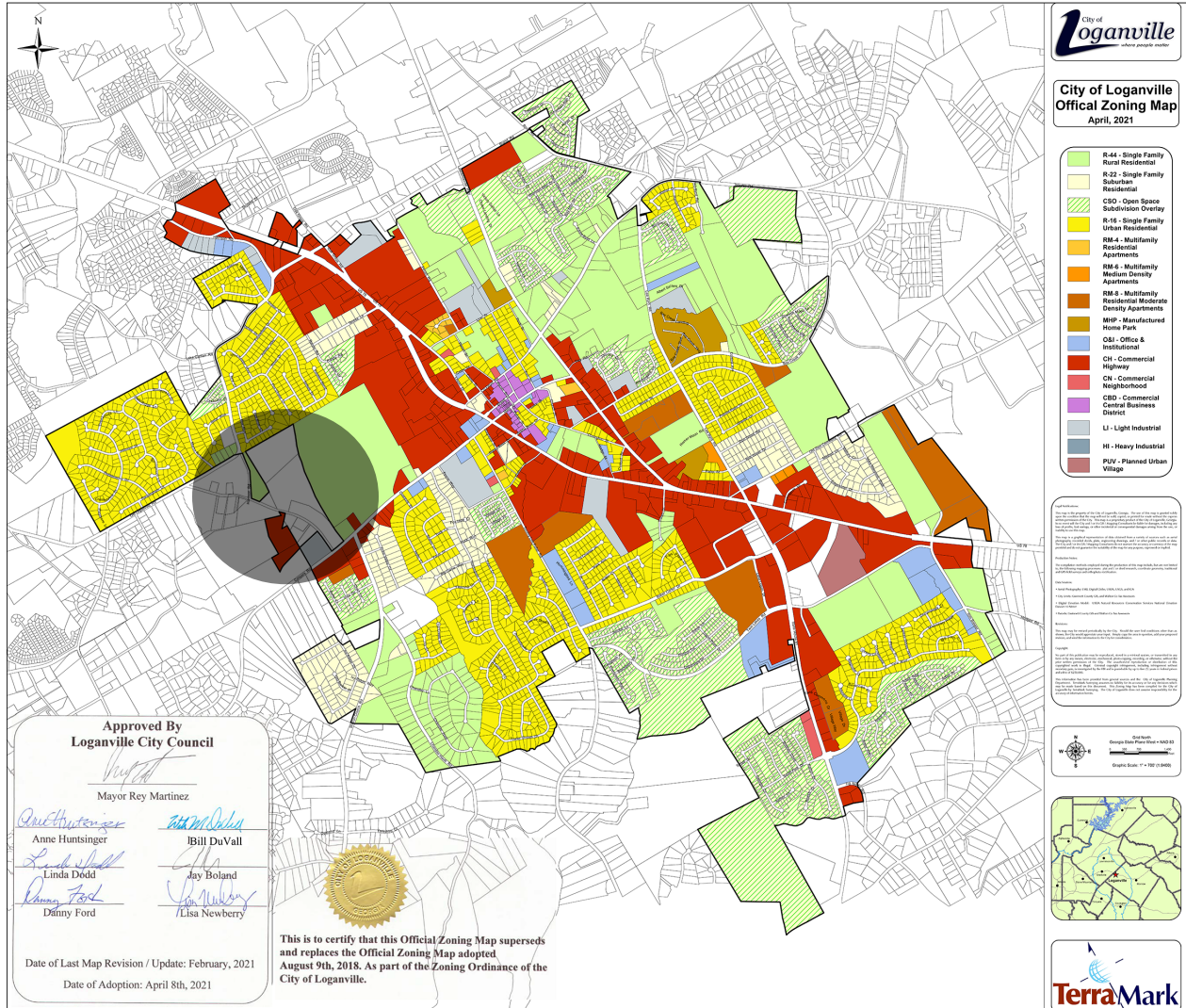
FUTURE LAND USE MAP: Neighborhood Residential (Walton) / Established Neighborhood (Gwinnett)

REASON FOR REQUEST: Seeking relief from Sec. 119-221(d)(2): Building permits in the PUV zoning classification will be issued in 25 percent increments of the total amount of proposed development of each of the three types of structures allowed in this classification (i.e., 25 percent of the total proposed commercial development; 25 percent of the total proposed single-family dwellings; and 25 percent of the total proposed townhomes). No additional building permits shall be issued until the previously permitted 25 percent of each type of structure has been fully completed and a certificate of occupancy has been issued for all of the structures subject to the previous permit.

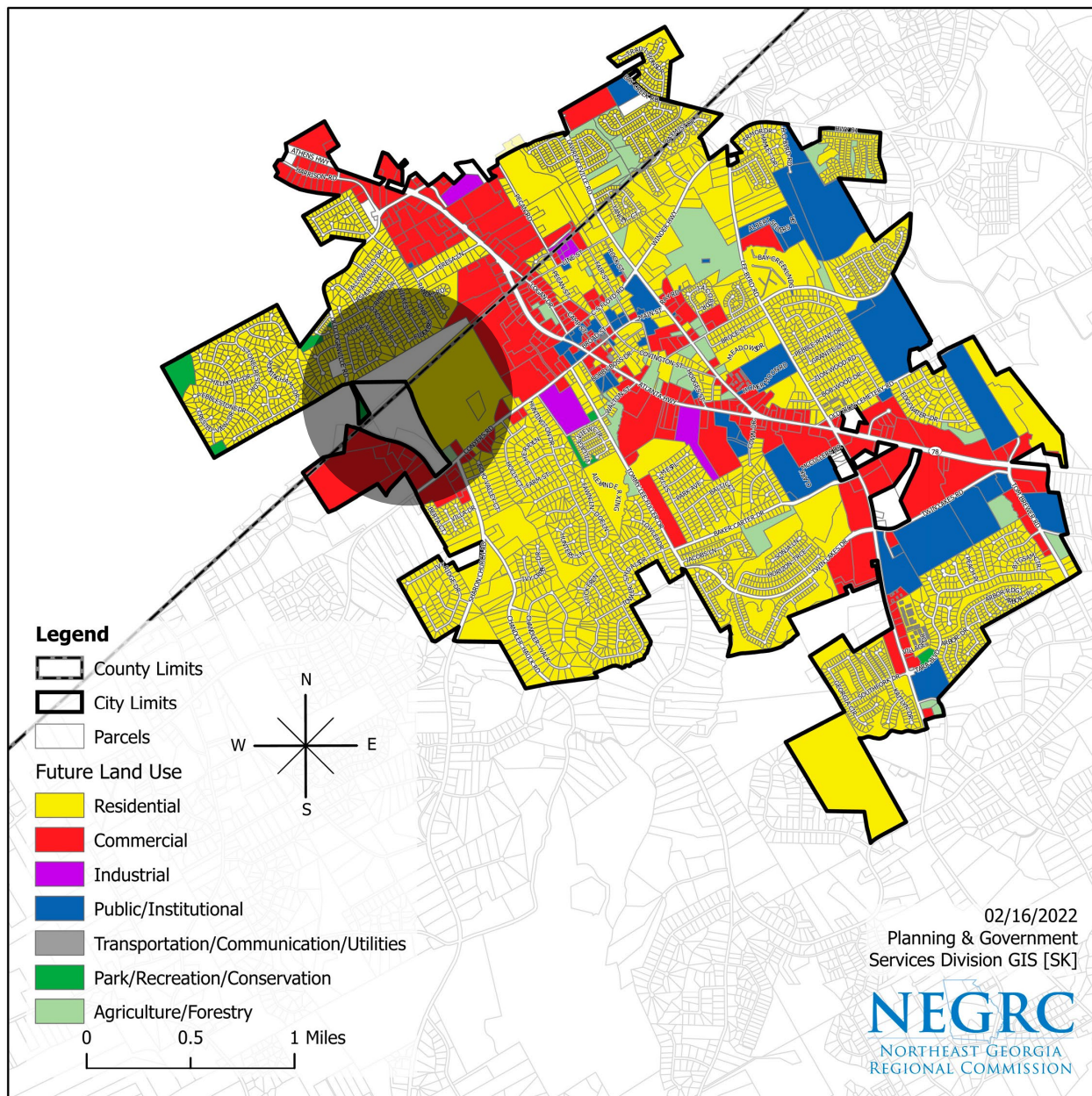
PLANNING COMMISSION HEARING: April 25, 2024

CITY COUNCIL HEARING: May 6 & 9, 2024

ZONING MAP



FUTURE LAND USE MAP





Applicant's Request

The applicant is seeking a variance from the PUV requirement to develop each of the three categories – commercial, single-family home, multi-family residential – in 25 percent increments. More specifically, the developer wants relief from the requirement that each of the three classifications is completed before building permits are issued for the next 25 percent of the development.

Existing Conditions

The proposed GDOT project re-aligning Tuck Road with Sharon Church Road and the expanding of Highway 20 will directly impact this project's ability to meet construction deadlines established by the ordinance.

Impact Analysis/Recommendation

What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief? None.

What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned? The planned GDOT improvements in the area, and the continually moving timeline for construction to begin, could potentially have an impact on the ability of the developer to build out some of its commercial space.

How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship? There is no refuting that the GDOT improvements will likely have an impact on this project and its ability to build each of the three categories in the phased in approach. But the question that remains is why the project could not go ahead and develop the commercial properties that front Tuck Road that will not be impacted by the GDOT project? The applicant's comments about the market maturing are superficial and do not meet what should be considered a true hardship.

Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance? Granting relief would not have a substantial detriment to the public good but could be viewed as a way to get around a specific criterion established for this zoning: building concurrency. As mentioned above, the project could develop along Tuck Road which is outside the scope of work being done as part of the GDOT project.

Recommended action: The lack of a viable timeline for the GDOT project at the time that this application was filed does create a potential for hardship of the overall development of this project. Absent the concerns related to the GDOT project, the applicant's concerns seem to correlate more with economic viability rather than true hardship. While the applicant has suggested the willingness to create other timeline requirements, it is hard to see where these can



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be shifted and still assuage concerns that led to the creation of the standards for project concurrency. *The staff recommendation is for denial of this variance.*

Planning Commission Recommended Conditions

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 affected 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.