



Planning & Development
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Case #: R24-005

Applicant: The Revive Land Group

Property Owner: Lock N Roll Storage LLC

Property Location: 246 Line Street

Tax Map/Parcel: LG040062

Property Size: 11.602

Current Zoning: MHP

Request: RM-6

Proposed Use: Combine two parcels together for 93 fee-simple townhome complex.

Applicant's Request

The applicant is seeking to combine two parcels – one zoned MHP and the other LI – for the development of a neighborhood of townhomes.

Existing Conditions

The property has maintained the MHP zoning dating back to 1987, where the City's official zoning map identified a piece of the current parcel with that classification. A 1,055-square-foot home dating back to the 1930s currently remains on the property, as do two accessory structures. County records indicate that the property reported a varying number of lots for mobile homes, though the last one was reportedly removed on Jan. 23, 2014.

Zoning in the area is mixed, with R-44, R-16 and Light Industrial zoning classifications in the immediate area. It should also be noted that there are four duplexes across the street which were zoned RM-4 dating back to 1987 but under the current zoning map they are classified as R-16.

The current owner purchased the property in 2021. The property spans two counties, with 6.09 acres in Walton and the remainder in Gwinnett.

Impact Analysis

What is the impact upon the overall appearance of the City and impacts upon aesthetic conditions of adjacent parcels? The parcel of land along Lawrenceville Road has the appearance of overgrowth and a chain-link fence. The vacant lot appearance is continued along Line Street until you reach the house that remains on the property. The impact on the aesthetic conditions would be subjective, as some would prefer a more natural view versus one of townhomes. With most of the buildings being located on the Walton County side of the project, as a result of the detention pond location and identified water and resulting buffer, there is little impact from this project on the Gwinnett County side. It would likely also have no impact on the adjacent LI. While there is some multi-family housing already in the immediate vicinity, it is not to the scale of this project.

What is the impact upon thoroughfare congestion and traffic safety? Staff recommended a traffic study be completed by the applicant to assess the impact on an already burdened secondary street. The traffic study shows negligible impact from the project because the intersection already has difficulties that would not necessarily be made worse by this project. While there are a number of different routes that can be taken to access Lawrenceville Road, Main Street and even Highway 78, it is hard to overlook the likely congestion and subsequent safety issues that would arise in the immediate area with the addition of more than 100 cars to the area.

What is the impact upon population density and the potential for overcrowding and urban sprawl? While there is multi-family housing in the area, it is less than one-tenth the size of this project. So a project of this scale into an area that is mostly single-family housing will have a noticeable impact on population density and potentially create overcrowding in the vicinity.

What is the impact upon the provision of water, sewerage, transportation and other urban infrastructure services? Water and sewer service are available to the project. The intersection of Line Street and Lawrenceville Road has already been identified as one in need of improvement by the City's own comprehensive traffic study, so the addition of this project would likely negatively impact transportation in the area.

How does the proposed use provide protection of property against blight and depreciation? While the property is not blighted, the current project would develop an otherwise underutilized piece of land. Research is inconclusive or mixed on the impact of townhomes on nearby property values, though townhomes are considered to be more beneficial to adjacent property values when compared to mobile homes.

Is the proposed use consistent with the adopted Comprehensive Plan? The City's future land use map shows this property maintaining a residential zoning (Note: the map does not make a distinction between single-family and multi-family housing).

What is the impact upon adjacent property owners if the request is approved? As outlined in the sections above, the biggest impacts will be traffic and aesthetics. While townhomes can be viewed as a natural transition from light industrial and other commercial uses in the area to residential, the fact remains that the project would stand out when surrounded by smaller single-family homes (the multi-family housing in the area is single story and blends in more with its surroundings). And while many residents in the area are likely to know a variety of different ways to get to where they are going, this may be hampered by the possibility that they may not even be able to get out of their driveways if traffic is backed up worse than current conditions.

What is the impact upon adjacent property owners if the request is not approved? The property will likely exist as it currently does because the project will likely not move forward, though the opportunity would still exist for the property to house up to 40 mobile homes.

Are there any other factors effecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville? The City of Loganville's 2022 Comprehensive Plan, in its analysis of Planning, Land Use and Housing, noted that 78 percent of the housing stock in the City is single-family use while less than 1 percent are structures that have more than 20 units. The study identifies the need for of what is called the "Missing Middle" housing, or medium density housing. This is defined as being a range of multi-family or clustered housing types compatible in scale with single-family or transitional neighborhoods. The applicant has described his project as being a transitional neighborhood, though the scale of this development is on the larger side of what would be an ideal fit in this area.

Currently, the Mobile Home Park zoning designation is comparable to RM-4. The applicant is asking for RM-6, which would result in an increase in density in the area of about 22 residences for this parcel.

Recommended action: Staff recommendations are to approve the rezone with the following conditions:

- Create a second entrance to the project, ideally with access to Lawrenceville Road.
- Widen the roadway on Line Street, creating dedicated left turn and right turn lanes for no fewer than 5 cars attempting to turn onto Lawrenceville Road.
- Planting of screening evergreen trees between the townhomes and 4125 Lawrenceville Road, 4077 Lawrenceville Road, and 4075 Lawrenceville Road (but not within the sewer easement) as well as 4138 Pecan St.

Amended Staff Recommendations: After a meeting on Feb. 9, 2024, with the applicant and representatives from the City's Streets and Highway Department and Fire Department, the Staff Recommendation is to approve the rezone with the following conditions:

1. As a result of complications in meeting various roadway design criteria for a second entrance to the complex, staff amends its first recommendation to require a second driveway along Lawrenceville Road that will serve only as an emergency access point that will be gated with a Knox Box subject to GDOT approval.
2. No changes to the second condition. (Widen the roadway on Line Street, creating dedicated left turn and right turn lanes for no fewer than 5 cars attempting to turn onto Lawrenceville Road, subject to GDOT approval).
3. Amend the third recommendation to state the need for the installation of a privacy fence and planting of screening evergreen trees as infill where necessary between the townhomes and abutting residential parcels located at 4077 and 4125 Lawrenceville Highway as well as along the property line with 4075 Lawrenceville Highway to the stream buffer. Nothing is to be done within the sewer easement or stormwater pond access easement. This will be subject to review by Planning Staff before the issuance of a development permit.

Planning Commission Recommended Conditions

The Planning Commission voted 4-2 to approve the re-zone with the following conditions:

1. Require a second driveway along Lawrenceville Road that will serve as an emergency access point that will be gated with a Knox Box, subject to GDOT approval.
2. Widen the roadway on Line Street, creating a dedicated left turn and right turn lanes for no fewer than 5 cars attempting to turn onto Lawrenceville Road, subject to GDOT approval.
3. Installation of an 8-foot, chain-link fence between the townhomes and abutting residential parcels located at 4077 and 4125 Lawrenceville Road and along the property line with 4075 Lawrenceville Road to the stream buffer. Nothing is to be done within the sewer easement or stormwater pond access easement. This will be subject to review by Planning Department staff before the issuance of a development permit.
4. Ensure that the HOA is responsible for limiting the number of townhomes that can be rented to 15 percent of the total project at any given point in time.
5. Create a covered pavilion in the one of the common areas of the project.

City Council Conditions

1. Maximum of 64 fee simple single family detached units as depicted on the conceptual site plan submitted to the City on March 13, 2024.
2. Residences shall be a minimum of 1,800 SF heated.
3. All residences must have an enclosed two car garage.
4. Lot widths shall be a minimum of 40' at the front lot road frontage.
5. Minimum side yards shall be 5'.
6. Minimum distance between residences shall be 10'.
7. Roads within the project shall be private roads and the HOA shall be responsible for all upkeep and maintenance.
8. Mandatory HOA membership for all residence owners. The HOA shall own all common area property within the project and be responsible for maintenance and upkeep of all common areas.
9. For fire safety, no vinyl siding shall be permitted for exterior facades. All facades must be made of brick, stone or other masonry based product such as hardboard or hardiplank. Vinyl products may be permitted only in the construction of the eaves, soffits, drip edges, windows and doors of the residences.
10. Require a second driveway along Lawrenceville Road that will serve as an emergency access point that will be gated with a Knox Box, subject to GDOT approval.
11. Widen the roadway on Line Street, creating a dedicated left turn and right turn lanes for no fewer than 5 cars attempting to turn onto Lawrenceville Road, subject to GDOT approval.
12. Installation of an 8-foot, chain-link fence between the residences and abutting residential parcels located at 4077 and 4125 Lawrenceville Road and along the property line with 4075 Lawrenceville Road to the stream buffer. Nothing is to be done within the sewer easement or stormwater pond access easement. This will be subject to review by Planning Department staff before the issuance of a development permit. This chain-link fence shall be installed as soon as feasible after the issuance of the land disturbance permit for the project.
13. Ensure that the HOA is responsible for limiting the number of residences that can be rented to 10 percent of the total project at any given point in time.
14. Create a covered pavilion in one of the common areas of the project.
15. Remove hammerheads and replace with cul-de-sacs within the project.
16. Prior to construction of any residence located on or within 200 feet of the location of the existing pond on the property that is scheduled to be removed and backfilled, the building pads shall be evaluated by a licensed Geotechnical Engineer to determine if the allowable soil bearing pressure is adequate for the type of foundation proposed. Geotechnical Engineers evaluation summary shall be submitted along with each building permit application and building foundation design. The Geotechnical Engineer must evaluate each footing excavation prior to steel

reinforcement or concrete placement. Conditions observed during inspection should be compared to the foundation design requirements and verified by the Geotechnical Engineer.