



## **STAFF APPLICATION ANALYSIS REPORT**

**ZONING CASE #:** R25-003

**LANDOWNERS:** Twin Lakes Road LLC

**APPLICANT:** The Revive Land Group LLC c/o Mahaffey Pickens Tucker LLP

**PROPERTY ADDRESS:** 3520 Atlanta Highway

**MAP/PARCEL #:** LG140020

**PARCEL DESCRIPTION:** Former residential

**AREA:** 27.85 acres

**EXISTING ZONING:** Commercial Highway

**PROPOSED ZONING:** RM-6

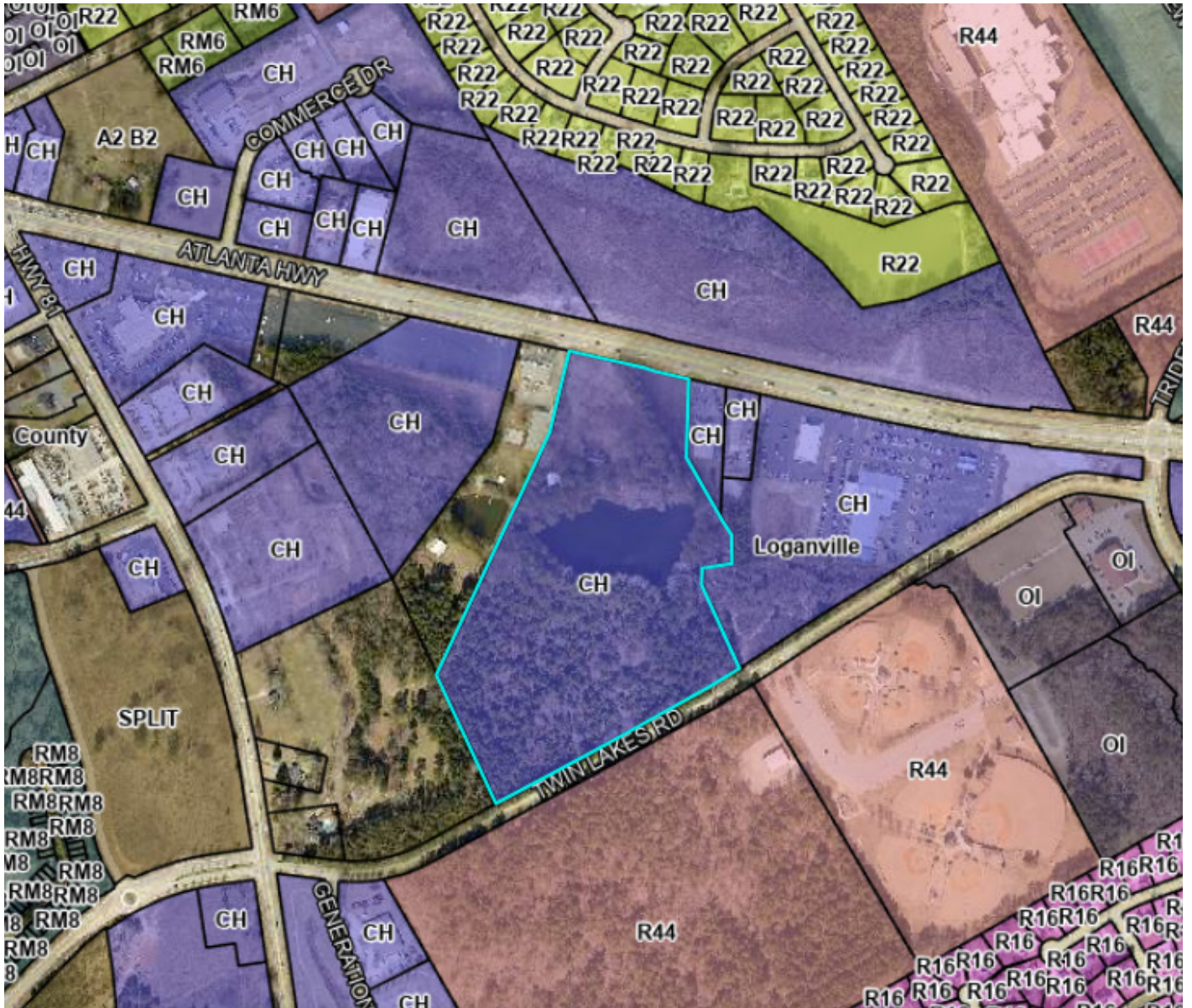
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** The applicant wants to build a master planned residential community with a combination of townhomes and single-family homes totaling 149 residences.

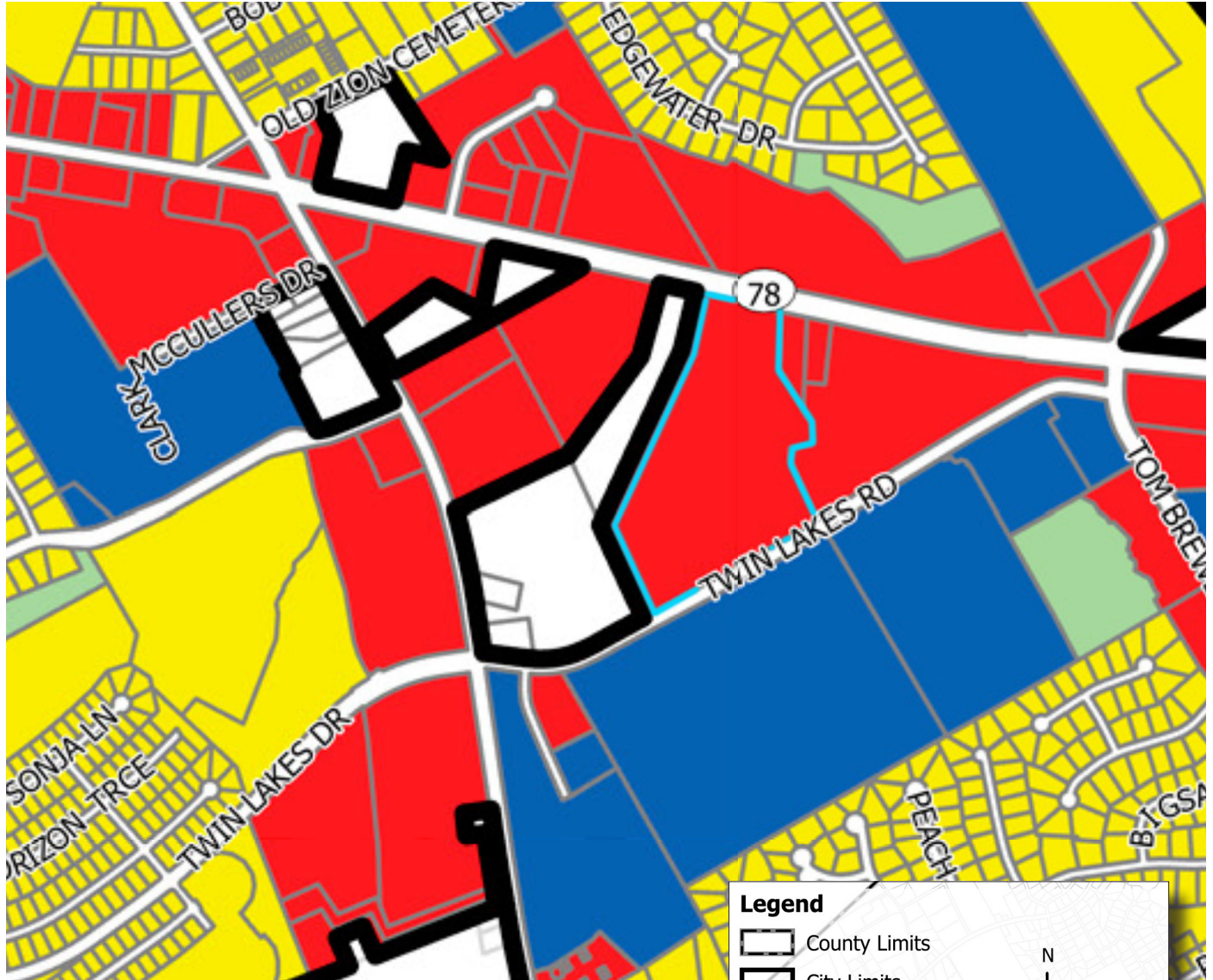
**PLANNING COMMISSION HEARING:** March 27, 2025

**CITY COUNCIL HEARING:** April 7 & 10, 2025

## ZONING MAP



## FUTURE LAND USE MAP



**Legend**

- County Limits
- City Limits
- Parcels

Future Land Use

- Residential
- Commercial
- Industrial
- Public/Institutional
- Transportation/Communication/Utilities
- Park/Recreation/Conservation
- Agriculture/Forestry

## Applicant's Request

The applicant wants to build a master planned residential community with a combination of townhomes and single-family homes totaling 149 residences.

## Existing Conditions

Two homes as well as a barn and two utility buildings were originally built on this property in 1960. It is difficult to pinpoint the last date it served a residential purpose, but the houses have been vacant for a few years now. There is a lake encompassing approximately 3.8 acres of the site.

An application was filed in 2008 seeking to annex an adjacent 26.844 acres to be combined with the 1 acre already inside City limits seeking a PUV designation for the property for the purpose of mixed use development that included 69 flats or lofts above ground floor office or retail. The Planning Commission recommended approval with the conditions that the project be tied to a site plan submitted on March 28, 2005, the total gross floor area will not exceed 300,000 square feet without a Development of Regional Impact study, and the applicant must complete a traffic study prior to construction. The City Council approved the re-zone with conditions on Aug. 14, 2008.

Another application was filed in 2023 seeking to change the parcel from its PUV designation to the Commercial Highway zoning for a contractor's office with outdoor storage of equipment and materials. The Planning Commission approved the application Aug. 24, 2023, with the conditions that no vehicles over six wheels would be allowed on Twin Lakes Road without prior approval from the City's Streets and Highway Department. The City Council approved the application with the conditions that:

- Prior to the issuance of a certificate of occupancy, the Applicant will coordinate with the City of Loganville to perform a full depth reclamation repair on the portion of Twin Lakes Road located between the intersection of Tom Brewer Road and Twin Lakes Road, and the entrance of the Applicant's proposed development on Twin Lakes Road. The full depth reclamation repair will generally consist of 8 inches of reclaimed subgrade, 2 inches of asphalt binder, and 2 inches of asphalt topping. The City of Loganville will pay for the materials needed to perform the full depth reclamation repair in an amount not to exceed \$100,000.00, and the Applicant will donate the labor to perform the full depth reclamation repair in the approximate amount of \$135,000.00.
- Additionally, the Applicant and the City of Loganville shall endeavor to enter into a separate parking agreement ("Parking Agreement") to allow the City of Loganville to use an approximately 22,500 square foot area as a gravel parking area for patrons of West Walton Park ("Parking Area") in the approximate area shown on the Applicant's revised site plan. Nothing contained in this condition shall create or be deemed to create any easements or use rights in the general public or constitute a public dedication for any public use whatsoever. If the Applicant and the City of Loganville do not enter into a parking agreement, then Applicant's trucks with more than six (6) wheels shall not be permitted to use Twin Lakes Road (except in the case of emergency use) between the hours of 3:00 p.m. through 9:00 p.m. Mondays through Fridays, and the hours of 9:00 a.m. to 9:00 p.m. Saturdays and Sundays.

## Impact Analysis / Recommendation

**What is the impact upon the overall appearance of the City and impacts upon aesthetic conditions of adjacent parcels?** The property is predominantly surrounded by Commercial Highway zonings along the Highway 78 corridor but does have county parcels adjacent to it with B1 and A1 zoning. The property as it stands now is an outlier in that it is one of the few areas along Highway 78 inside City limits that has not been developed for commercial purposes. Development of an RM-6 would look somewhat similar to nearby multi-family housing, though none of those have residential buildings along the highway.

**What is the impact upon thoroughfare congestion and traffic safety?** Traffic counts along Highway 78 near this site have steadily been increasing from 27,300 in 2021 to 27,900 in 2022 and 39,600 in 2023, according to GDOT traffic counts. About 6 percent of this traffic is considered to be large trucks. It is unlikely that the project would have a significant impact on the highway, though it is unknown what the impact of this project would be on Twin Lakes Drive.

**What is the impact upon population density and the potential for overcrowding and urban sprawl?** Going from a commercial to residential zoning to add 149 townhomes will have a direct impact on population density. The inclusion of multi-family housing in an area that is otherwise commercial or single-family does have the potential to impact overcrowding.

The applicant should also be aware of the fact that the RM-6 zoning does not allow for detached townhomes and would require the applicant to seek a variance or be granted a conditional use by the Council.

**What is the impact upon the provision of water, sewerage, transportation and other urban infrastructure services?** While there is water readily available to the site, tying on to the City's sewer system will be a much more complicated matter. The nearest tie-in point into the City's system will be along Twin Lakes Road, but goes into a pump station that is at or near capacity. The applicant will need to work with City officials to determine what upgrades would be required for this project. Traffic improvements may be required along Twin Lakes Road for the project as well.

**How does the proposed use provide protection of property against blight and depreciation?** Vacant lots have a greater tendency to fall subject to blight and result in depreciation along a roadway like Highway 78, so development would potentially help.

**Is the proposed use consistent with the adopted Comprehensive Plan?** This parcel maintains its CH designation in the City's Future Land Use Map.

**What is the impact upon adjacent property owners if the request is approved?** The addition of residents could benefit the nearby business owners and increase usage of the nearby County park.

**What is the impact upon adjacent property owners if the request is not approved?** As this is the second project proposed for this parcel in 18+ months, the land would likely remain vacant until the next developer comes along with a different idea for this parcel.

## Impact Analysis / Recommendation *(continued)*

**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? No.**

**Recommended action:** The City’s comprehensive plan calls for “missing middle” housing, but the plan also calls for growing the job base of Loganville. It is a delicate balancing act as both residents and businesses are necessary for the City to thrive. In the City’s code, it states that the purpose of the Commerical Highway district is to “promote suitable areas for those business and commerical uses which primarily serve the traveling public and benefit from direct access to major streets.” Staff opinion is to keep this parcel as CH. Staff recommendation is to deny the rezone.

## Planning Commission Recommended Conditions

## City Council Conditions

## DATA APPENDIX

### WATER

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

**Size of the water line?** 10 inches

**Capacity of the water line?** Unknown

**Approximate water usage by proposed use?** Unknown

### SEWER

**Is a sewer line adjacent to the property? If not, how far is the closest sewer line?** No - about 800 feet

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

**Capacity of the sewer line?** Logan Point pump station will need to be evaluated.

**Estimated waste generated by proposed development?** Unknown

### 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. EPA? 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

## DATA APPENDIX

### TRANSPORTATION

**What is the road affected by the proposed change? What is the classification of the road?** Highway 78 (major collector), Twin Lakes Road (minor collector)

**What is the traffic count for the road?** 37,400 on Highway 78 near proposed entry, unknown for Twin Lakes 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?** No

**Transportation improvements in the area? If yes, what are they?** No

### EMERGENCY SERVICES

**Nearest city fire station from the development?** Station 16 @ 605 Tom Brewer Road

**Distance of the nearest station?** 0.3 miles

**Most likely station for 1st response?** Station 16

**Service burdens at the nearest city fire station (under, at, or above capacity)** At capacity