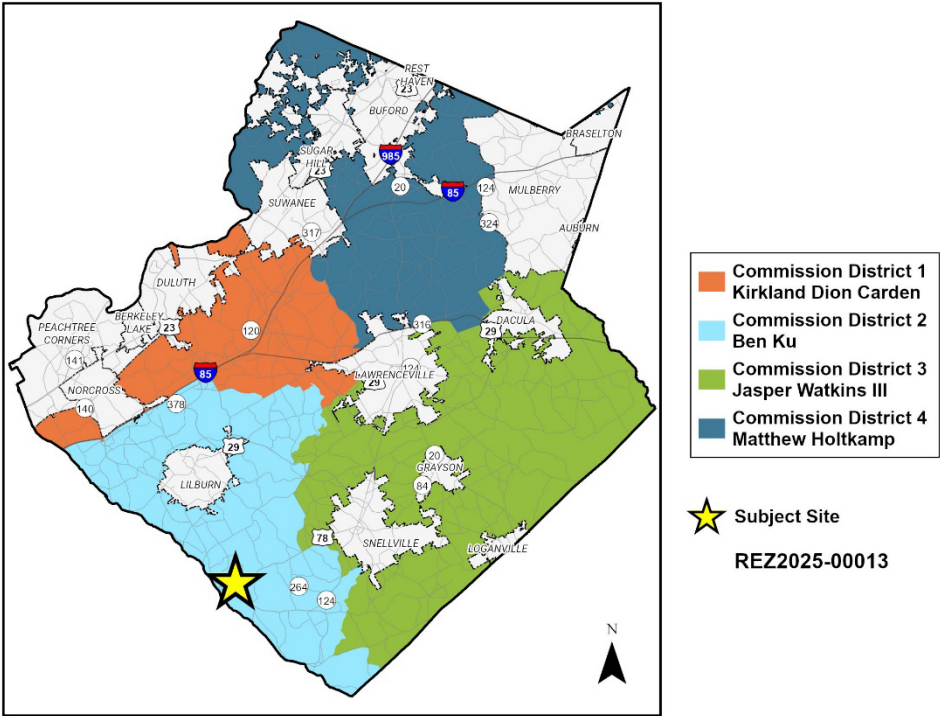


# PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

<b>Case Number:</b>	<b>REZ2025-00013</b>
<b>Current Zoning:</b>	<b>C-2</b> (General Business District)
<b>Request:</b>	Rezoning to <b>HRR</b> (High-Rise Residential Multifamily District)
<b>Overlay District:</b>	Highway 78 Corridor Overlay District
<b>Additional Requests:</b>	Variances and Waiver
<b>Addresses:</b>	1935 and 1975 Glenn Club Drive
<b>Map Numbers:</b>	R6061 005D and 276
<b>Site Area:</b>	4.29 acres
<b>Units:</b>	182
<b>Proposed Development:</b>	Apartments
<b>Commission District:</b>	District 2 – Commissioner Ku
<b>Future Development Type:</b>	Urban – High
<b>Staff Recommendation:</b>	<b>APPROVAL WITH CONDITIONS</b>



**Planning Commission Advertised Public Hearing Date: 07/1/2025**  
**Board of Commissioners Advertised Public Hearing Date: 07/22/2025**

**Applicant:** ECG Acquisitions, LLC  
c/o Mahaffey Pickens Tucker, LLP  
1550 North Brown Road, Suite 125  
Lawrenceville, GA 30043

**Owner:** Michelle L. Tilghman  
1975 Glenn Club Drive  
Stone Mountain, GA 30087

**Contact:** Shane Lanham

**Phone:** 770.232.0000

## Zoning History

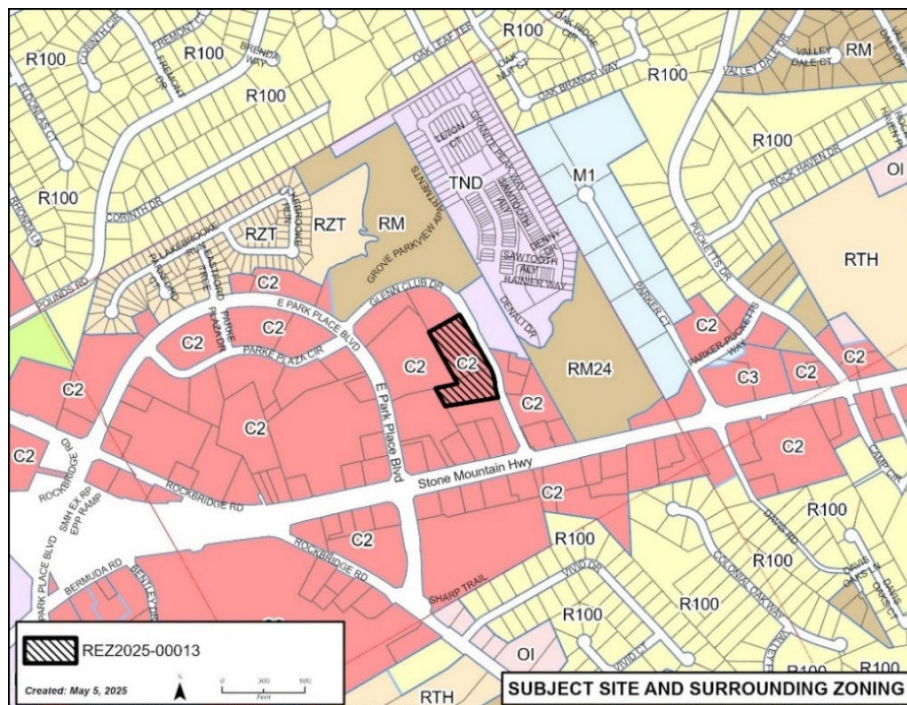
The subject property is zoned C-2 (General Business District). In 1990, the property was rezoned from RM (Multi-Family Residence District) and C-2, to solely C-2, along with a special use permit for a health club with outdoor recreation, pursuant to RZ-81-90 and SUP-48-90. The subject property is located in the Highway 78 Corridor Overlay District.

## Existing Site Condition

The subject property is a 4.29-acre assemblage of two parcels located along Glenn Club Drive, north of its intersection with Stone Mountain Highway. The northern parcel is undeveloped and wooded with a drainage ditch running north to south through its center. The southern parcel is developed with an animal hospital. There is a sidewalk along the road frontage of the southern parcel. The nearest Gwinnett County transit stop is approximately 0.3 miles from the subject property.

## Surrounding Use and Zoning

The property is surrounded by institutional, commercial, apartments, and single-family residential uses. A place of worship and apartments are located to the north. A variety of commercial establishments are located to the south and west. The Parkview Place traditional neighborhood development, the District at Parkview apartments, a hotel, and a 250-foot-tall telecommunications tower are all located to the east across Glenn Club Drive. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Apartments	HRR	42.42 units per acre
North	Place of Worship Apartments	C-2 RM	N/A 13.65 units per acre
East	Telecommunications Tower Hotel Single-Family Residential and Townhouses Apartments	C-2 C-2 TND RM-24	N/A N/A 4.34 units per acre 16.93 units per acre
South	Commercial	C-2	N/A
West	Commercial	C-2	N/A

## Project Summary

The applicant requests rezoning of a 4.29-acre assemblage of two parcels from C-2 to HRR for apartments, including:

- Two, 5-story buildings with 182 units, yielding a density of 42.42 units per acre.
- 40 one-bedroom, 124 two-bedroom, and 18 three-bedroom units, all restricted for households making up to 60% of the Area Median Income.
- A fitness center and a business center located near the lobby of the southern building.
- Exterior building materials of brick, stone, cementitious siding, and cementitious board and batten.
- 273 surface parking spaces, comprised of 200 standard spaces, 67 compact spaces, and 6 ADA-accessible spaces.
- 9,390 square feet of usable open space around the buildings comprised of a playground, gazebo, and covered seating areas.
- A dumpster enclosure near the southern building.
- Two full-access entrances, with a deceleration lane into the southern entrance.
- A 5-foot-wide sidewalk and a 10-foot wide landscape strip along Glenn Club Drive.
- An underground stormwater facility beneath the northern parking lot.

## Zoning and Development Standards

The applicant is requesting a rezoning to HRR for apartments. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Floor Area Ratio	No Maximum	1.1	YES
Lot Width	Minimum 100'	>100'	YES
Open Space	Minimum 10% or 18,710 SF	23% or 43,090 SF	YES
Usable Open Space	Minimum 5% or 9,355 SF	5% or 9,390 SF	YES
Parking	Minimum 273 spaces Maximum 455 spaces	273 spaces	YES
EV Parking	Minimum 6 spaces	0 spaces	NO*
Landscape Strip	Minimum 10'	10'	YES

\* The applicant is requesting a variance from this standard.

The property is located within the Highway 78 Corridor Overlay District. The proposal complies with all overlay requirements, except for inter-parcel access to which the applicant is requesting a variance.

## Variance Requests

In addition to the rezoning request, the applicant is seeking variances from the following provisions of Title II of the UDO:

**1. Section 214-20.3 A. 1. Inter-parcel Vehicle Access.**

The applicant is requesting a variance to not provide inter-parcel access to adjacent properties to the north, west, and south.

**2. Section 240-60.2 B. Pedestrian Circulation.**

The applicant is requesting a variance to not provide 4-foot-wide sidewalks with 2-foot-wide grass strips along primary driveways.

**3. Section 240-140.1 Electric Vehicle Charging Equipment.**

The applicant is requesting a variance to not provide six electric vehicle charging stations.

## Waiver Request

In addition to the rezoning request, the applicant is seeking a waiver from the following provision of Title III of the UDO:

**1. Section 620-30.1 B. Parking Lot Planting Requirements**

The applicant is requesting a waiver to reduce the planting area for parking lot trees from a minimum of 400 square feet to a minimum of 130 square feet to allow planting areas to range from 130 to 400 square feet.

## Public Participation

The applicant held a community meeting on May 28, 2025, at Yellow River Park in Stone Mountain. There were four community members in attendance who raised questions regarding the building façades and the programs used to achieve affordability. The applicant shared pictures of previously completed projects and explained that bonds and grants from the Georgia Department of Community Affairs will be utilized. The public participation plan and report are shown in Exhibit H.

## Internal and External Agency Review

In addition to the development standards, the applicant must meet all other UDO requirements related to infrastructure improvements. Internal and external agency review comments are attached (Exhibit I). Standard site and infrastructure improvements will also be required related to stormwater, transportation, water, and sewer utilities. Recommended improvements not already required by the UDO have been added as staff recommended conditions.

## Staff Analysis

**Rezoning Request Analysis:** The standards governing the exercise of zoning power are outlined in Section 270-20.6 of the UDO. Staff makes the following findings related to the zoning requests:

**A. Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.**

The surrounding area includes a mix of commercial, institutional and multi-family residential uses, and the proposed development is suitable for the surrounding area. The proposed



rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.

**B. Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property.**

The proposed apartments would complement existing non-residential uses by situating additional residents within walking distance of adjacent businesses. The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property.

**C. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.**

The property has a reasonable economic use as currently zoned.

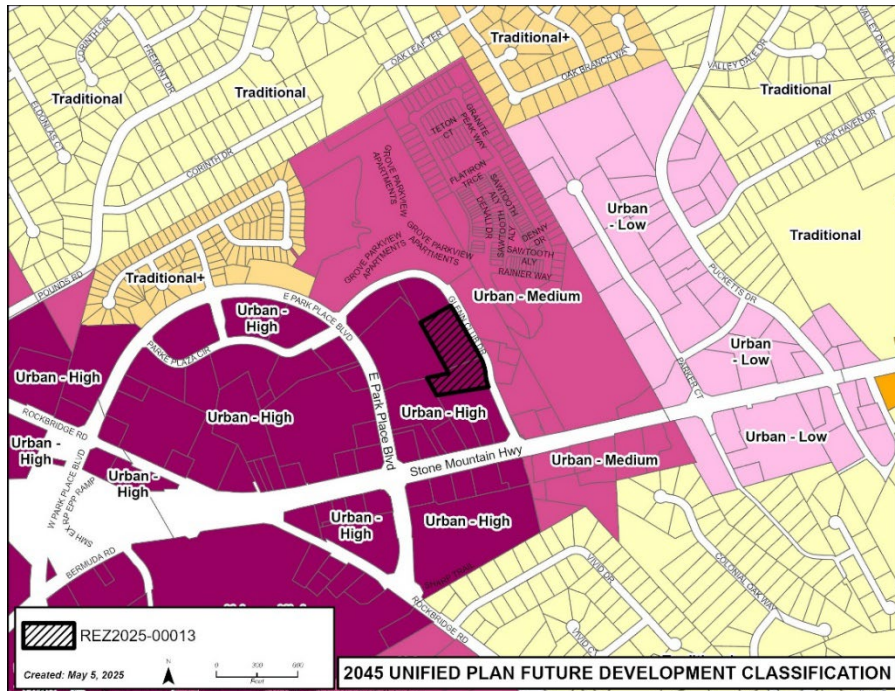
**D. Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. The traffic impact study (Exhibit G) was based off a 210-unit multifamily development – 28 more units than what is being proposed. The study estimated that the apartments would generate 81 morning and 82 evening trips and concluded that the level of service would remain unchanged, except for eastbound movement at the intersection of Glenn Club Drive and East Park Place Boulevard during P.M. peak hours. Transit access within walking distance to the site may reduce the number of estimated vehicle trips. An increased impact is anticipated on school enrollment. Agency review comments related to any potential improvements concerning this rezoning request are attached (Exhibit I).

**E. Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map; and**

The Unified Plan's Future Development Map indicates "Urban – High" for the subject property. These areas are envisioned to be vibrant community centers with clusters of restaurants, retail, and diverse housing options. This future development type is intended to absorb significant population growth over the coming years. The target FAR is minimum 2.0, and preferred front setbacks are within 10 feet of the property line. Multi-modal goals include providing connectivity to all adjacent parcels and prioritizing pedestrian and bicyclist safety.

The proposed rezoning for apartments under the HRR zoning district is aligned with the recommended uses and zoning districts for the future development type. Although it is less dense than recommended by the Unified Plan, the proposed building is set back 10 feet as recommended by the Unified Plan. The proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map.



**F. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning.**

The County is currently working on the Park Place small area plan which includes the subject property. The vision is to redevelop the study area into a dense, mixed-use node near existing transit, and the proposal is compatible with the anticipated future context of the area.

**Variance Requests Analysis:** The standards for granting variances are outlined in Section 270-100.7 of the UDO. Staff makes the following findings related to the variance request:

The applicant is requesting three concurrent variances. The first variance is to not provide inter-parcel connectivity to adjacent parcels to the north, west, and south. There are no topographic or environmental barriers between these parcels. In addition, the vision for the Park Place small area plan is to develop the surrounding area into a dense, mixed-use node, and inter-parcel access would improve connectivity to adjacent parcels and transit, and promote multi-modal networks.

The second variance is to not provide sidewalks and grass strips when abutting a drive aisle. The proposed layout achieves the intent of this section while considering site constraints.

The final variance is to not provide six electric vehicle charging stations. There is no hardship to provide these spaces as they count towards minimum parking requirements.

Approval of the variances regarding inter-parcel connectivity and electric vehicle spaces would adversely affect the general public welfare or nullify the intent of the Unified Development Ordinance.

**Waiver Request Analysis:** The standards for granting waivers are outlined in Section 300.30.2 of the UDO. Staff makes the following findings related to the waiver request:

The applicant is requesting to reduce the minimum planting area for parking lot trees from 400 to 130 square feet. The intent of the requirement is to allow sufficient soil volume for parking lot trees to survive and grow to maturity, which will provide shade for vehicles. The reduction is necessary to provide adequate parking for the proposed development.

### **Staff Recommendation**

Based on the staff's evaluation of the request and the standards governing the exercise of zoning power, the Department of Planning and Development recommends **APPROVAL WITH CONDITIONS** of the rezoning request.

In addition, staff recommends **APPROVAL** of the following variance and waiver:

1. To not provide 4-foot-wide sidewalks with 2-foot-wide grass strips along primary driveways.
2. To reduce the minimum planting area for parking lot trees from 400 to 130 square feet.

In addition, staff recommends **DENIAL** of the following variances:

1. To not provide inter-parcel access to properties to the north, west and south.
2. To not provide six required electric vehicle charging stations.

### **Staff Recommended Conditions**

Approval as HRR (High-Rise Residential Multifamily District) for apartments, subject to the following conditions:

1. The development shall be limited to apartments not exceeding 182 dwelling units.
2. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan, dated received April 24, 2025, and Exhibit C: Elevations, dated received April 23, 2025, with revisions required by zoning conditions and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
3. Usable open space shall be provided in general conformance with Exhibit D: Open Space Diagram, dated received April 24, 2025, subject to the review and approval of the Department of Planning and Development.
4. Bicycle parking shall be provided at the ratio of one space for every 15 dwelling units, and at least half of the bicycle parking spaces shall be provided within a secure indoor storage area.
5. Two full-access entrances, including a deceleration lane at the southern entrance, shall be provided in general conformance with Exhibit B: Site Plan, dated received April 24, 2025, prior to the issuance of a Certificate of Occupancy, subject to the review and approval of the Gwinnett County Department of Transportation.

6. All grassed areas within usable open space shall be sodded.
7. Units located along Glenn Club Drive shall be designed as walk-up units with a direct pedestrian connection to the adjacent public sidewalk.
8. An administrative reduction in parking spaces may be granted at which time inter-parcel access results in a reduction in spaces below the required minimum parking.

**Exhibits:**

- A. Site Visit Photos
- B. Site Plan
- C. Building Elevations
- D. Letter of Intent and Applicant's Response to Standards
- E. Application and Disclosure of Campaign Contributions
- F. DWR Sewer Capacity Certification Letter
- G. Traffic Impact Study
- H. Public Participation Plan and Report
- I. Internal and External Agency Review Comments
- J. Maps



## Exhibit A: Site Visit Photos



View of existing animal shelter on the site



View of undeveloped portion of the site





View of Glenn Club Drive



View of Parkview Place townhouses





View of Parkview Place apartments



View of Grove Parkview apartments

**Exhibit B: Site Plan**

**[attached]**



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

4.24.2025

**GENERAL BUSINESS  
DISTRICT [C2]**  
1925 GLENN CLUB DR  
STONE MOUNTAIN, GA 30087

**GENERAL BUSINESS  
DISTRICT [C2]**  
1555 E. PARK PLACE BLVD  
STONE MOUNTAIN, GA 30087

UNDERGROUND STORMWATER MANAGEMENT  
SYSTEM

0' BUILDING SETBACK

PRIVATE PROPERTY ENTRANCE

PROPERTY LINE

**TRADITIONAL NEIGHBORHOOD  
DEVELOPMENT DISTRICT [TND]**  
STONE MOUNTAIN, GA 30087

BUILDING ENTRY

PLAYGROUND AREA

FINAL LANDSCAPE PATHWAY DESIGN  
MEETING ALL OPEN SPACE  
REQUIREMENTS TO BE PROVIDED DURING  
PERMIT FOR REVIEW AND APPROVAL

COVERED OUTDOOR SEATING AREA  
WITH 1 BENCH PER 25 UNITS

10' x 30' ACCESSIBLE DUMPSTER  
ENCLOSURE

0' BUILDING SETBACK

ALL PARKING LOCATED WITHIN 100'  
OF A SIDEWALK

RAISED FLAT HUMP AT ALL CROSSWALKS

TREES LOCATED A MAX. 60' FROM  
ANY PARKING SPACE

0' BUILDING SETBACK

**GENERAL BUSINESS  
DISTRICT [C2]**  
1525 E PARK PL BLVD  
STONE MOUNTAIN, GA 30087

GLENN CLUB DR

10' LANDSCAPE STRIP

EXISTING ROW LINE

BUILDING ENTRY

PROPOSED ROW LINE

MAIN ENTRY  
[DOUBLE HEIGHT]

NEW 200' DECEL LANE

PRIVATE PROPERTY ENTRANCE

**GENERAL BUSINESS  
DISTRICT [C2]**  
5197 GLENN CLUB DR  
STONE MOUNTAIN, GA 30087

**GENERAL BUSINESS  
DISTRICT [C2]**  
2006 GLENN CLUB DR  
STONE MOUNTAIN, GA 30087

A1 676 RSF  
A2 729 RSF  
B2 996 RSF  
B4 1,047 RSF  
C1 1,167 RSF  
C2 1,200 RSF

## PROJECT DATA SUMMARY

**SITE DATA**  
PROJECT ADDRESS: 1935 GLENN CLUB DR. &  
1975 GLENN CLUB DR.  
MOUNTAIN PARK, GA 30087  
ACREAGE: 4.29AC [187,100 SF]  
DENSITY: 42.42 DU/AC | 1.1 FAR  
CURRENT ZONING: C-2  
PROPOSED ZONING: HRR

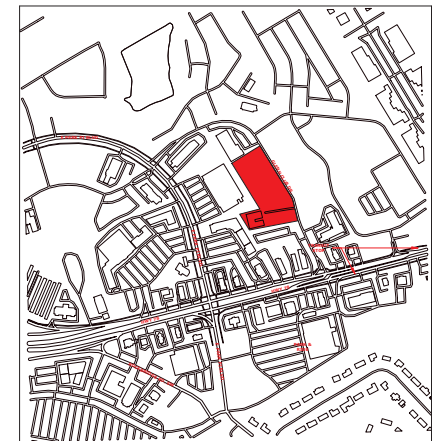
**OPEN SPACE**  
**REQUIRED:**  
GENERAL OPEN SPACE: 187,100 SF x 10% = 18,710 SF  
USEABLE OPEN SPACE: 18,710 x 50% = 9,355 SF  
**PROVIDED:**  
GENERAL OPEN SPACE [GREEN]: 43,090 SF  
USEABLE OPEN SPACE [BLUE]: 9,390 SF  
PLAYGROUND: 890 SF  
WALKWAYS & SEATING: 7,400 SF  
COVERED SEATING: 900 SF  
GAZEBO: 200 SF

**BUILDING DATA:**  
**OVERALL:**  
TOTAL GROSS: 206,440 GSF  
TOTAL RENTABLE: 173,378 RSF [84%]  
UNIT MIX:  
1 BED: 40 UNITS [20.30%]  
2 BED: 124 UNITS [70.56%]  
3 BED: 18 UNITS [9.14%]  
TOTAL: 182 UNITS  
PROPOSED BLDG HEIGHT: 60'-0"  
PROPOSED BLDG STORIES: 5-STORIES

**PARKING DATA:**  
CODE REQUIRED:  
MIN: 1.5 x 182 = 273 SPACES  
MAX: 2.5 x 182 = 455 SPACES  
PROVIDED:  
STANDARD: 200 SPACES  
COMPACT [ <25%]: 67 SPACES  
ADA: 6 SPACES  
TOTAL PARKING: 273 SPACES

**LANDSCAPE DATA:**  
TREES REQ.: 1 TR./7 SP. 40 TR.  
TREES PROV.: 40 TR.  
DIST. TREE TO SPACE: 60'-0" MAX.  
DIST. WALKWAY TO SPACE: 100'-0" MAX.

**VARIANCE REQUEST (SEE LOI FOR DETAIL):**  
• A VARIANCE FROM UDO §240-70.1(B) TO ALLOW THE PROPOSED DEVELOPMENT TO BE CONSTRUCTED WITHOUT PROVIDING INTERPARCEL ACCESS TO ADJACENT NON-SINGLE-FAMILY RESIDENTIAL PROPERTIES.  
• A VARIANCE FROM UDO §240-140.1 TO ELIMINATE THE REQUIREMENT FOR ELECTRIC VEHICLE CHARGING STATIONS.  
• A VARIANCE FROM UDO §240-60.2(B) TO NOT PROVIDE 4-FOOT-WIDE SIDEWALKS WITH 2-FOOT-WIDE GRASS STRIPS ALONG BOTH SIDES OF THE DRIVEWAY.  
**WAIVER REQUEST (SEE LOI FOR DETAIL):**  
• A WAIVER FROM UDO §620-30.1(B) TO REDUCE THE MINIMUM AREA OF PARKING LOT TREE ISLANDS TO 130 SQUARE FEET.



VICINITY MAP



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

**RECEIVED**

4.24.2025

**Kimley»Horn** **Elmington | Glenn Club Drive**  
Conceptual Site Plan | CP.01  
REZ2025-00013

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GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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4.24.2025

OPEN SPACE

SITE ACREAGE:

4.3AC = 187,100 SF

OPEN SPACE REQUIRED:

GENERAL OPEN SPACE: 187,100 SF x 10% = 18,710 SF  
USEABLE OPEN SPACE: 18,710 x 50% = 9,355 SF

OPEN SPACE PROVIDED:

GENERAL OPEN SPACE [GREEN]: 43,090 SF  
USEABLE OPEN SPACE [BLUE]: 9,390 SF

PLAYGROUND:

890 SF

WALKWAYS & SEATING:

7,400 SF

COVERED SEATING:

900 SF

GAZEBO

200 SF

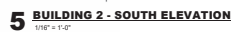
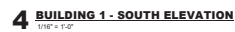
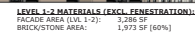
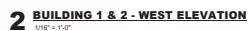
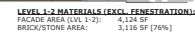


USEABLE (ACTIVE USE) AREAS

GENERAL OPEN AREA INCLUDING USEABLE AND LANDSCAPED AREAS

## **Exhibit C: Building Elevations**

**[attached]**



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

**RECEIVED**

4.23.2025

**Exhibit D: Letter of Intent and Applicant's Response to Standards**

**[attached]**



David Belle Isle  
Matthew P. Benson  
Catherine W. Davidson  
Gerald Davidson, Jr.\*  
Brian T. Easley  
Rebecca B. Gober  
John D. Hipes\*  
Christopher D. Holbrook  
Jessica R. Kelly  
Shane M. Lanham  
Julia A. Maxwell

Jeffrey R. Mahaffey  
John N. Mahaffey  
Steven A. Pickens  
Jack M. Ryan  
Gabrielle H. Schaller  
S. Tess Shaheen  
Andrew D. Stancil  
Michael A. Tralongo  
R. Lee Tucker, Jr.

\*Of Counsel

**LETTER OF INTENT FOR  
REZONING APPLICATION ECG ACQUISITIONS, LLC**

Mahaffey Pickens Tucker, LLP submits this Letter of Intent and attached Rezoning application (the “Application”) on behalf of ECG Acquisitions, LLC (the “Applicant”) relative to an approximately 4.29-acre tract of land (the “Property”) located on Glenn Club Drive near its intersection with Stone Mountain Highway (U.S. Route 78). The Property is located on the north side of Highway 78 between Glenn Club Drive and East Park Place Boulevard. The Property is currently zoned C-2 and is located within the Urban-High Future Development Map Area as set forth in the Gwinnett County 2045 Unified Plan (the “2045 Plan”).

The Applicant proposes to rezone the Property to the HRR zoning classification to permit the development of a 182-unit multifamily residential community. The proposed development would include two buildings fronting Glenn Club Drive with the majority of parking spaces located to the rear of the building and shielded from the right-of-way. Residents of the proposed community would have access to multiple on-site amenities including a fitness center, business center, and a playground. Other outdoor amenity space would be provided with grassed pocket parks with seating areas. Additionally, residents would have convenient pedestrian access to multiple shopping, dining, and employment uses located in close proximity to the Property.

The proposed development is compatible with surrounding zoning classifications and land uses and is in line with the policies of the 2045 Plan. The Property is adjacent to land zoned C-2 to the north, south, and west. Additionally, the Grove at Parkview and District at Parkview multifamily communities, zoned RM and RM-24, respectively, are both located within 500 feet of the Property. The proposed development would also provide an appropriate transition of land uses from the more intense commercial uses to the west and the TND- and RM-24-zoned residential uses to the east. The 2045 Plan sets forth overarching policy goals that encourage residential development and diversifying housing types. The 2045 Plan specifically encourages the land uses of “Multifamily – High Rise” and “Multifamily – Mid Rise” in the Urban-High Future Development Map Area and lists “HRR” as a “recommended” zoning classification. The proposed development would also expand access to affordable and workforce housing as the community would be income- and rent-restricted at 60% of Area Median Income or less. As set forth in the submitted building elevations, the proposed development would include attractive architectural design and building materials including fiber-cement siding, brick, and stone veneer. The buildings would also feature entrances facing Glenn Club Drive with direct pedestrian connections enhancing the walkability of the proposed community.

In order to develop the Property as depicted on the site plan submitted with the Application, the Applicant respectfully requests the additional relief described below.

- A variance from UDO §240-70.1(B) to allow the proposed development to be constructed without providing interparcel access to adjacent non-single-family residential properties. Interparcel connectivity is not feasible on the Property due to traffic safety and topographic concerns. Elevation differences and existing retaining walls frustrate the possibility of vehicular driveway connections.
- A variance from UDO §240-140.1 to eliminate the requirement for electric vehicle charging stations. The physical characteristics of the Property are such that the additional construction required to provide electric vehicle charging stations is not feasible.
- A variance from UDO §240-60.2(B) to not provide 4-foot-wide sidewalks with 2-foot-wide grass strips along both sides of primary driveways. The site plan submitted with the application provides convenient pedestrian circulation within parking areas and provides sidewalks connecting major parking areas to the residential buildings. However, physical

characteristics of the Property prevent the installation of the sidewalks and grassed strips on both sides of the proposed development's "primary driveways." Moreover, the primary driveways on the site are the northern and southern driveways from Glenn Club Drive to the rear building line. From there, the primary driveways split off into secondary driveways or simply driveways within parking areas. The primary driveways run along the northern and southern property boundary lines and requiring a sidewalk along the property line would not further or enhance pedestrian circulation or safety. Residents or visitors would not park and then walk away from the buildings only to double back. They would park and then funnel into the interior of the site where multiple sidewalks provide convenient access to the residential buildings. Accordingly, relief from this requirement would not impair the spirit and intent of the UDO or diminish pedestrian safety or convenience.

- A waiver from UDO §620-30.1(B) to reduce the minimum area of parking lot tree islands to 130 square feet. This allows the tree islands to be provided at the width of a standard parking space. Relief, if granted, would allow the Applicant to provide attractive tree islands within the parking lot providing shade, pervious surfaces, and an attractive visual appearance. It would also allow the proposed development to provide the minimum number of parking spaces required by the UDO.

The Applicant and its representatives welcome the opportunity to meet with staff of the Gwinnett County Planning and Development Department to answer any questions or address any concerns relating to the matters set forth in this letter or in the Application. The Applicant respectfully requests your approval of the Application.

This 23rd day of April, 2025

Respectfully submitted,

MAHAFFEY PICKENS TUCKER, LLP

*Shane M. Lanham*

Shane M. Lanham

*Attorneys for Applicant*

**Pursuant to requirements of the United Development Ordinance, the Board of Commissioners finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.**

- A. Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:  
*Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.*
- B. Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property:  
*No, approval of the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. Rather, the proposed development will complement the housing mix of the surrounding area.*
- C. Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:  
*Due to the size, location, layout and dimensions of the subject property, the Applicant submits that the property does not have a reasonable economic use as currently zoned.*
- D. Whether the proposed rezoning will result in a use which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:  
*No, approval of the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property is in close proximity to major transportation corridors including Stone Mountain Highway (HWY 78).*
- E. Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map:  
*Yes, approval of the proposed rezoning is in conformity with the policy and intent of the Gwinnett County 2045 Unified Plan which encourages residential development. The subject property is located in the Urban High Future Development Area which specifically encourages multi-family high rise residential development.*
- F. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning:  
*The Applicant submits that the quality of the proposed development, the character of surrounding uses, and the close proximity to major transportation corridors provide additional supporting grounds for approval of the Rezoning Application.*

**Exhibit E: Application and Disclosure of Campaign Contributions**

**[attached]**



**REZONING APPLICATION**


AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF GWINNETT COUNTY, GA.

APPLICANT INFORMATION		PROPERTY OWNER INFORMATION	
Name: <u>ECG Acquisitions, LLC</u>	Name: <u>Michelle L. Tilghman</u>		
Address: <u>1550 N Brown Rd, Ste 125</u>	Address: <u>1975 Glenn Club Dr</u>		
City: <u>Lawrenceville</u>	City: <u>Stone Mountain</u>		
State: <u>Georgia</u> ZIP: <u>30043</u>	State: <u>Georgia</u> ZIP: <u>30087</u>		
Phone: <u>770.232.0000</u>	Phone: <u>770.232.0000</u>		
Email: <u>slanham@mptlawfirm.com</u>	Email: <u>slanham@mptllawfirm.com</u>		
Contact Person: <u>Shane Lanham</u> Phone: <u>770.232.0000</u>			
Contact's Email: <u>slanham@mptlawfirm.com</u>			
<b>APPLICANT IS THE:</b>			
<input type="checkbox"/> Owner's Agent <input type="checkbox"/> Property Owner <input checked="" type="checkbox"/> Contract Purchaser			
Current Zoning District(s): <u>C-2</u> Requested Zoning District: <u>HRR</u>			
Parcel Number(s): <u>R6061 276 &amp; R6061 005D</u> Acreage: <u>+/-4.29</u>			
Property Address(es): <u>1935 &amp; 1975 Glenn Club Dr</u>			
Proposed Development: <u>Multifamily residential</u>			
Variance(s): <u>See application</u> Waiver(s): <u>see application</u>			
<b>RESIDENTIAL DEVELOPMENT</b>		<b>NON-RESIDENTIAL DEVELOPMENT</b>	
No. of Dwelling Units: <u>182</u>		No. of Buildings: <u>NA</u>	
Dwelling Unit Sq. Ft.: <u>varies per UDO</u>		Total Building Sq. Ft.: <u>NA</u>	
Density: <u>182 units/4.29 acres = +/- 42.42 units per acre</u>		Floor Area Ratio: <u>NA</u>	
Floor Area Ratio (LRR, MRR, HRR): <u>+/-1.1</u>			
<b>MIXED-USE DEVELOPMENT</b>			
No. of Dwelling Units: <u>NA</u>		Dwelling Unit Sq. Ft.: <u>NA</u>	
Total Non-Residential Sq. Ft.: <u>NA</u>		Floor Area Ratio: <u>NA</u>	



**CONFLICT OF INTEREST CERTIFICATION FOR REZONING**

The undersigned below, making application for a rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

 2/11/2025 C. Hunter Nelson, Secretary of ECG Aquisitions, LLC  
Signature of Applicant Date Type or Print Name and Title

Signature of Applicant's Attorney or Representative Date Type or Print Name and Title

 2/11/2025  
Signature of Notary Public Date



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Board of Commissioners?

☐ Yes ☒ No \_\_\_\_\_ (Your Name)

If the answer is yes, please complete the following section:

NAME AND OFFICAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)

Attach additional sheets if necessary to disclose or describe all contributions.

**CONFLICT OF INTEREST CERTIFICATION FOR REZONING**

The undersigned below, making application for a rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

Signature of Applicant

Date

Type of Print Name and Title

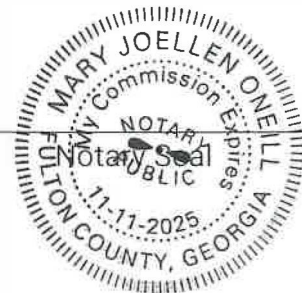
Signature of Applicant's  
Attorney or Representative

Date

Type or Print Name and Title

Signature of Notary Public

Date



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**

I have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Board of Commissioner



Yes



No

Mahelly Pickens Tucker, LLC (Your Name)

If the answer is yes, please complete the following section:

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)
<u>See attached</u>		

Attach additional sheets if necessary to disclose or describe all contributions.

**CONFLICT OF INTEREST CERTIFICATION FOR REZONING/CHANGE IN  
CONDITIONS AND SPECIAL USE PERMIT APPLICATIONS**

**MAHAFFEY PICKENS TUCKER, LLP**

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS	DATE
Matt Holtkamp, Commissioner	\$1,000	04/13/2023
Nicole Love Hendrickson, Chairwoman	\$2,500	08/11/2023
Matt Holtkamp, Commissioner	\$3,300	09/18/2023
Kirkland Carden, Commissioner	\$3,300	09/27/2023
Nicole Love Hendrickson, Chairwoman	\$3,300	10/01/2024

**Lee Tucker, Attorney at Law, P.C.**

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS	DATE
Kirkland Carden, Commissioner	\$2,000	10/25/2023

**Shane M. Lanham, Attorney at Law, PC**

NAME AND OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS	DATE
Nicole Love Hendrickson, Chairwoman	\$500	10/02/2024





**Exhibit F: DWR Sewer Capacity Certification Letter**

**[attached]**



February 11, 2025

Christian Grabeman  
Elmington Capital Group  
1030 16th Ave South, Suite 500  
Nashville, TN 37212

☐ **APPROVED**  
☐ **DENIED**  
☒ **CONDITIONALLY APPROVED**  
**Sewer Capacity Request #C2025-021-02**  
**Expiration Date: 02/11/2026**  
**Tie-In Manhole FID: 241307**

RE: Sewer Availability for Proposed Development – ECG Glenn Club Drive  
Parcel ID 6061 005D, 6061 276

Dear Mr. Grabeman:

Gwinnett County Department of Water Resources (GCDWR) has reviewed the impact of the proposed development consisting of 225 apartment units (75 one-bedroom, 100 two-bedroom, 50 three-bedroom), 2,500 SF of office space, a 5,000 SF clubhouse, and a 30-swimmer pool on the above parcels and determined:

Gwinnett County can provide sewer service for the proposed development only upon completion of the following conditions:

- Upsizing of approximately 850 feet of existing 8-inch gravity sewer to a minimum 16-inch gravity sewer, from manhole FID 241239 to manhole FID 241005.
- Coordination on the schedule, phasing, and design of the referenced development in relation to GCDWR's improvements and upgrades at East Park Place Pump Station.

This confirmation is based on your anticipated annual average daily flow of **25 gpm** discharging to the sewer tie-in manhole at Facility ID **241307**.

**Capacity Allocation:** Sewer capacities are allocated only upon the issuance of a Development Permit, by Gwinnett County Planning & Development and after all applicable conditions established in this Sewer Capacity Certification, if any, are met.

**Certification Expiration:** The Sewer Capacity Certification is valid for 12 months from the date of this letter. If rezoning is approved, GCDWR will issue a revised Sewer Capacity Certification based on the approved units, as needed. The capacity request can be renewed for an additional 12 months. If a Development Permit has not been obtained by the expiration date above the developer may apply for renewal by providing evidence of active rezoning, plan review, or permitting efforts.





Once the Sewer Capacity Certification expires, the capacity is no longer allocated, and a new Sewer Capacity Certification request must be submitted for re-evaluation with no guarantee of available capacity. The evaluation will be based on the updated conditions of the sewer system.

**Certification Invalidation:** This certification is not valid if there are proposed changes to your development that could impact downstream sewer capacity (e.g. land use density, sewer tie-in manhole, parcel changes, and/or rezoning). In this case the development must resubmit for a new Sewer Capacity Request with updated information prior to the expiration of the previous one.

Please contact us at 678-376-7026 if you have any questions.

Sincerely,

GWINNETT COUNTY DEPARTMENT OF WATER RESOURCES

Della Taylor, PE  
Division Director, Infrastructure Support  
678.376.2130

C: Gwinnett County DWR – Lorraine Campagne, Section Manager; Raghu Vemuru, Engineer V; Mikala Weston, Engineer III  
Gwinnett County P&D – Charli Young, Planning Manager; Geniva Sylvain, Engineer I; Christina Dejarnette, Engineer I;  
Wendell Tumale Engineer III

**Exhibit G: Traffic Impact Study**

**[attached]**

TRAFFIC IMPACT ANALYSIS FOR

# Multifamily Residential Development on Glen Club Drive

*Stone Mountain, GA*

**DECEMBER 17, 2024**


**PREPARED FOR:**


Christian Grabeman  
Elmington Capital  
1030 16th Aven South, Suite 500  
Nashville, TN 37212

**PREPARED BY:**



Foresite Group, LLC  
3740 Davinci Court, Suite 100  
Peachtree Corners, GA 30092

 | 770.368.1399

 | 770.368.1944

 | [www.forsitegroup.net](http://www.forsitegroup.net)

## 1. Introduction

The *Glenn Club* residential development project is planned to be a multifamily apartment building in Stone Mountain, Georgia. The development is planned to be built out in one phase and is expected to be completed by the year 2028. The development, at full build-out, will consist of a multifamily residential development with 210 units.

The purpose of this traffic study is to identify the traffic impacts associated with the proposed development on the surrounding roadway network. In addition to the proposed residential development, background traffic growth is being analyzed in the form of a background growth rate. Figure 1 shows the proposed site location in the vicinity of the Stone Mountain, Georgia. The site location is shown on an aerial image in Figure 2. A copy of the proposed site plan is provided in Appendix A.

This report has been prepared for submittal to the Gwinnett County Department of Transportation (GCDOT) to evaluate the traffic conditions at the site. This report summarizes the data collected, proposed access points, projected traffic at the study intersections, analysis of traffic impacts including level of service (LOS), and conclusions from the analysis.

Figure 1: Vicinity Map

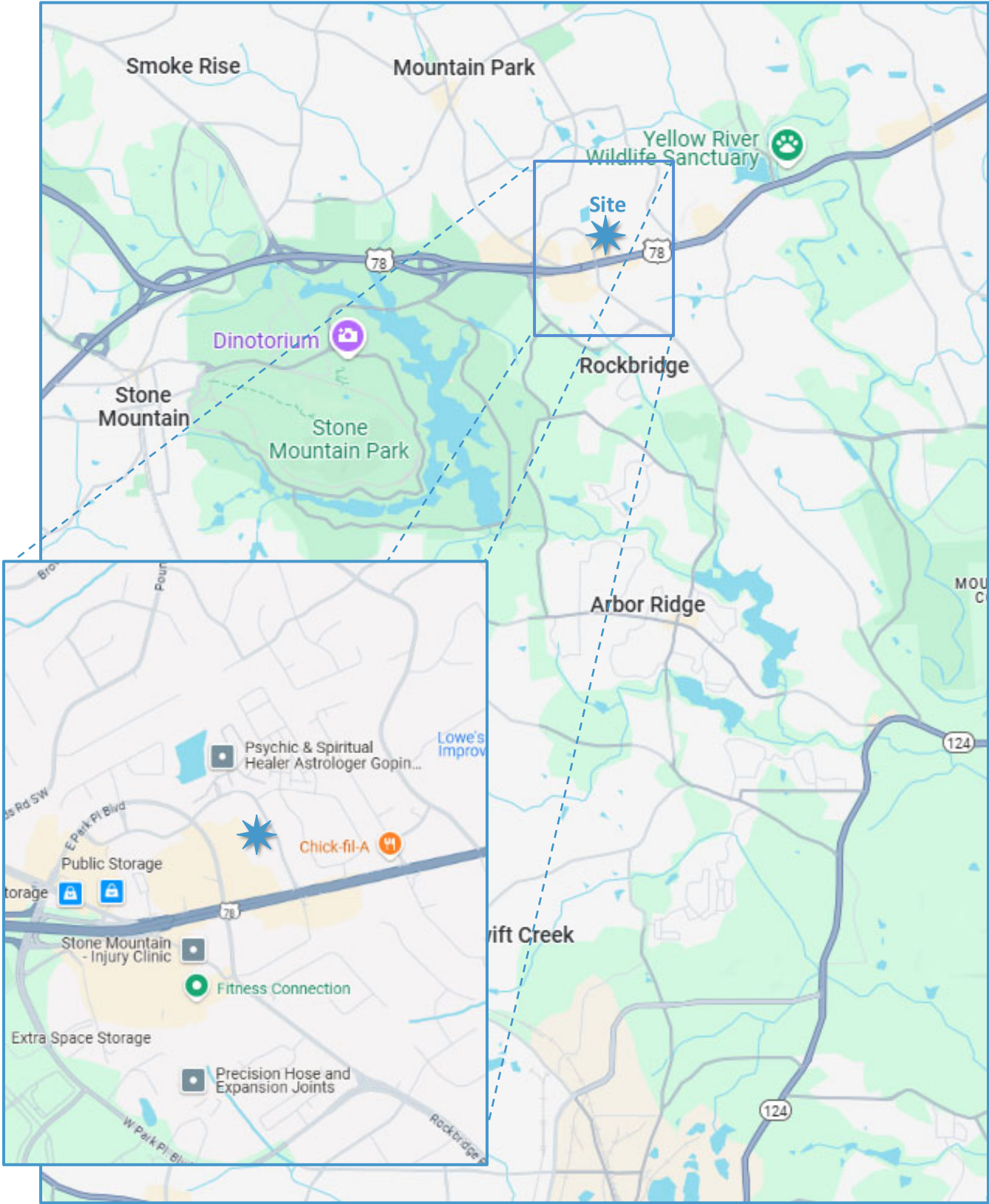
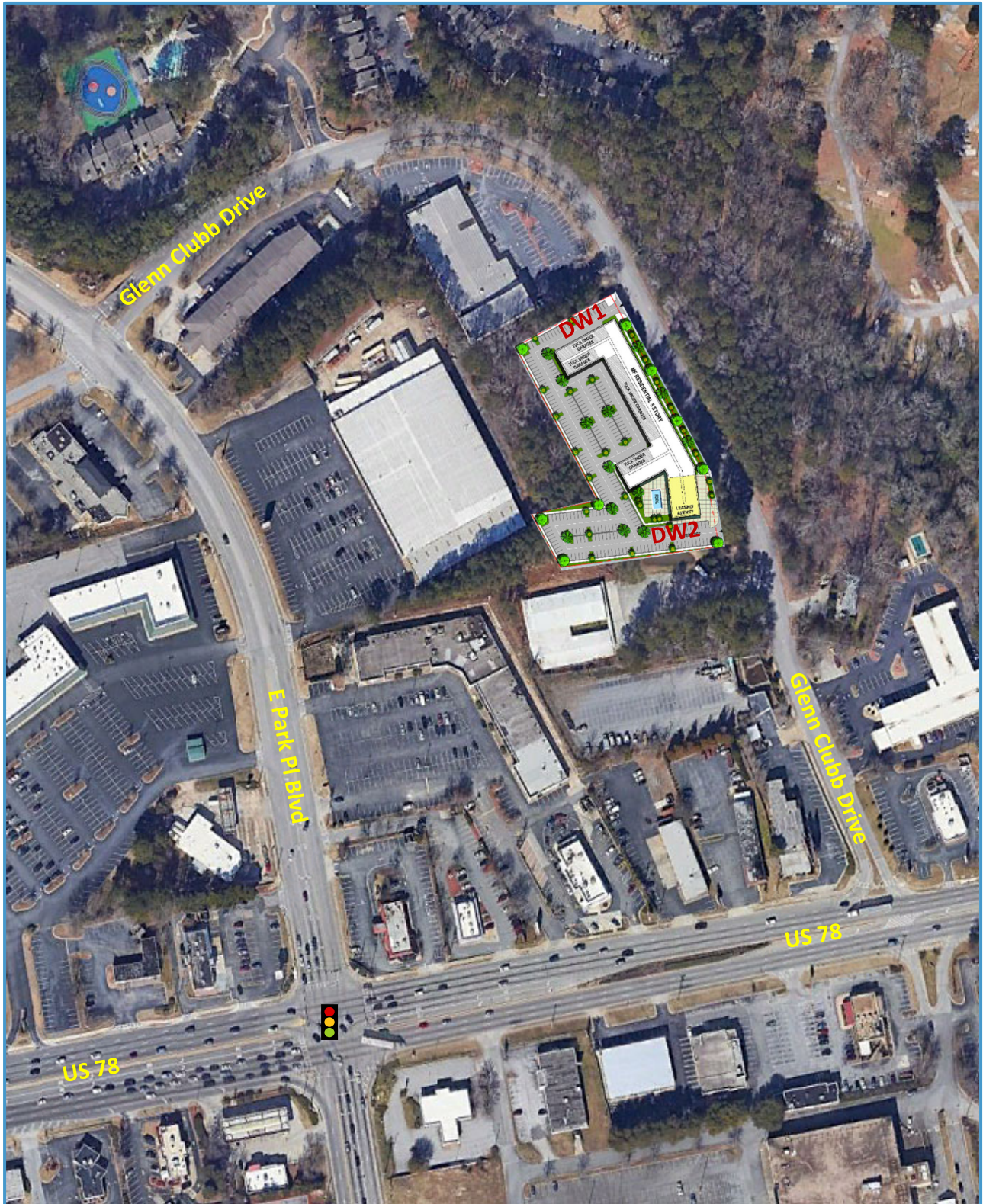




Figure 2: Site Location Aerial



## 2. Existing and Proposed Development Description

The site is planned to occupy the currently undeveloped land on the west side of Glenn Club Drive north of US 78. The site is located adjacent to several buildings with commercial retail and other land use types. The development, at full build-out, will consist of a multifamily residential development with 210 units. The development will be built in one phase expected to be completed by the year 2028. This site proposes to have two full access driveways on Glenn Club Drive that provides connectivity to US 78 and E Park Place Blvd. A copy of the proposed site plan is attached in Appendix A. The land use with ITE Trip Generation code is provided below:

Build-out complete by 2028:

- Multifamily Housing (Mid-Rise) (ITE code 221) – 210 Dwelling Units

The proposed *Glenn Club* apartment development will have two full access driveways with access to Glenn Club Drive.

### 3. Existing Conditions

#### 3.1. Transportation Facilities

This traffic impact study examines the existing (2024), background (2028) and full build (2028) operations of the intersections listed in Table 1. There are three main roadways being analyzed in this report with roadway characteristics summarized in Table 2. The existing lane configuration is shown in Figure 3.

Table 1: Study Intersections

#	Intersections	Traffic Control
1	US 78 at E Park Place Blvd	Signal Control
2	E Park Place Blvd at Glenn Club Drive	Side-Street Stop Control
3	US 78 at Glenn Club Drive	Side-Street Stop Control (RCUT)
4	Glenn Club Drive at Driveway 1	Side-Street Stop Control
5	Glenn Club Drive at Driveway 2	Side-Street Stop Control

**US 78** is a six-lane median divided roadway in this section, that runs primarily west to east from Stone Mountain through Snellville in Gwinnett County. In this section of roadway, the functional classification is Principal Arterial and has a posted speed limit of 45 mph in the project area.

**E Park Place Blvd** is an undivided five-lane with a two-way left turn lane (TWLTL), that loops north of US 78 from W Park Place Blvd and back to US 78 to the east. The functional classification of E Park Place Blvd is a Major Collector and it has a posted speed limit of 40 mph in the project area.

**Glenn Club Drive** is a three-lane roadway with a two-way left turn lane (TWLTL) that runs between E Park Place Blvd and US 78. Glenn Club Drive is a local road with a posted speed limit of 35 mph.

Table 2: Roadway Characteristics

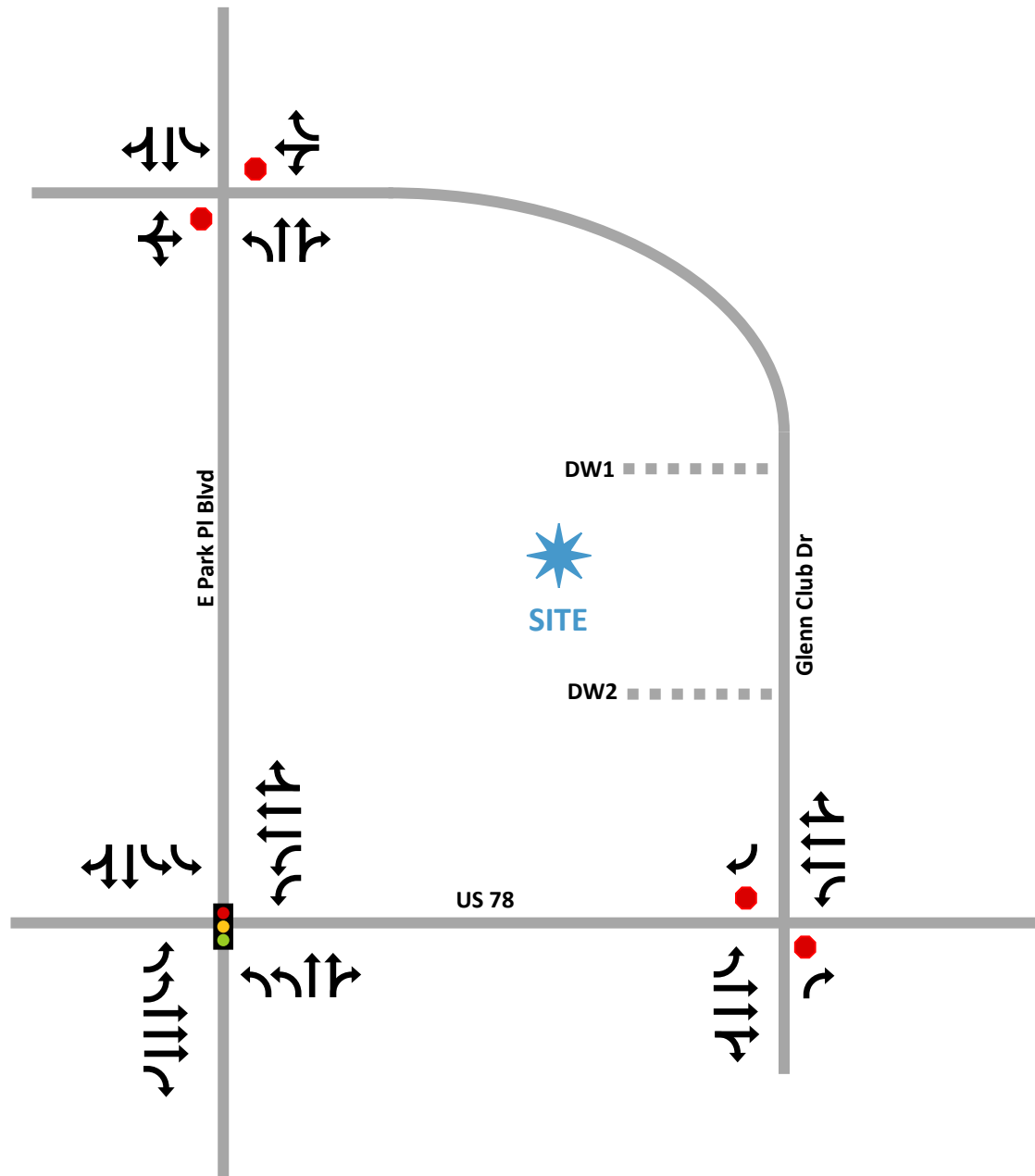
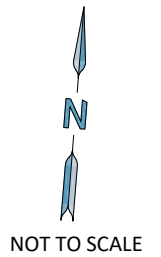
Roadway	# of Lanes	Posted Speed Limit (MPH)	Functional Classification
US 78	6	45	Principal Arterial
E Park Place Blvd	5	40	Major Collector
Glenn Club Drive	3	35	Local Road



### 3.2. Traffic Count Data

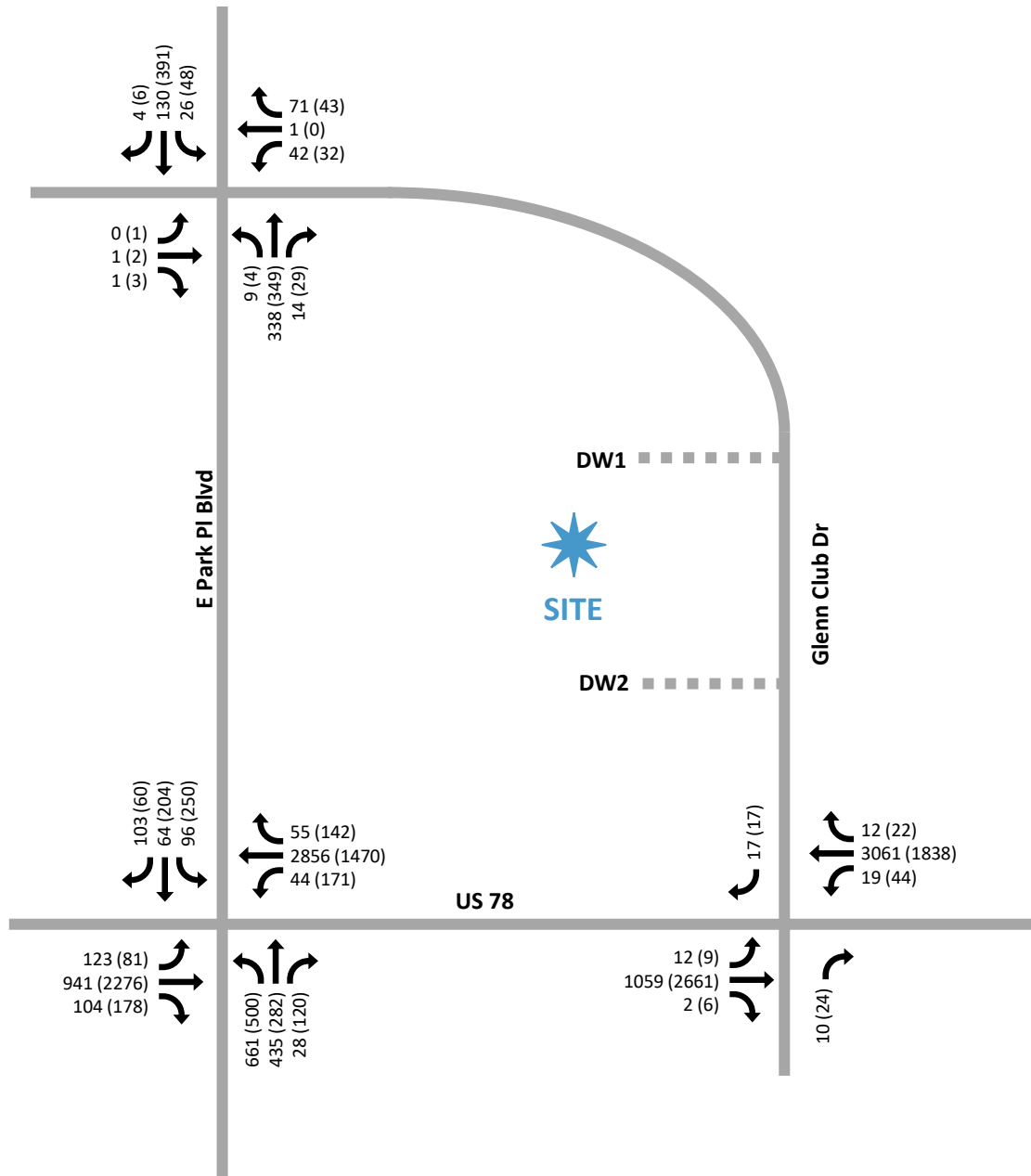
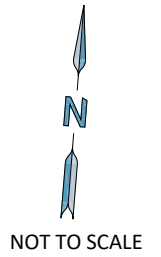
Traffic count data for this project was collected on Tuesday December 3<sup>rd</sup>, 2024. Peak hour turning movement counts were collected at the three existing intersections listed above in Table 1. Also, on Tuesday December 3<sup>rd</sup>, 2024, 24-HR Bi-directional counts were collected on Glenn Club Drive and was shown to have an ADT of 625 vpd. Information from the *GDOT Traffic Analysis & Data Application (TADA)* shows E Park Place Blvd having an ADT of 8,330 vpd and US 78 with an ADT of 56,300 vpd. Full traffic counts are provided in Appendix B.

# Figure 3: Existing Lane Geometry



# Figure 4: Existing (2024) Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume



### 3.3. Existing Conditions Capacity Analysis

Existing traffic volumes were entered into a *Synchro 11* model to perform capacity analysis of existing conditions for the weekday AM and PM peak periods. The results of the capacity analysis are shown by lane group movement in Table 3. Average vehicular delays and level-of service, as defined by the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition are presented, and 95<sup>th</sup> percentile queues from *SimTraffic 11* are shown. Full *Synchro* output reports are included in Appendix C. The existing signal timings for US 78 at E Park Place Blvd were provided by the Gwinnett County Department of Transportation.

**Table 3: Existing Conditions Capacity Analysis**

Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
			Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)
US 78 at E Park Place Blvd	Signal Control	EBL	98.2	F	151	63.5	E	100
		EBT	20.1	C	230	38.7	D	538
		EBR	0.0	-	53	0.0	-	258
		WBL	57.9	E	265	79.8	E	220
		WBT/R	18.3	B	503	31.0	B	343
		NBL	219.2	F	300	140.9	F	314
		NBT/R	72.9	E	918	104.1	F	926
		SBL	82.2	F	116	83.3	F	197
		SBT/R	80.1	F	134	128.5	F	201
		Intersection	55.2	E	-	59.0	E	-
E Park Place Blvd at Glenn Club Dr	Side-Street Stop Control	EB	10.7	B	9	12.4	B	16
		WBT/L	13.0	B	48	14.4	B	42
		WBR	9.9	A	38	9.8	A	39
		NBL	7.5	A	4	8.2	A	8
		NBT/R	-	-	-	-	-	6
		SBL	8.1	A	17	8.3	A	28
		SBT/R	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-
US 78 at Glenn Club Dr	Side-Street Stop Control	EBL	213.4	F	60	32.3	D	30
		EBT/R	-	-	-	-	-	-
		WBL	16.1	C	23	203.1	F	74
		WBT/R	-	-	-	-	-	-
		NBR	14.1	B	29	43.3	E	46
		SBR	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-

## **Existing Conditions:**

### **US 78 at E Park Place Blvd**

During the existing conditions the signalized intersection operates at LOS E in the AM peak period with 55.2 seconds of intersection delay and LOS E in the PM peak period with 59.0 seconds of intersection delay.

### **E Park Place Blvd at Glenn Club Drive**

During the existing conditions the stop-controlled WBL approach from Glenn Club Drive operates at LOS B in both the AM and PM peak periods. The WBR approach operates at LOS A in both the AM and PM peak periods.

### **US 78 at Glenn Club Drive (RCUT)**

During the existing conditions the EBL approach operates at LOS F in the AM peak period and LOS D in the PM peak period. In real world conditions, compared to the *SimTraffic* simulation, there are likely more gaps in traffic, with platoons of traffic, that allows the left turn to be made.

The SBR movement from Glenn Club Drive is a yield-controlled approach with an add lane that identifies with no conflict point or calculated delay at this intersection movement.

## 4. Background Growth

### 4.1. Growth Rate

Background traffic growth is an analysis method used to estimate the growth of traffic that will contribute to the traffic of the roadway network in and around the study area. The background traffic does not include trips generated by the proposed project that is being studied. The proposed multifamily development is expected to be built-out by 2028. A conservative growth rate of 1.0% was used in this analysis. The growth rate was applied to the existing volumes.

### 4.2. Background Conditions Capacity Analysis

Background conditions include a 1.0% growth rate per year applied to existing traffic volumes grown to the full build year by 2028. Background 2028 traffic volumes are shown graphically in Figure 5. The background traffic volumes were entered into a *Synchro 11* model which uses the same lane geometry as existing conditions. The results of the capacity analysis are shown by lane group movement in Table 4. Average vehicular delays and level-of service, as defined by the Highway Capacity Manual (HCM) 6th Edition are presented, and 95<sup>th</sup> percentile queues from *SimTraffic 11* are shown. Full *Synchro* output reports are included in Appendix C.

# Figure 5: Background (2028) Traffic Volumes

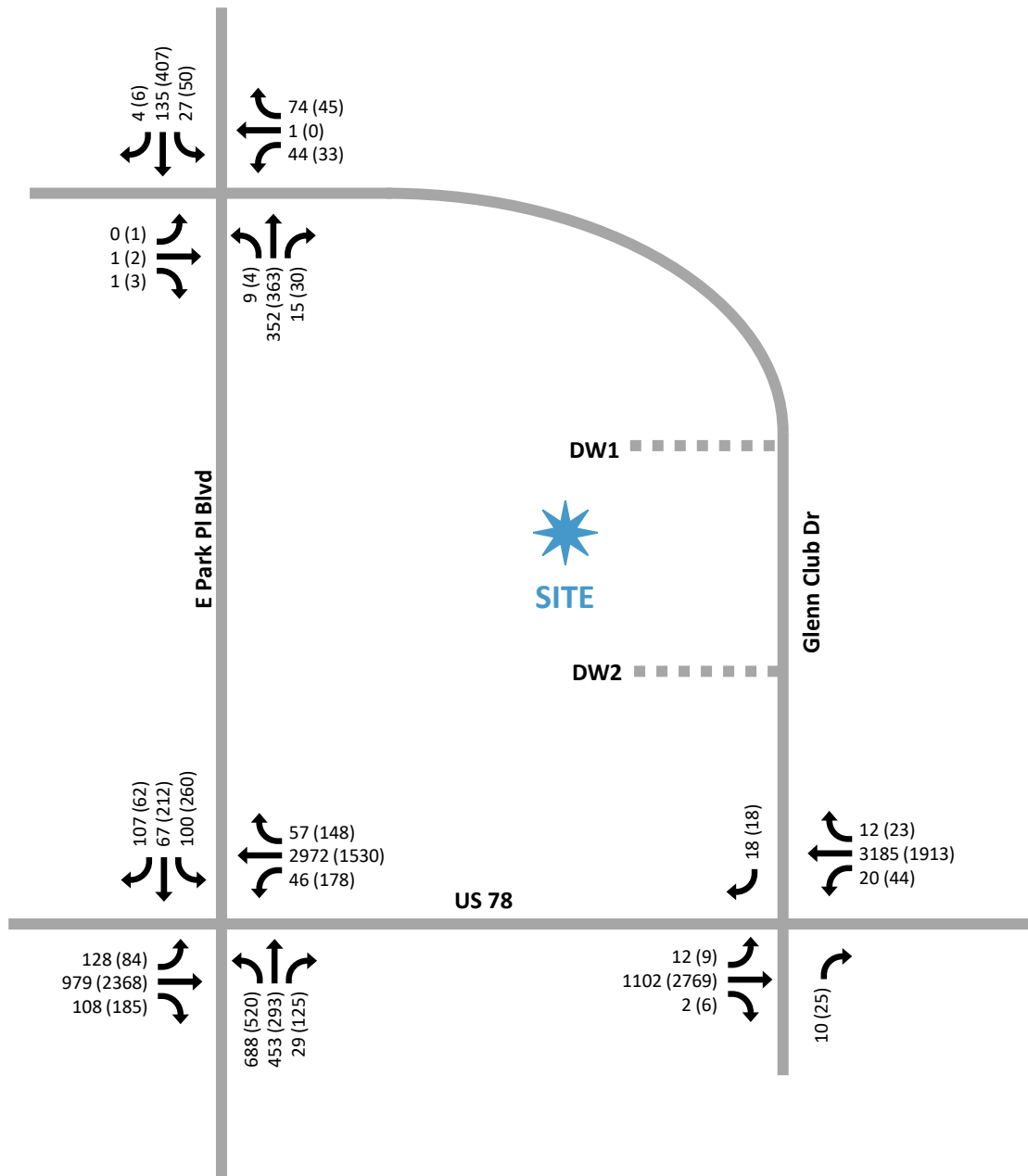
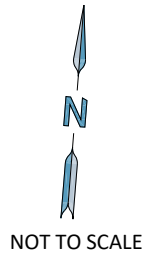
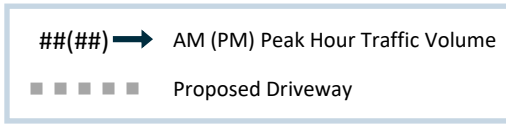


Table 4: Background (2028) Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
			Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)
US 78 at E Park Place Blvd	Signal Control	EBL	103.1	F	150	63.6	E	252
		EBT	20.3	C	238	42.4	D	718
		EBR	0.0	-	51	0.0	-	430
		WBL	58.0	E	154	79.7	E	240
		WBT/R	19.1	B	508	31.5	C	344
		NBL	242.3	F	296	157.0	F	313
		NBT/R	76.5	E	864	119.9	F	976
		SBL	82.9	F	124	84.1	F	210
		SBT/R	82.0	F	145	140.8	F	199
E Park Place Blvd at Glenn Club Dr	Side-Street Stop Control	Intersection	59.2	E	-	64.0	E	-
		EB	10.8	B	8	12.6	B	19
		WBT/L	13.2	B	48	14.8	B	18
		WBR	9.9	A	42	9.9	A	21
		NBL	7.5	A	6	8.3	A	12
		NBT/R	-	-	-	-	-	-
		SBL	8.2	A	25	8.4	A	29
		SBT/R	-	-	-	-	-	-
US 78 at Glenn Club Dr	Side-Street Stop Control	Intersection	-	-	-	-	-	-
		EBL	265.0	F	123	35.0	E	28
		EBT/R	-	-	-	-	-	-
		WBL	16.8	C	27	263.4	F	74
		WBT/R	-	-	-	-	-	-
		NBR	14.5	B	26	47.8	E	51
		SBR	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-



## **Background Conditions:**

### **US 78 at E Park Place Blvd**

During the background conditions the signalized intersection continues to operate at LOS E in the AM peak period with 59.2 seconds of intersection delay and LOS E in the PM peak period with 64.0 seconds of intersection delay.

### **E Park Place Blvd at Glenn Club Drive**

During the background conditions the stop-controlled WBL approach from Glenn Club Drive continues to operate at LOS B in both the AM and PM peak periods. The WBR approach continues to operate at LOS A in both the AM and PM peak periods.

### **US 78 at Glenn Club Drive (RCUT)**

During the background conditions the EBL approach operates at LOS F in the AM peak period and degrades to LOS E in the PM peak period.

## 5. Future Conditions

### 5.1. Trip Generation

The *Glenn Club* apartments project is a multifamily residential development that will include 210 apartment units. The development is planned to be built out in one phase and is expected to be completed by the year 2028. The proposed land use is listed below:

Build-out complete by 2028:

- Multifamily Housing (Mid-Rise) (ITE code 221) – 210 Dwelling Units

Project trips for the residential development were estimated using the equations presented in the *Institute of Transportation Engineers' (ITE) latest Trip Generation Manual, 11<sup>th</sup> Ed., 2021* for the ITE land use codes listed above. Table 5 summarizes the trip generation for full build-out of the proposed development through 2028 for the appropriate land use code. The full trip generation worksheets are presented in Appendix D.

**Table 5: Project Trip Generation**

Project Land Use	Density	ITE LUC	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	210 D.U.	221	955	478	477	81	19	62	82	50	32
Total Trips			955	478	477	81	19	62	82	50	32
Reductions for Internal Capture			0	0	0	0	0	0	0	0	0
Reductions for Modal Split			0	0	0	0	0	0	0	0	0
Reductions for Pass-By Trips			0	0	0	0	0	0	0	0	0
Total Net New Project Trips			955	478	477	81	19	62	82	50	32

For future conditions year 2028 of the project, the multifamily residential apartment development is anticipated to generate 955 net new daily trips (478 inbound and 477 outbound). The highest peak hour trip volume is expected during the PM peak hour with 82 total peak hour vehicle trips (50 inbound and 32 outbound). The AM peak hour expects to have 81 total peak hour vehicle trips (19 inbound, 62 outbound).

## 5.2. Distribution

The assignment and directional distribution of new project trips were based on existing traffic patterns, adjacent major roadways, and trip destination densities (residential areas, job centers, recreational facilities, and retail developments) in the surrounding area. The directional distribution for new trips for the multifamily residential development are shown in Figure 6.

This project has the benefit of multiple existing connectivity options for the future residents of this apartment complex. This additional connectivity and multiple access points will provide potential alternate routes for residents that may elect to avoid some of the larger and busier intersections in this immediate area.

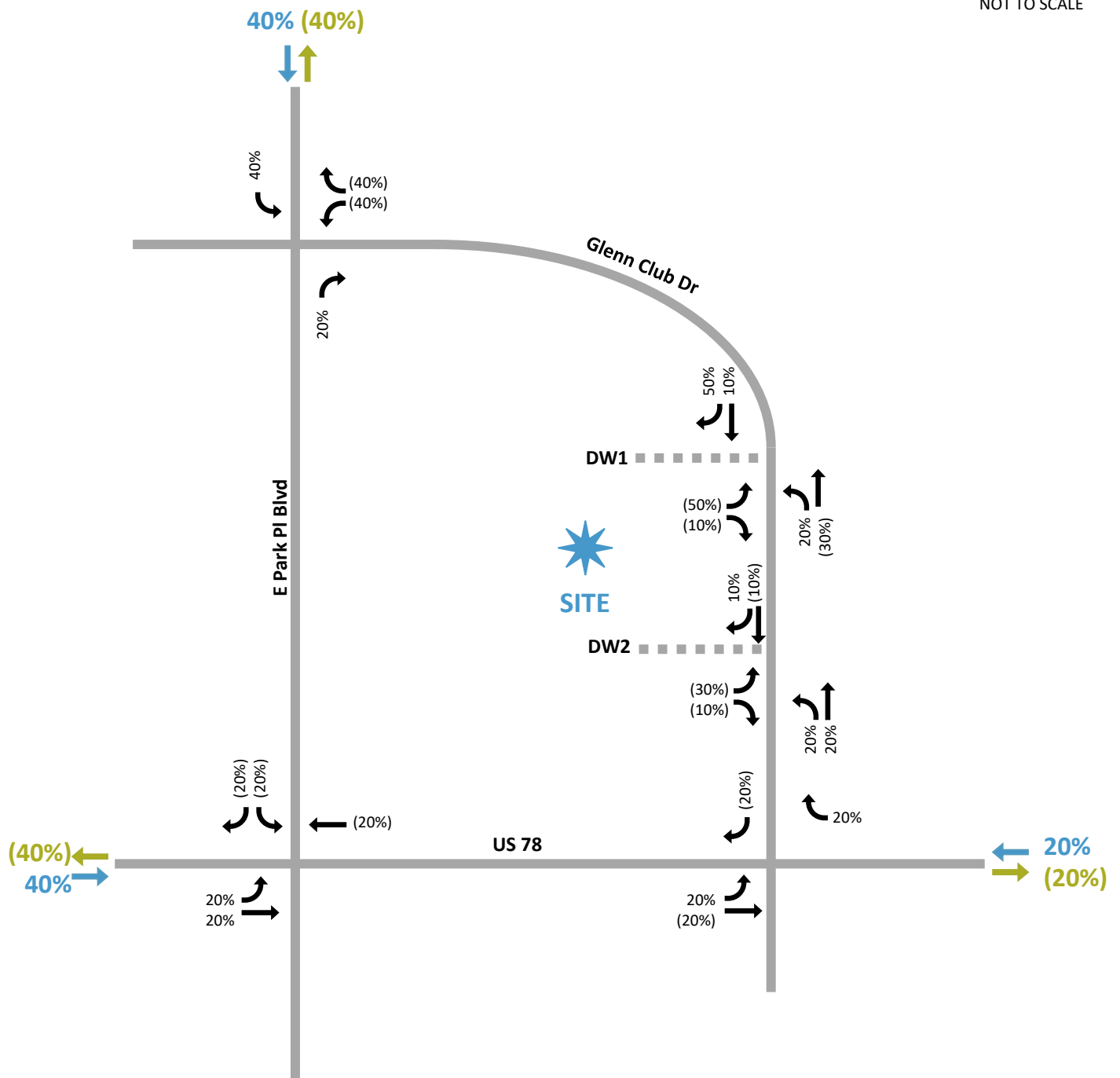
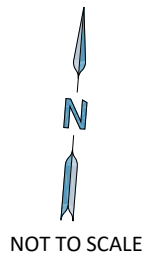
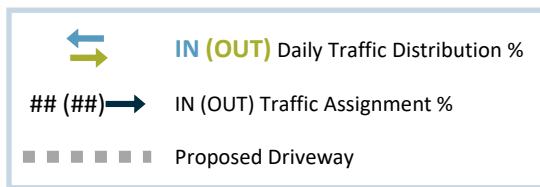
## 5.3. Future Traffic Volumes

Project trips estimated for future build conditions (2028) in the trip generation and distributed to the roadway network are shown graphically in Figure 7. Future traffic volumes including the proposed development and background traffic growth are shown in Figure 8 for the future build conditions (2028).

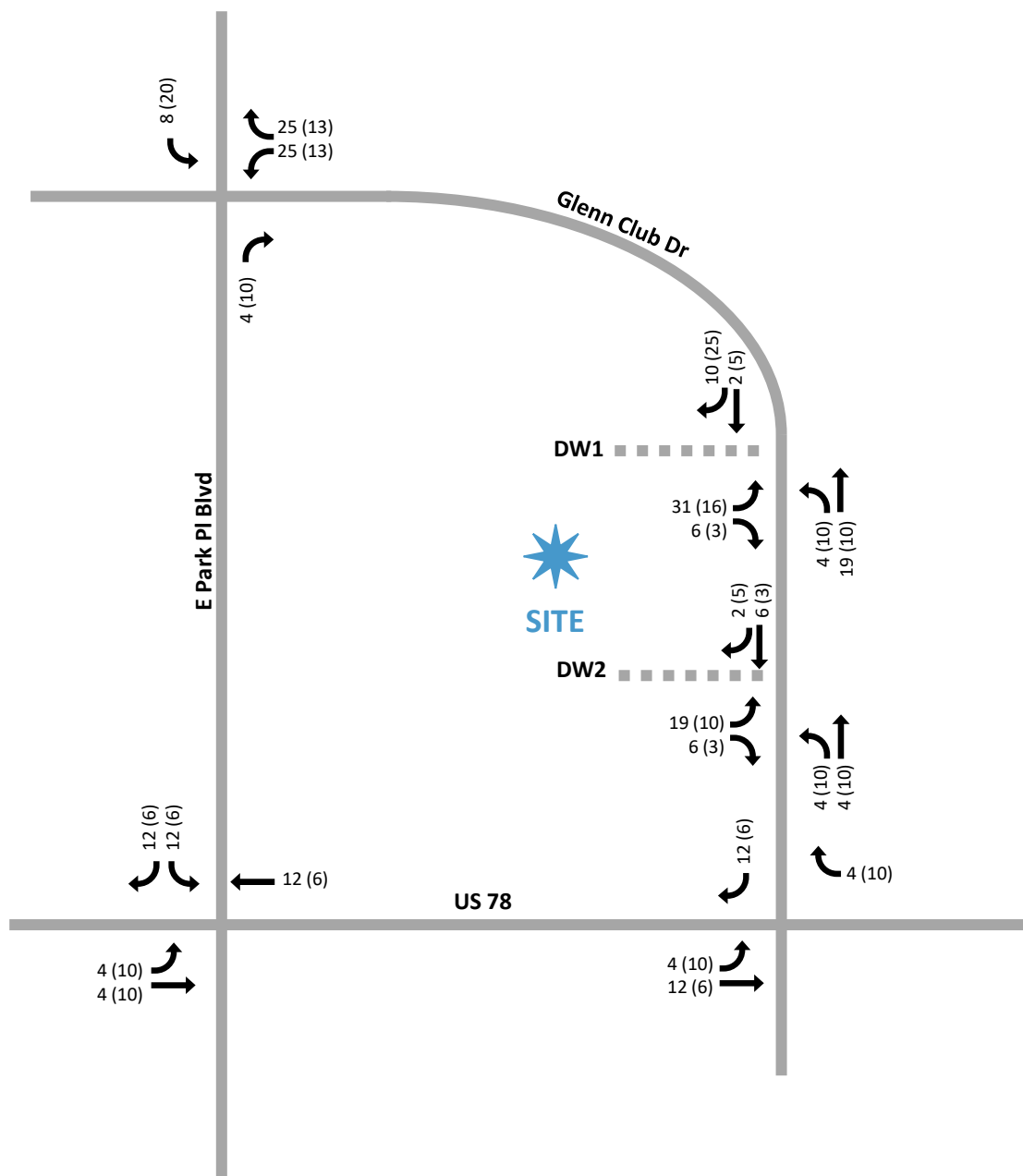
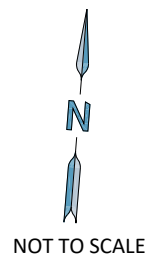
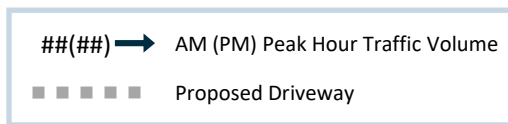
## 5.4. Turn Lanes

Per section 900-30.2 of the *Gwinnett County Unified Development Ordinance*, “when property that abuts upon an existing or proposed County road is to be developed or redeveloped for multifamily or non-residential uses and the County road will provide access to the property, project access improvements to the County road (deceleration lanes, turn lanes, etc.) shall be provided by the developer.” This is a local County road with an ADT of 625 vpd. This is not considered a Major Collector Street or Major Thoroughfare. The left turn lane will be provided by the existing two-way left turn lane (TWLTL). The future lane geometry is provided in Figure 9.

### Figure 6: Trip Distribution

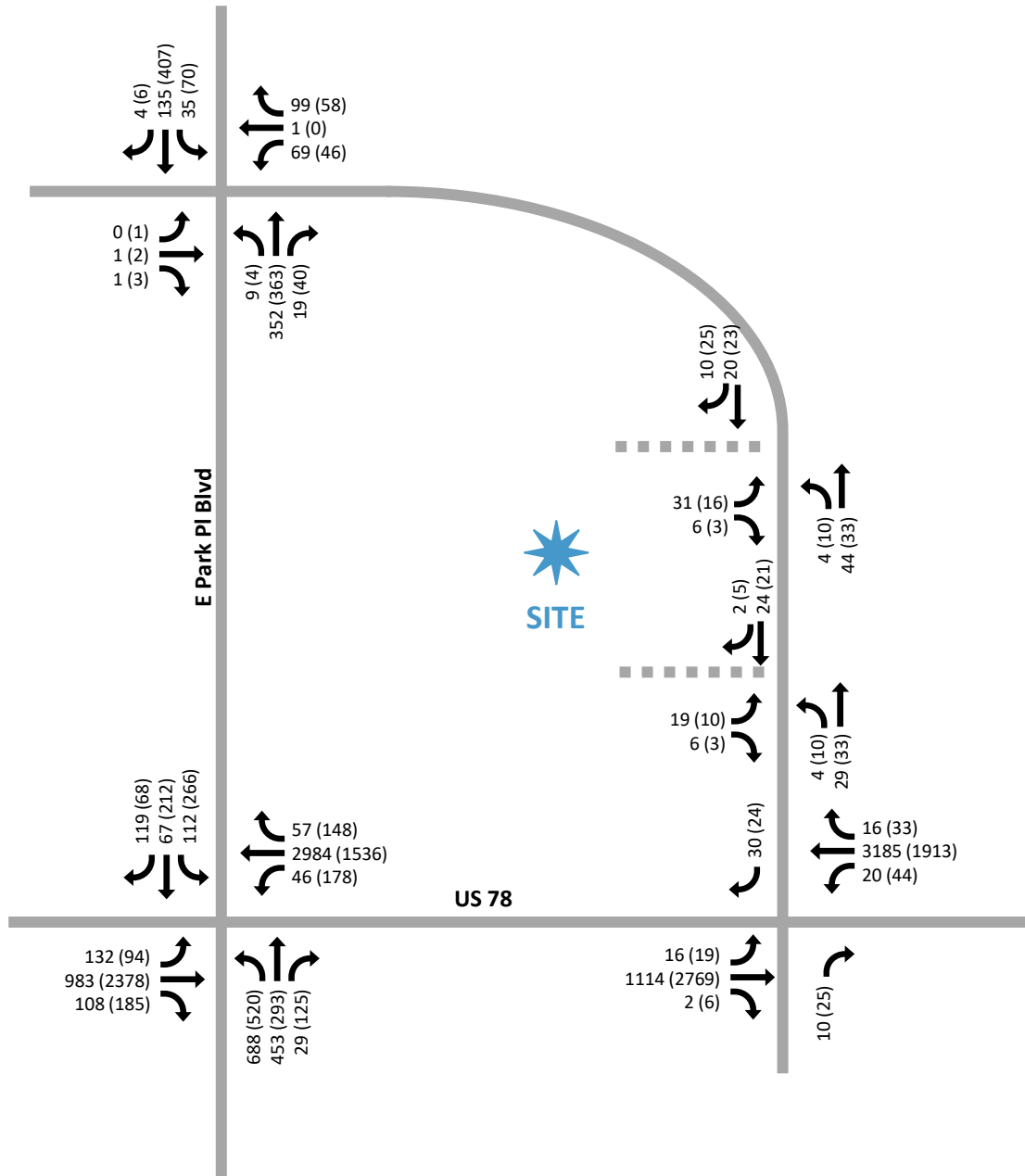
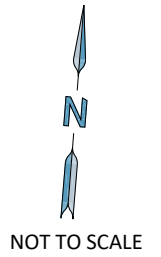
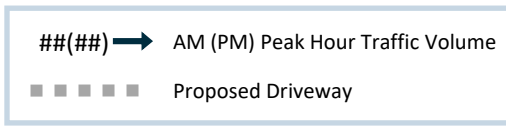


# Figure 7: Project Trips

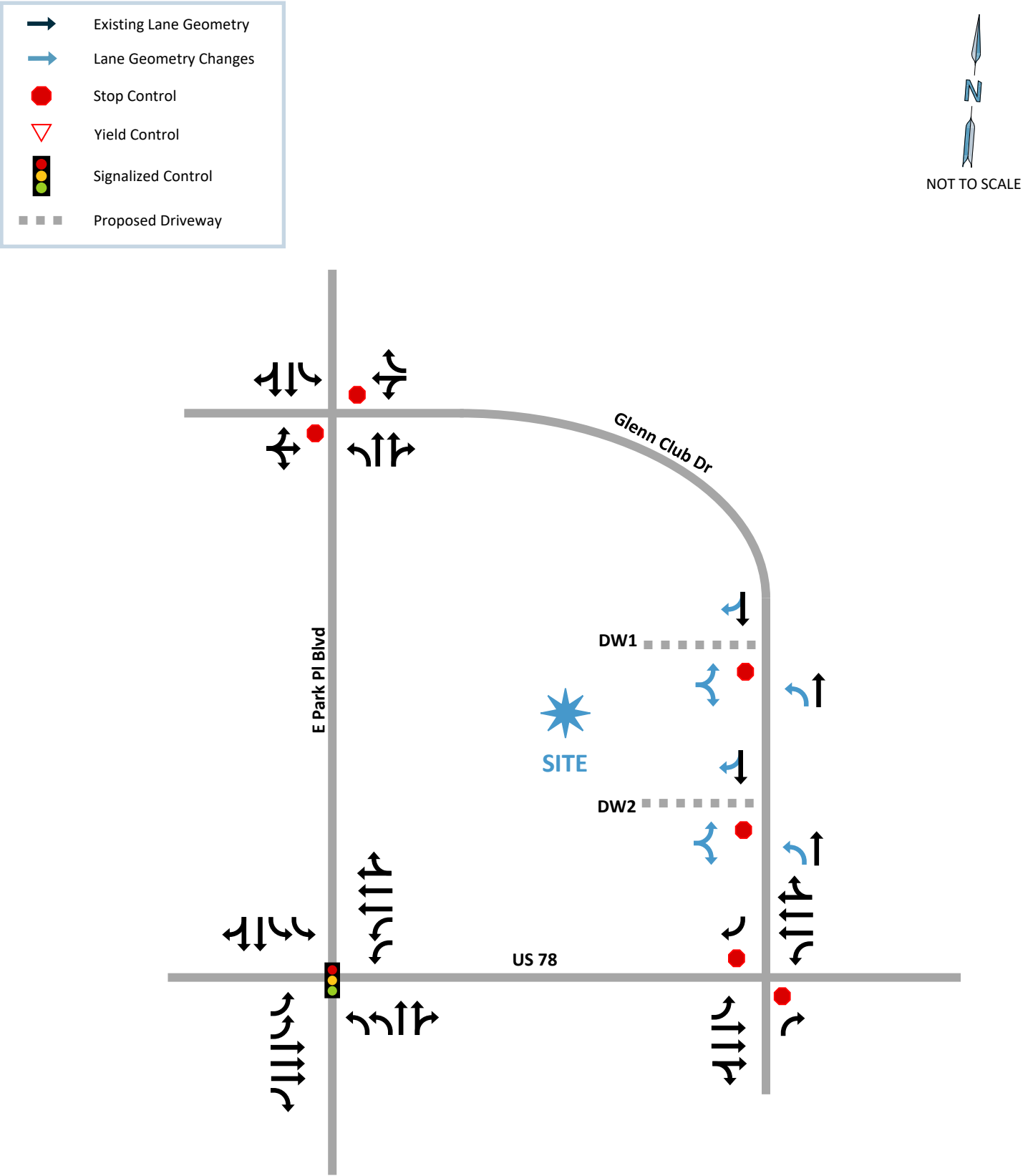




# Figure 8: Future (2028) Traffic Volumes



# Figure 9: Future Lane Geometry

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## 5.5. Future Conditions Capacity Analysis

The future Build traffic volumes were entered into a *Synchro 11* model. The results of the capacity analysis are shown by lane group movement in Table 6. Average vehicular delays and level-of-service, as defined by the Highway Capacity Manual (HCM) 6th Edition are presented, and 95<sup>th</sup> percentile queues from *SimTraffic 11* are shown. Full Synchro output reports are included in Appendix C. Future build conditions capacity analysis results are described below.

### Build Conditions:

#### US 78 at E Park Place Blvd

During the build conditions the signalized intersection continues to operate at LOS E in the AM peak period with 60.7 seconds of intersection delay and LOS E in the PM peak period with 64.9 seconds of intersection delay.

#### E Park Place Blvd at Glenn Club Drive

During the background conditions the stop-controlled WBL approach from Glenn Club Drive continues to operate at LOS B in the AM peak period. The WBL approach degrades to LOS C in the PM peak period with 15.9 seconds of approach delay. The WBR approach continues to operate at LOS A in both the AM and PM peak periods.

#### US 78 at Glenn Club Drive (RCUT)

During the background conditions the EBL approach operates at LOS F in the AM peak period and degrades to LOS E in the PM peak period.

Residents living in this area will become aware of other routes to and from this area. Trips arriving from the west on US 78 can also exit early at W Park Place Blvd and take a different route to Glenn Club Drive. Residents can avoid the need to make this uncontrolled eastbound left turn from US 78 if experience extreme delays during peak hours.

#### Glenn Club Drive at Driveway 1

During the build conditions the stop-controlled EB approach operates at LOS A in both the AM and PM peak periods.

#### Glenn Club Drive at Driveway 2

During the build conditions the stop-controlled EB approach operates at LOS A in both the AM and PM peak periods.

Table 6: Build (2028) Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
			Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)
US 78 at E Park Place Blvd	Signal Control	EBL	107.6	F	146	63.9	E	220
		EBT	20.3	C	237	42.9	D	725
		EBR	0.0	-	52	0.0	-	412
		WBL	58.0	E	204	79.7	E	244
		WBT/R	19.2	B	516	31.6	C	351
		NBL	242.3	F	305	157.0	F	304
		NBT/R	78.9	E	941	124.1	F	961
		SBL	85.4	F	122	84.6	F	195
		SBT/R	82.0	F	148	148.0	F	219
		Intersection	60.7	E	-	64.9	E	-
E Park Place Blvd at Glenn Club Dr	Side-Street Stop Control	EB	11.0	B	12	13.0	B	15
		WBT/L	14.0	B	54	15.9	C	45
		WBR	10.2	B	55	10.0	B	40
		NBL	7.5	A	8	8.3	A	7
		NBT/R	-	-	-	-	-	-
		SBL	8.2	A	21	8.5	A	41
		SBT/R	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-
US 78 at Glenn Club Dr	Side-Street Stop Control	EBL	315.6	F	188	38.4	E	52
		EBT/R	-	-	-	-	-	-
		WBL	17.0	C	24	263.4	F	68
		WBT/R	-	-	24	-	-	-
		NBR	14.6	B	31	47.8	E	55
		SBR	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-
Glenn Club Dr at Driveway 1	Side-Street Stop Control	EB	92.0	A	46	9.1	A	37
		NBL	7.3	A	4	7.3	A	8
		NBT	-	-	-	-	-	-
		SBT	-	-	-	-	-	-
		SBR	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-
Glenn Club Dr at Driveway 2	Side-Street Stop Control	EB	9.1	A	39	9.2	A	31
		NBL	7.3	A	-	7.3	A	-
		NBT	-	-	-	-	-	-
		SBT	-	-	-	-	-	-
		SBR	-	-	-	-	-	-
		Intersection	-	-	-	-	-	-

## 6. Conclusions and Recommendations

The *Glenn Club* project is a residential project planned to be a multifamily apartment development in Stone Mountain, Georgia. The development is planned to be built out in one phase and is expected to be completed by the year 2028. The development, at full build-out, will consist of a residential development with 210 multifamily units.

The conclusions and recommendations for the impacts to the surrounding transportation network are described below:

In general, the project has demonstrated minor impacts to the surrounding roadway network. There are increases in delay at the intersections analyzed resulting from the traffic expected to be generated by the site, but they are relatively minor when compared to the general growth in background traffic. The existing road network, signalized intersections and other stop-controlled intersections are expected to handle the additional traffic without too much strain on the existing network. There is not expected to be a need for traffic mitigation for the additional traffic in this area.

### US 78 at E Park Place Blvd

- During the build conditions the signalized intersection continues to operate at LOS E in the AM peak period with 60.7 seconds of intersection delay and LOS E in the PM peak period with 64.9 seconds of intersection delay.
- No mitigation is recommended as a result of the traffic impacts to this intersection.

### E Park Place Blvd at Glenn Club Drive

- During the background conditions the stop-controlled WBL approach from Glenn Club Drive continues to operate at LOS B in the AM peak period. The WBL approach degrades to LOS C in the PM peak period with 15.9 seconds of approach delay.
- The WBR approach continues to operate at LOS A in both the AM and PM peak periods.
- No mitigation is recommended as a result of the traffic impacts to this intersection.

### US 78 at Glenn Club Drive (RCUT)

- During the background conditions the EBL approach operates at LOS F in the AM peak period and degrades to LOS E in the PM peak period.
- The SBR movement from Glenn Club Drive is a yield-controlled approach with an add lane that identifies with no conflict point or calculated delay at this intersection movement.
- No mitigation is recommended as a result of the traffic impacts to this intersection.

- Residents living in this area will become aware of other routes to and from this area. Trips arriving from the west on US 78 can also exit early at W Park Place Blvd and take a different route to Glenn Club Drive. Residents can avoid the need to make this uncontrolled eastbound left turn from US 78 if experience extreme delays during peak hours.

#### **Glenn Club Drive at Driveway 1**

- During the build conditions the stop-controlled EB approach operates at LOS A in both the AM and PM peak periods.
- Per section 900-30.2 of the *Gwinnett County Unified Development Ordinance*, a right turn deceleration lane may be required. This is a local County road with an ADT of 625 vpd. This is not considered a Major Collector Street or Major Thoroughfare.
- The left turn lane at the driveway will be provided by the existing two-way left turn lane (TWLTL).

#### **Glenn Club Drive at Driveway 2**

- During the build conditions the stop-controlled EB approach operates at LOS A in both the AM and PM peak periods.
- Per section 900-30.2 of the *Gwinnett County Unified Development Ordinance*, a right turn deceleration lane may be required. This is a local County road with an ADT of 625 vpd. This is not considered a Major Collector Street or Major Thoroughfare.
- The left turn lane at the driveway will be provided by the existing two-way left turn lane (TWLTL).



**Exhibit H: Public Participation Plan and Report**

**[attached]**



## Public Participation Plan

1. Who do you intend to contact in addition to property owners within 1,000 feet of the site, if any?

District Planning Commissioners and District Commissioner

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2. Where do you plan to host the Public Participation Meeting? Ensure that the meeting is held in person at a convenient location for interested parties.

Yellow River Park Pavillion

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3. What date and time do you plan to host the Public Participation Meeting? Ensure that the meeting is held at a convenient time for interested parties, e.g. not during typical work hours on weekdays.

Wednesday, May 28, 2025 at 6:00pm

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4. What is your method for providing opportunities for discussion with interested parties at the Public Participation Meeting?

After a presentation, the Applicant team would open the meeting for comments and questions from the attendees.

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## Public Participation Report

1. **List all groups that you notified of the requested application. Include a copy of the notification package and stamped Postal Service Form 3877 (attached) with itemized name and address of each addressee.**

[Please see attached.](#)

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2. **Provide the date, time, and location of all meeting(s) that the applicant and/or representative attended to discuss an application with interested parties.**

[Wednesday, May 29, 2025, at 6:00pm, Yellow River Park Pavilion, 3232 Juhan Road SW, Stone Mountain, Georgia 30087.](#)

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3. **Provide the number of people who participated in the meeting(s). Include the sign-in sheet(s) with meeting date, time, location, and attendee names.**

[Please see attached. Three people attended the meeting in addition to Planning Commissioner Pinkie Farver and three members of the Applicant team: Julia Maxwell, Tess Shaheen, and Joe Horowitz.](#)

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4. **What issues and concerns were expressed by attendees at the meeting(s)?**

[Attendees asked questions about the building facades and the affordability aspect of the proposed development. The attendees seemed to react positively to the proposed development and mentioned that this product type is something this area of Gwinnett County needs.](#)

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5. **What are the applicant's responses to the issues and concerns that were expressed at the meetings? What changes to the development will be made?**

[The Applicant presented precedent images of other developments of the same type that the Applicant has built in other jurisdictions. The Applicant explained that the development will be affordable/work-force housing through the use of bonds and grants from the DCA and will not be Section 8 housing.](#)

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**Exhibit I: Internal and External Agency Review Comments**

**[attached]**



Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE

<b>TRC Meeting Date:</b>		05.23.2025	
Department/Agency Name:		Transportation	
Reviewer Name:		Brent Hodges	
Reviewer Title:		Construction Manager 2	
Reviewer Email Address:		<a href="mailto:Brent.Hodges@gwinnettcountry.com">Brent.Hodges@gwinnettcountry.com</a>	
Case Number:		REZ2025-00013	
Case Address:		1935 / 1975 Glenn Club Drive, Stone Mountain, 30087	
<b>Comments:</b>		<input checked="" type="checkbox"/> <b>X</b>	<input type="checkbox"/> <b>YES</b> <input type="checkbox"/> <b>NO</b>
1	Glenn Club Drive is a local street. Per counts taken from the submitted traffic impact study on 12/3/2024, the Average Daily Traffic (ADT) volume is 625.		
2	The nearest (2) Ride Gwinnett facilities are each 0.3 mile away: Stop #7016 (US 78 and Parker Court) – Route 70 and stop #2554 (East Park Place Boulevard and Mountain East Plaza) - Route 25.		
3	All site driveways shall meet minimum spacing standards per section 360-40.5 of the UDO.		
4	Any gate to the site shall be located a minimum of 50' from the right-of-way line. There may need to be greater than 50' between the right-of-way line and any gate for the northernmost site entrance.		
5	Per the submitted traffic impact study, the (3) intersections that were studied: Stone Mountain Highway (US 78) and Glenn Club Drive, Stone Mountain Highway (US 78) and East Park Place Boulevard, and Glenn Club Drive and East Park Place Boulevard. No mitigation is recommended as a result of the traffic impacts to these (3) intersections.		
6			
7			
<b>Recommended Zoning Conditions:</b>		<input type="checkbox"/> <b>YES</b>	<input checked="" type="checkbox"/> <b>X NO</b>
1			
2			
3			
4			
5			
6			

**Note:** Attach additional pages, if needed

*Revised 7/26/2021*



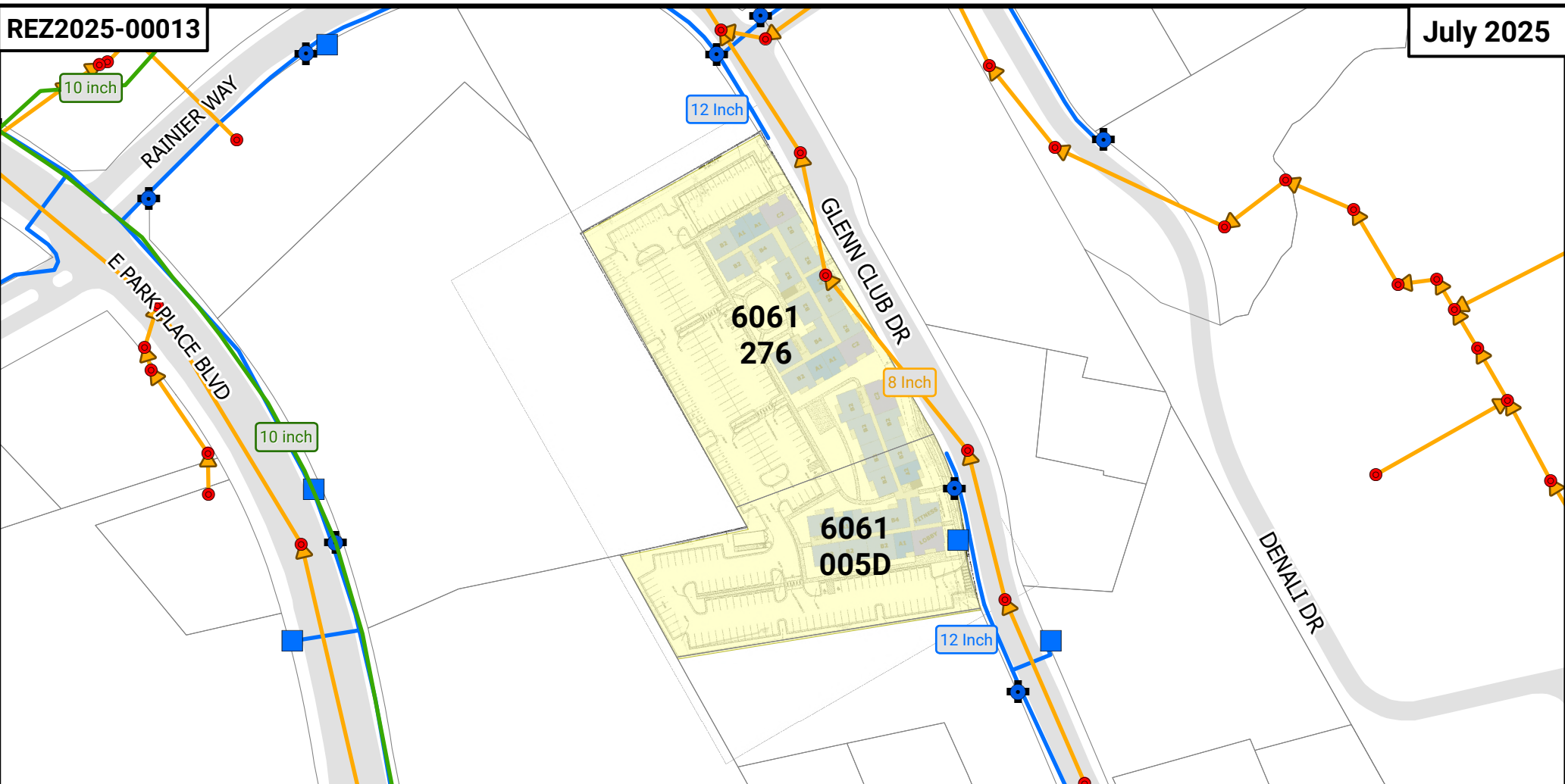
Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE

TRC Meeting Date:			
Department/Agency Name:		DWR	
Reviewer Name:		Mike Pappas	
Reviewer Title:		GIS Planning Manager	
Reviewer Email Address:		<a href="mailto:Michael.pappas@gwinnettcountry.com">Michael.pappas@gwinnettcountry.com</a>	
Case Number:		REZ2025-00013	
Case Address:		1935 Glenn Club Dr	
Comments:		<input checked="" type="checkbox"/> X	<input type="checkbox"/> YES <input type="checkbox"/> NO
1	Water: The proposed development is required to extend the 12-inch water main along the frontage of the development to interconnect the existing 12-inch water main on the western right-of-way of Glenn Club Drive.		
2	Sewer: A Sewer Capacity Certification (C2025-021-02) was conditionally approved in February 2025 for 225 units. The proposed development plans to connect to an existing 8-inch gravity sewer located on the subject site.		
3			
4			
5			
6			
7			
Recommended Zoning Conditions:		<input type="checkbox"/>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> X <input type="checkbox"/> NO
1			
2			
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**Note:** Attach additional pages, if needed

*Revised 7/26/2021*



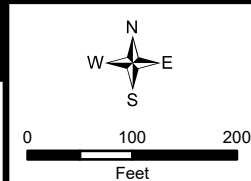


LEGEND

- |                 |                     |                          |
|-----------------|---------------------|--------------------------|
| Flow Management | Hydrant             | Sewer Collector          |
| Pump Station    | City                | Sewer Interceptor        |
| Regional        | Water Main          | Sewer Force Main         |
| Manhole         | Proposed Water Main | Proposed Sewer Collector |

1935 Glenn Club Dr  
C-2 to HRR

# Water & Sewer Utility Map



LOCATION



**Water Comments:** The proposed development is required to extend the 12-inch water main along the frontage of the development to interconnect the existing 12-inch water main on the western right-of-way of Glenn Club Drive.

**Sewer Comments:** A Sewer Capacity Certification (C2025-021-02) was conditionally approved in February 2025 for 225 units. The proposed development plans to connect to an existing 8-inch gravity sewer located on the subject site.

**Water Availability:** Water demands imposed by the proposed development may require upsizing or extensions of existing water mains in order to meet Gwinnett County Standards and fire flow demands. Any cost associated with such required improvements will be the responsibility of the development. Current Gwinnett County Standards require a minimum of 12" pipe size for commercial developments and a minimum of 8" pipe size for residential developments. Additionally, connection to a minimum of 12" and 8" mains are required for commercial and residential developments, respectively. It is the responsibility of the developer's engineer to confirm pressure and volumes are available for the development.

**Sewer Availability:** A Sewer Capacity Certification must be obtained from Gwinnett County to confirm the existing system can serve the development. Sewer demands imposed by the proposed development may require upsizing and/or extensions of existing sewer mains, and/or upsizing of an existing pump station, and/or installation of a new pump station. Any cost associated with such required improvements will be the responsibility of the development. The developer shall provide easements for future sewer connection to all locations designated by Gwinnett County during plan review.

**Water and Sewer Design and Construction Requirements:** Extensions of the water and/or sanitary sewer systems within the subject development must conform to this department's policies, Gwinnett County's ordinances, and the Water Main and Sanitary Sewer Design and Construction Standards and Specifications, dated April 5th, 2016. Subsequent to design, construction, inspection, and final acceptance, the required utilities, service would then become available under the applicable utility permit rate schedules.

**Private Road Developments:** Any development with private roads must comply with the Standard Policy Requirement for the Installation of Water and Sanitary Sewer Mains within Private Developments. This policy stipulates minimum easement requirements and location of public mains and appurtenances, among other requirements.

**Residential Rezoning Impact on Local Schools**  
**Prepared for Gwinnett County BOC, JULY, 2025**

											Proposed Zoning
	School	2025-26			2026-27			2027-28			Approximate Student Projections from Proposed Developments
		Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	
	<b>Parkview High School</b>	<b>3148</b>	2,900	248	<b>3,120</b>	2,900	220	<b>3,093</b>	2,900	193	15
REZ2025-00013	Trickum Middle School	<b>2203</b>	2,275	-72	<b>2,148</b>	2,275	-127	<b>2,104</b>	2,275	-171	11
	Mountain Park Elementary School	<b>670</b>	450	220	<b>677</b>	450	227	<b>684</b>	450	234	20
	<b>Archer High School</b>	<b>2933</b>	3,325	-392	<b>2,977</b>	3,325	-348	<b>3,005</b>	3,325	-320	11
REZ2025-00014	McConnell Middle School	<b>1967</b>	1,775	192	<b>2,005</b>	1,775	230	<b>2,045</b>	1,775	270	8
	Cooper Elementary School	<b>1541</b>	1,625	-84	<b>1,558</b>	1,625	-67	<b>1,580</b>	1,625	-45	14
	<b>Archer High School</b>	<b>2933</b>	3,325	-392	<b>2,977</b>	3,325	-348	<b>3,005</b>	3,325	-320	40
REZ2025-00015	McConnell Middle School	<b>1967</b>	1,775	192	<b>2,005</b>	1,775	230	<b>2,045</b>	1,775	270	27
	Harbins Elementary School	<b>1303</b>	1,225	78	<b>1,329</b>	1,225	104	<b>1,355</b>	1,225	130	50

**Exhibit J: Maps**

**[attached]**





GROVE PARKVIEW  
APARTMENTS

GROVE PARKVIEW  
APARTMENTS

SAWTOOTH  
ALY

SAWTOOTH  
ALY

GRANITE  
PEAK WAY

RAINIER WAY

GLENN CLUB DR

DENALI DR

PARKE  
PLAZA CIR

E PARK PLACE BLVD

STONE MOUNTAIN HWY

STONE  
MOUNTAIN HWY



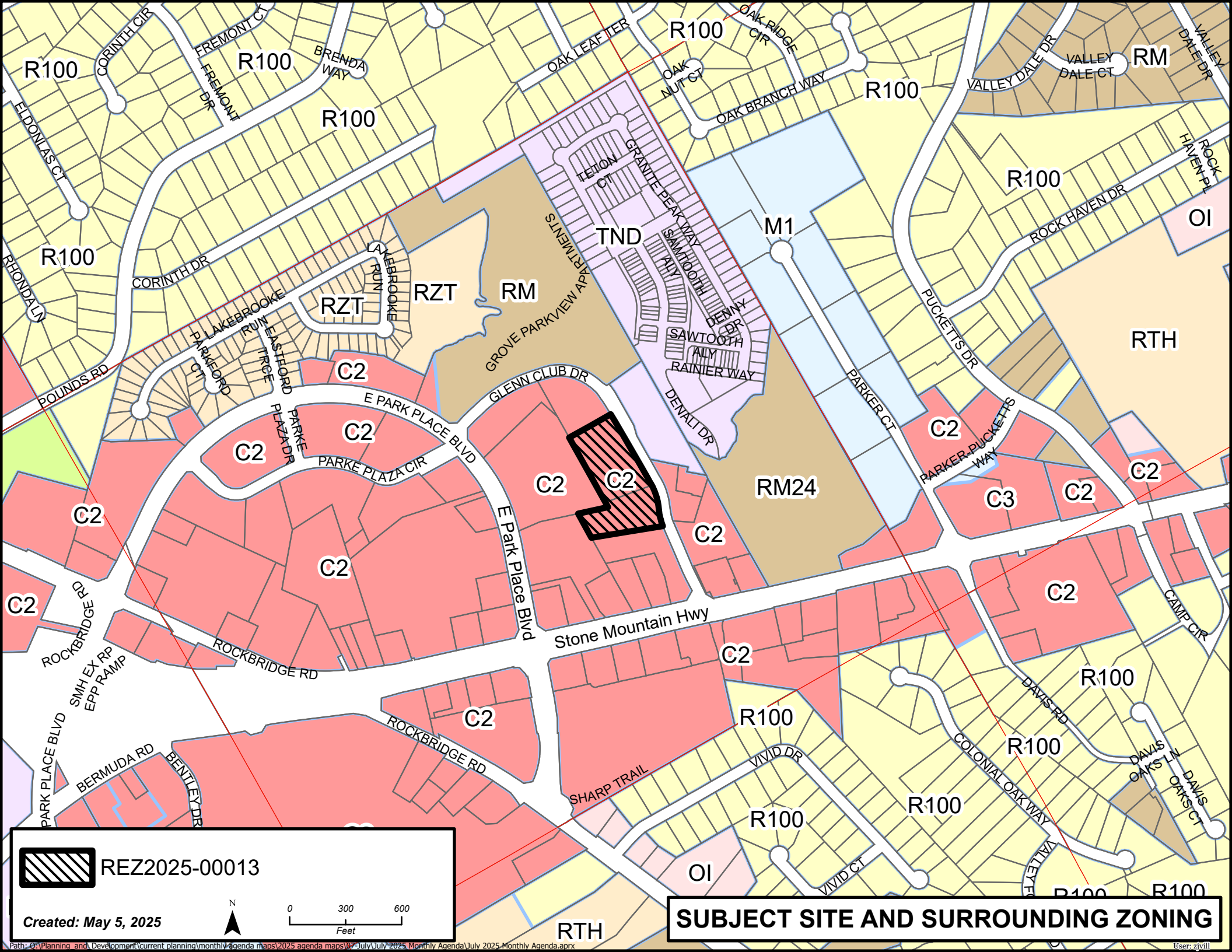
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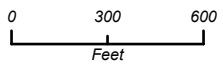
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Feet



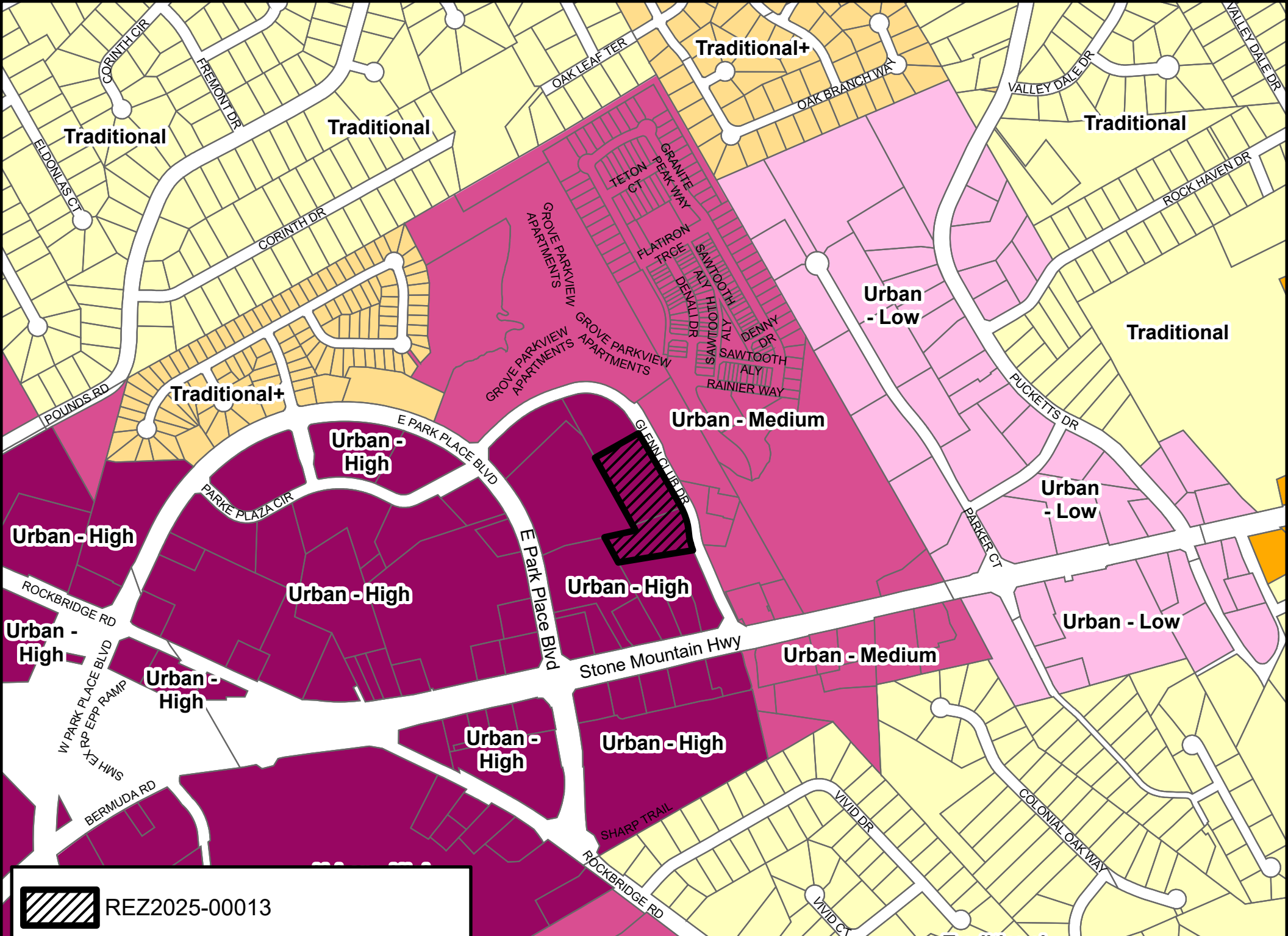


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Created: May 5, 2025



**SUBJECT SITE AND SURROUNDING ZONING**



 REZ2025-00013

Created: May 5, 2025

 N

 0 300 600 Feet

# 2045 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION