



GWINNETT COUNTY
BOARD OF COMMISSIONERS

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Nicole L. Hendrickson, Chairwoman
Kirkland Dion Carden, District 1
Ben Ku, District 2
Jasper Watkins III, District 3
Matthew Holtkamp, District 4

Official

**Joint Meeting of the Gwinnett County Board of Commissioners
and Planning Commission
Minutes**

Saturday, September 21, 2024 – 9:00 AM

Present-Board of Commissioners: Nicole L. Hendrickson, Ben Ku, Jasper Watkins III, Matthew Holtkamp

Present-Planning Commission: Scott Haggard, Imran Niazi, Pinkie Farver, Ben Archer, Buzz Brockway

Absent-Board of Commissioners: Kirkland D. Carden

Absent-Planning Commission: Nick Nicolosi, Anthony Crotser, Glen Williams, Chris Franklin

Led by Planning and Development staff, the Board of Commissioners and Planning Commission discussed the [2045 Unified Development Plan](#), small plan areas, overlay districts, infrastructure planning and current planning. The meeting was held at One Justice Square – Room 105, 446 West Crogan Street in Lawrenceville. No official action taken.

Joint Meeting of the Gwinnett County Board of Commissioners and Planning Commission

September 21, 2024

Agenda

Welcome, Matt Dickison

Opening Remarks, Chairwoman Hendrickson

Session 1 – 2045 Unified Plan, Yang Chen

Session 2, Part 1 – Small Area Plans, Yang Chen

Break

Session 2, Part 2 – Overlay Districts, Yang Chen

Session 3 – Infrastructure Planning, Tai Yi Su

Session 4 – Current Planning, Dan Robinson

Closing Remarks, Chairwoman Hendrickson

Adjourn



Welcome

Matt Dickison, Planning Director

Opening Remarks

Chairwoman Hendrickson



Session 1

2045 Unified Plan –
The Daily Community Framework

Brief Overview of Comprehensive Planning

What is a Comprehensive Plan?

A comprehensive plan is a big picture, policy document that recommends future land uses and provide visions and goals over a long-time horizon (usually 20 years).

Why plan?

- Sets a long-term vision
- Guides future land use and development decisions
- Sets policy and budget priorities based on community needs, opportunities, and goals

Constitutional Authority to Plan and Zone

County's authority to plan and zone comes from the Georgia Constitution:

Article 9, Section 2, Paragraph IV, Planning and Zoning

*“The governing authority of each county may **adopt plans** and exercise the power of zoning. This authorization shall not prohibit the General Assembly from enacting general laws establishing procedures for the exercise of such power.”*

Georgia P

Main tenets:

- Grants local level of gov
- Requires every local gov
- Requires updates at leas
- Required to maintain Qu

Updated: 02/13/2023



PROGRAMS LINKED TO QUALIFIED LOCAL GOVERNMENT (QLG) STATUS

Local governments must meet the statutory definition of "Qualified Local Government"¹ to be eligible for the programs listed, below. Local governments which do not fulfill the requirements articulated by statute are, by definition, *disqualified* from participating in these programs. Locally created authorities are likewise disqualified from participation when their creating governments are disqualified.

- [AmeriCorps Program](#)
- [Appalachian Regional Commission Economic Development Grant Program](#)
- [Bond Allocation Program](#)
- [CDBG Loan Guarantee Program \(Section 108 Program\)](#)
- [Community Development Block Grant \(CDBG\)](#)
- [Continuum of Care](#)
- [Downtown Development Revolving Loan Fund \(DDRLF\)](#)
- [Emergency Solutions Grant \(ESG\)](#)
- [Employment Incentive Program \(EIP\)](#)
- [Georgia Heritage Grant](#)
- [Historic Preservation Fund Grant](#)
- [Home Investments Partnership Programs \(HOME\)](#)
- [Housing Opportunities for Persons with AIDS \(HOPWA\)](#)
- [Immediate Threat and Danger Grant \(ITAD\)](#)
- [OneGeorgia Programs \(EDGE, Equity and Rural Innovation\)](#)
- [Redevelopment Fund Program \(RDF\)](#)
- [Regional Economic Business Assistance \(REBA\) Program](#)
- [State Housing Trust Fund](#)
- [State Re-Entry Partnership Housing Grants](#)

These are examples of loan and grant programs operated by partner agencies that are withheld from disqualified Local Governments (and locally created authorities). Contact other state agencies, directly, to determine if any specific program is linked to QLG status.

- [Georgia Environmental Finance Authority](#)
 - › All funding/financial programs
- [Georgia Department of Natural Resources:](#)
 - › [Coastal Incentives Grant](#)
 - › [Land and Water Conservation Programs](#)

Georgia Planning Act (1989)

O.C.G.A. 45-12-200, et seq., and 50-8-1, et esq.

“Coordinated and comprehensive planning by all levels of government within the State of Georgia is of vital importance to the state and its citizens.

The state has an essential public interest in promoting, developing, sustaining, and assisting coordinated and comprehensive planning by all levels of government.

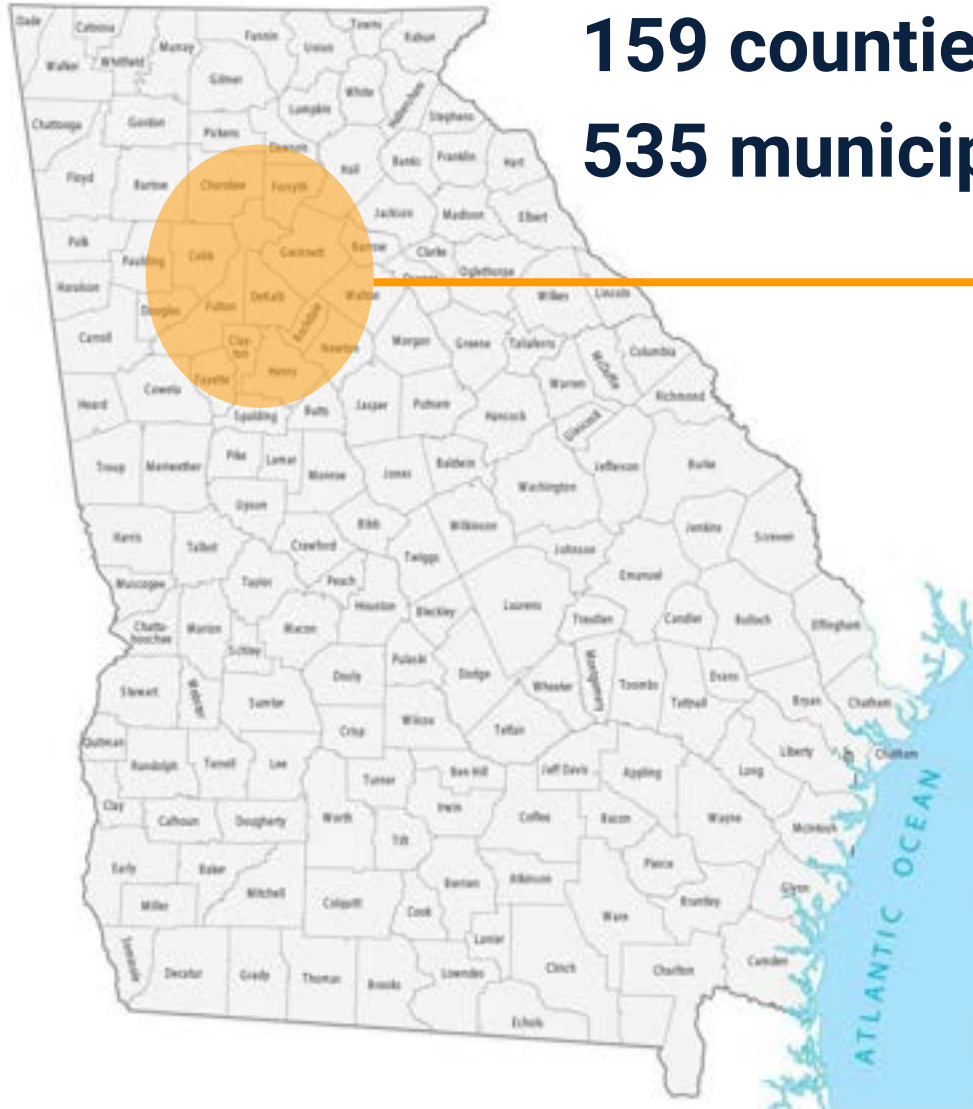
This article is intended to provide for the coordination of planning, at the direction of the Governor, by departments, agencies, commissions, and other institutions of the state, and this article shall be liberally construed to achieve that end.”

Georgia Planning Act (1989)

O.C.G.A. 45-12-200, et seq., and 50-8-1, et esq.

*“The **Department of Community Affairs**, as it existed immediately prior to July 1, 1989, shall continue to exist as a department of the executive branch of state government in accordance with this article. From and after July 1, 1989, the Department of Community Affairs shall have the duties, responsibilities, functions, power, and authority set forth in this article and otherwise provided by law.”*

Georgia Planning Act (1989)



159 counties
535 municipalities



2045 Unified Plan

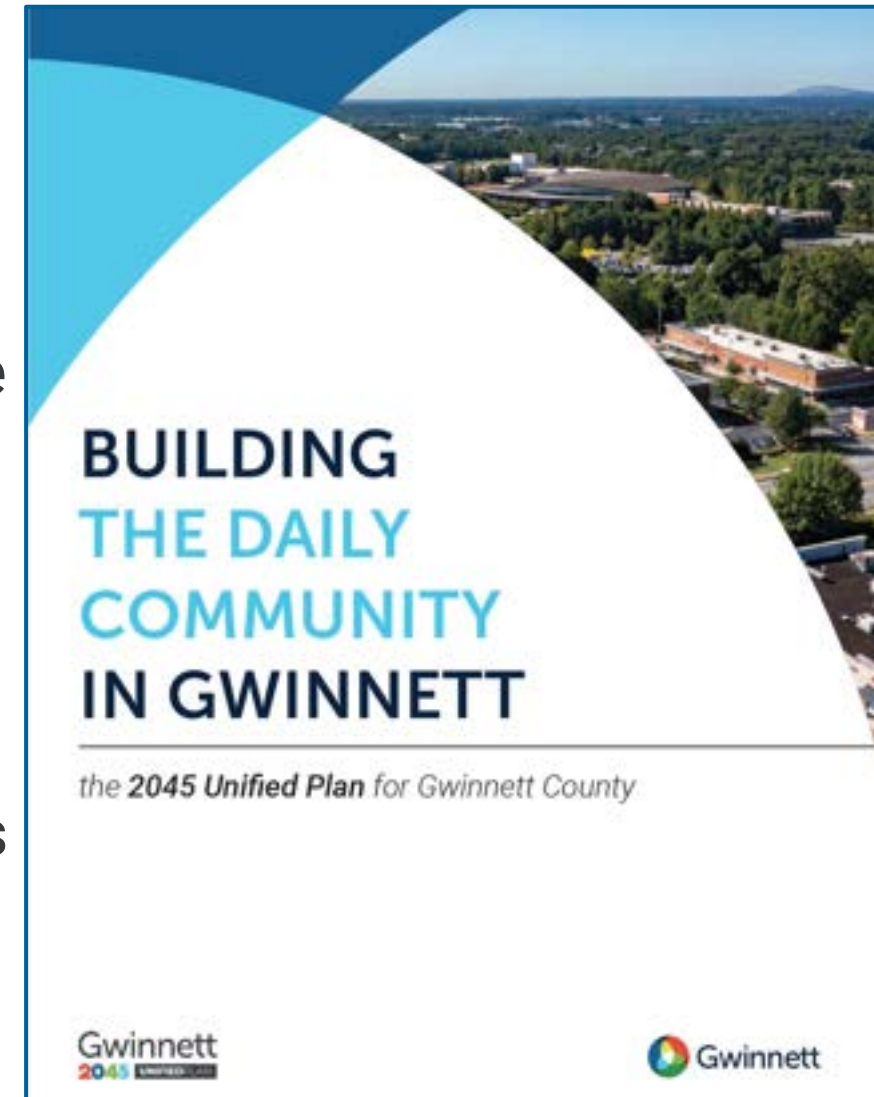
Adoption by BOC on February 20, 2024

Role of the Unified Plan

- Sets long-term vision for the county's future
- Guides future development decisions
- Provides direction and unified strategy for related elements

Key Concepts

- Defines 87 Daily Communities, each with its own unique identity
- Provides guidance for land use, scale, connectivity, public space, and more



2045 Unified Plan

Chapter 1: The Daily Community Framework

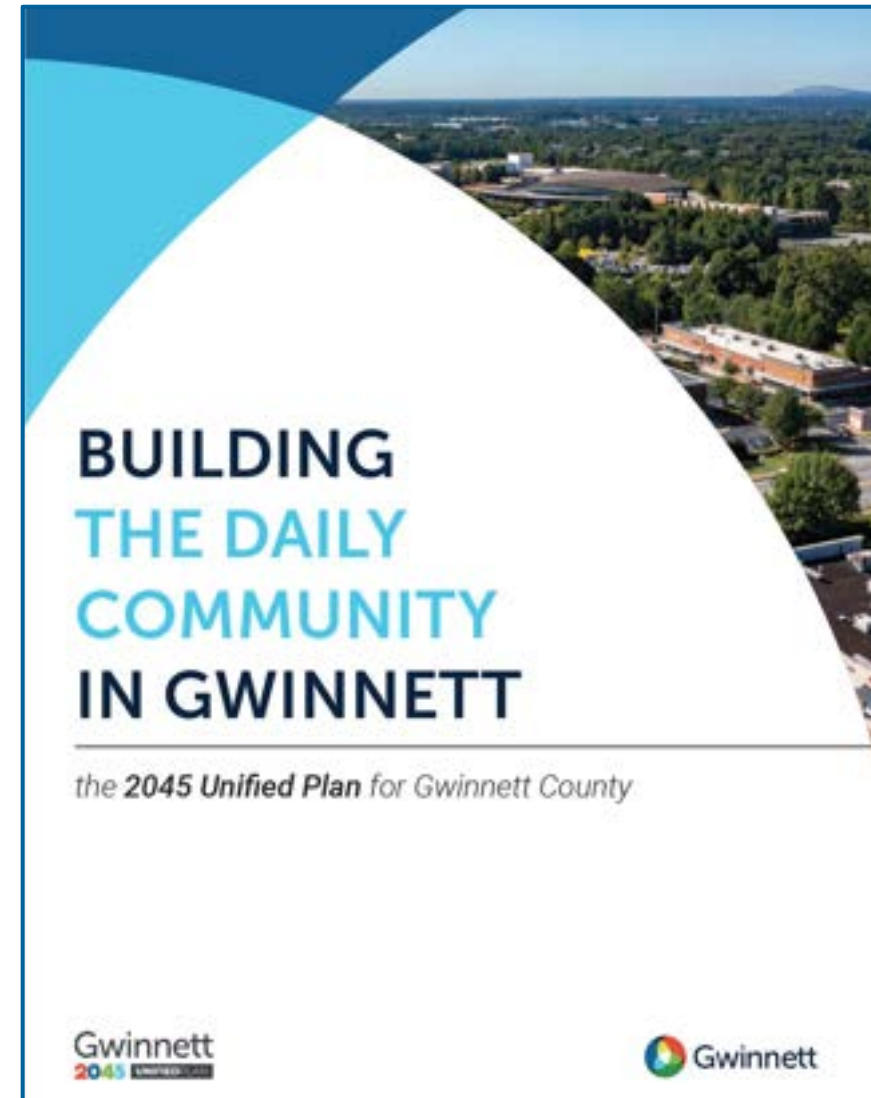
- Provides detailed descriptions of each Future Development category and how they're organized

Chapter 2-8: Plan Elements

- Land Use, Economic Development, Housing, Sustainable Infrastructure, Transportation, Community Resources, Broadband
- Contains goals, existing conditions, needs and opportunities, and recommendations

Chapter 9: Community Work Program

- Implementation plan for each element



2045 Unified Plan

Land Use

Population
Zoning
Amenities/Retail
Infrastructure
Diversity
Land Availability

Economic Development

Education
Race
Jobs
Wage
Industries
Entrepreneurs
Pandemic
Live-Work
Investment

Housing

Demand
Housing Type
Affordability
Stability

Broadband

Sustainable Infrastructure

Drinking Water
Wastewater
Stormwater
Climate Change
Trees
Sustainability

Transportation

Walking
Biking
Driving
Transit

Community Resources

Parks and Rec
Public Safety
Arts and Culture
Schools
Wellness

In Session 1:

- a. **Daily Community Concept**
- b. **Future Development Type Framework (16 Categories)**
- c. *Future Development Type Elements*
- d. *Scenario Exercise*

The Daily Community Concept

Definition:

A community in which a resident can access work, goods, and services within a reasonable distance of their home (~15 minutes).

Benefits:

- Shorter commutes
- Less traffic
- More walkable destinations
- Public health
- Community strength



The Daily Community Concept



- Streets Scaled for People
- Pleasant Walking Environment
 - Streetscape & Trees
 - Short Block Length
 - Building Placement
 - Activated Ground Floor
- Building Design (Windows, Entry, Attractive Façade)

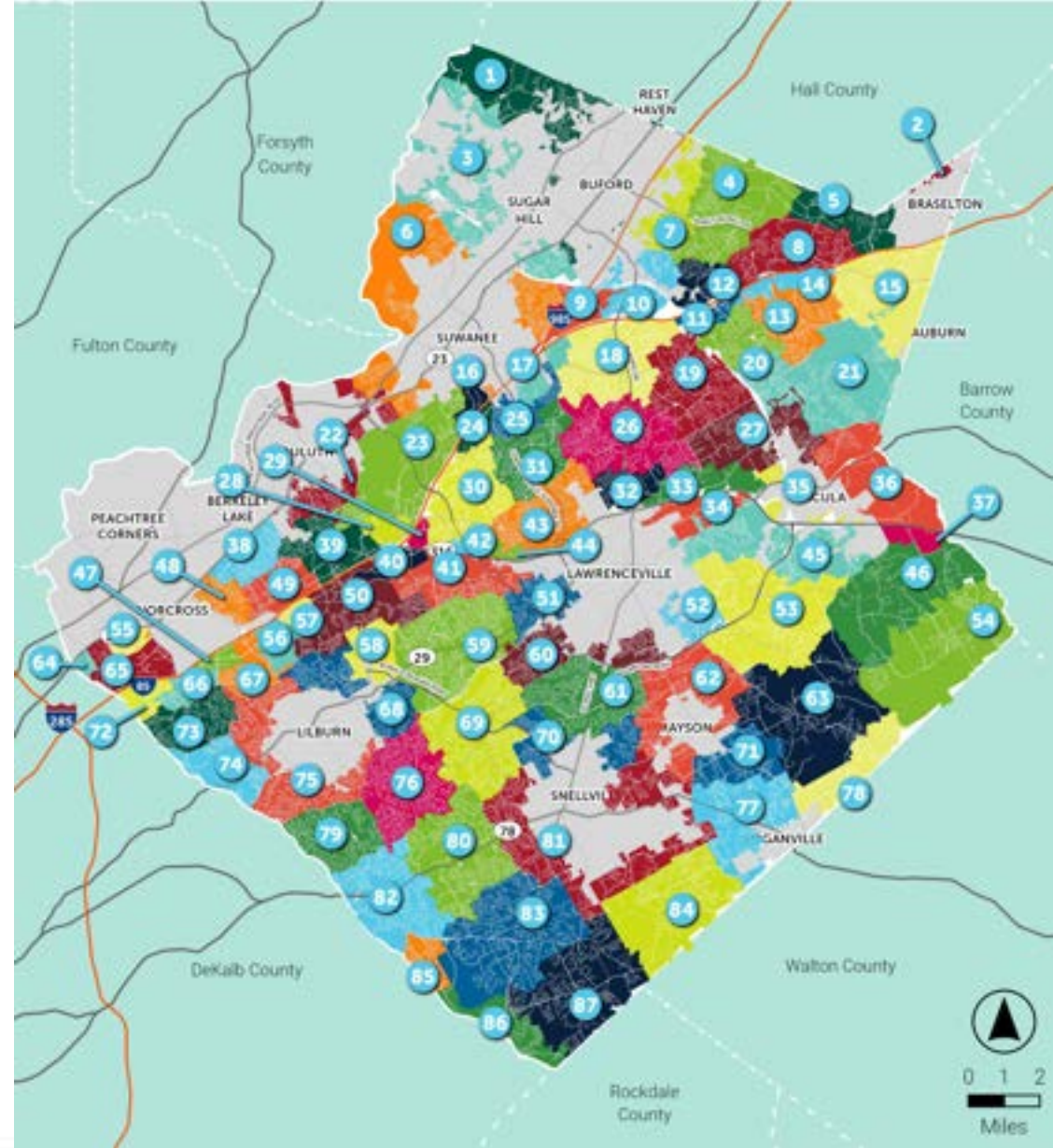
The Daily Community Concept



1a. Daily Community Framework

Gwinnett's Daily Communities

- 87 total, each with its own unique identity
- Will allow for locally tailored, small area plans



2040 vs. 2045: Key Differences

Parcel-Specific

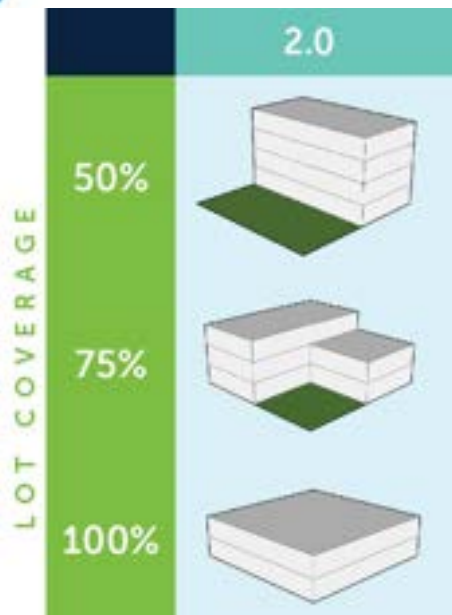
- New Future Development Map assigns a future development category to *every parcel* in unincorporated Gwinnett

FAR versus Density

- Most categories that allow residential uses provide guidance on Floor Area Ratio (FAR) instead of dwelling units per acre (DUA)

Ranges for Use and Scale

- Several appropriate uses and scales recommended for each category
- Not locked into a specific form/function per category



Future Development Type Framework

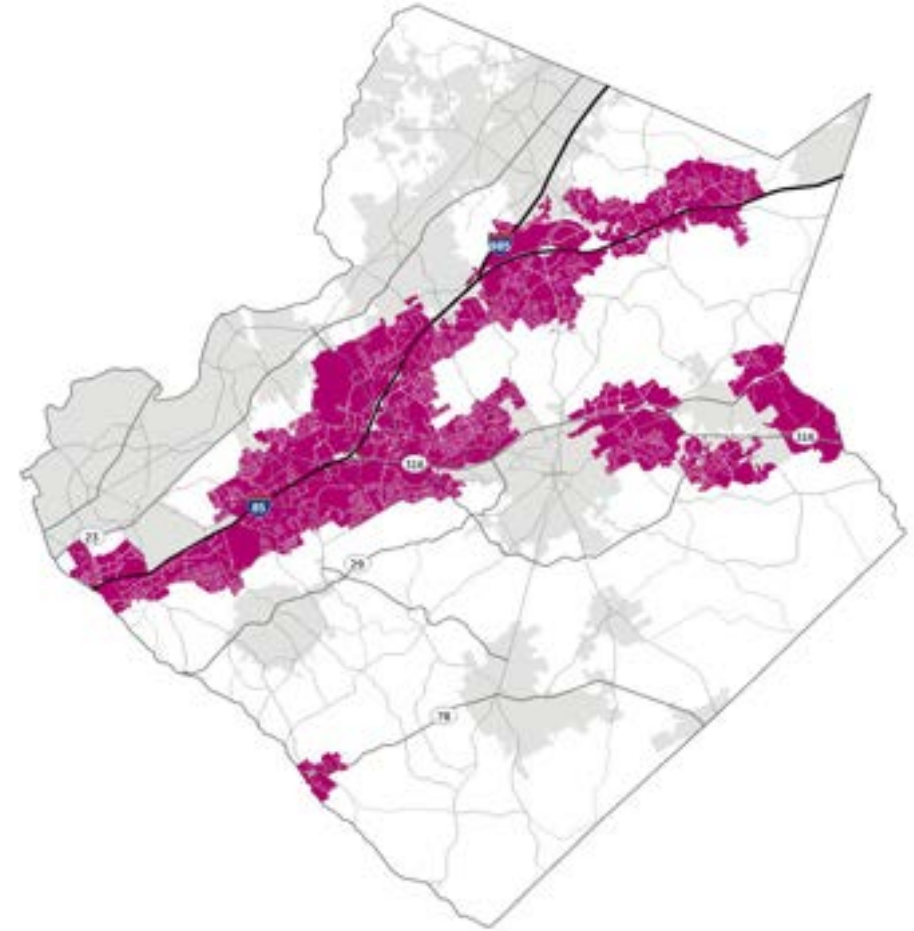
Every parcel has been assigned to a:

- ① **Specific Daily Community** (already covered!)
- ② **Broad Types: Urban Corridor, Village, or Halo**
- ③ **Future Development Category**

Future Development Type Framework

② Broad Type: Urban Corridors

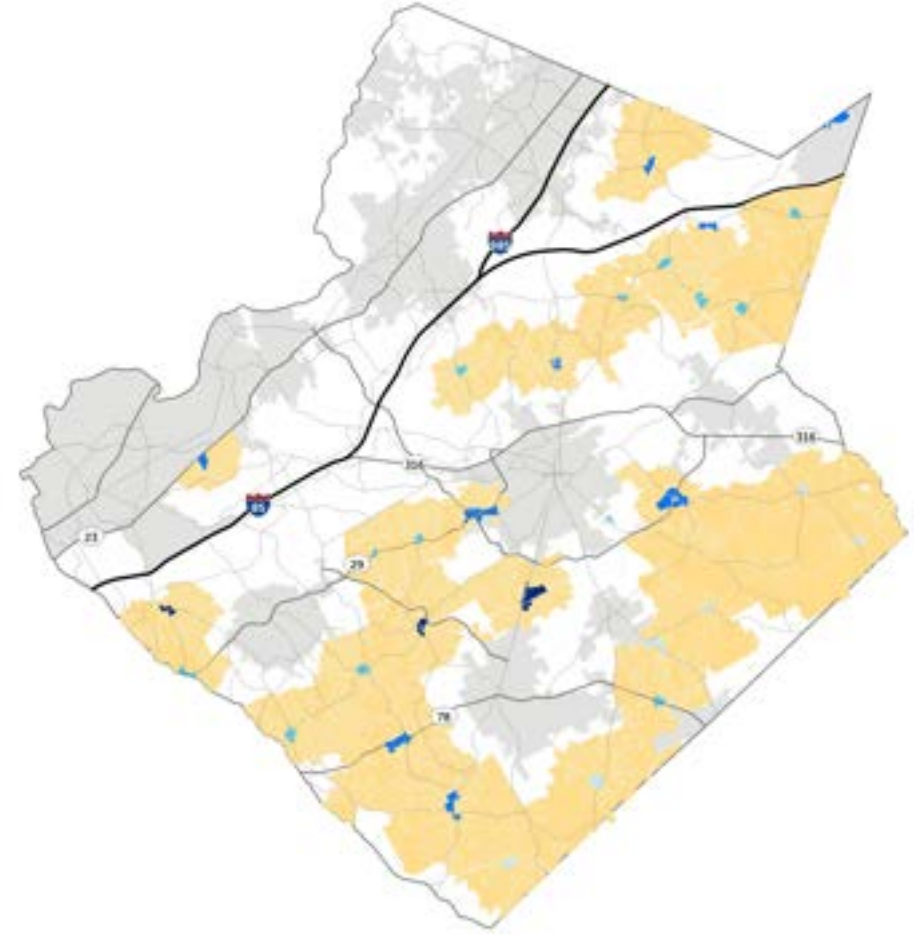
- The most infrastructure-rich parts of the county
- Historically targeted for higher density
- Additional density is appropriate, especially around multi-modal transportation corridors



Future Development Type Framework

② Broad Type: Villages

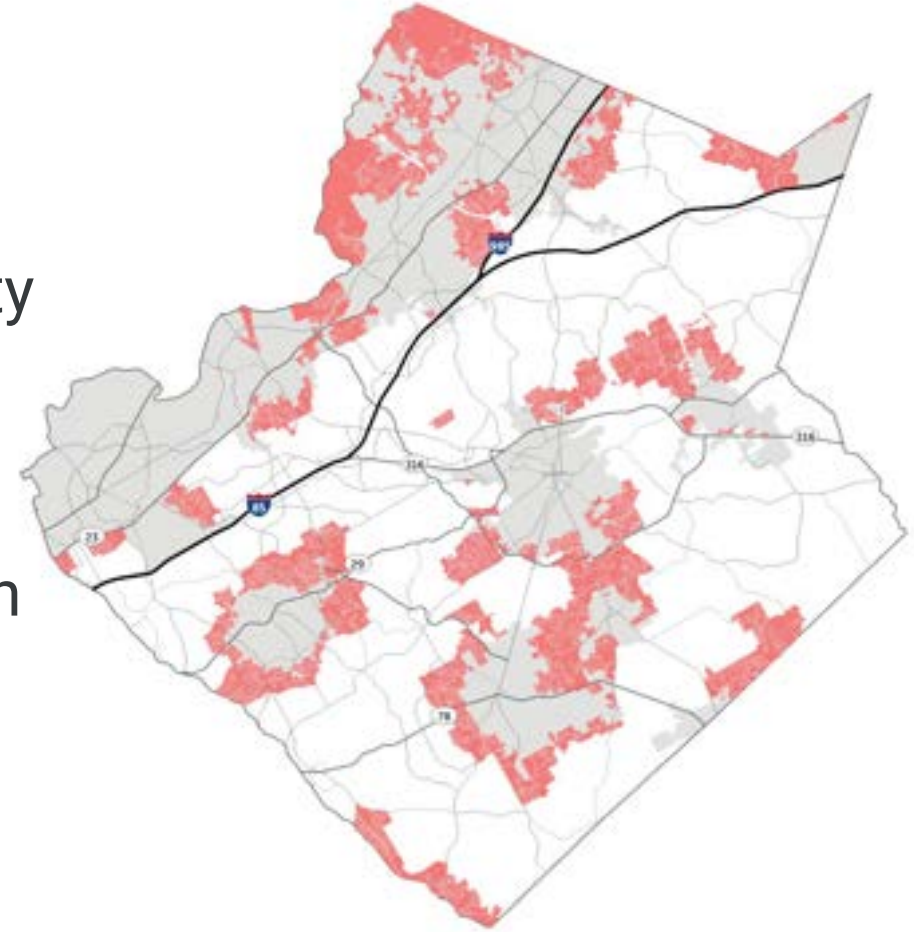
- Designed to meet the daily needs of residents within a 15-minute trip
- Defined **centers** surrounded by neighborhoods
- Approximate 1-mile radius around **centers** targeted for pedestrian improvements



Future Development Type Framework

② Broad Type: Halos

- Adjacent to a city or neighboring county
- Includes residential areas whose “centers” may be in city boundaries
- Vary widely based on which jurisdiction the parcel is near



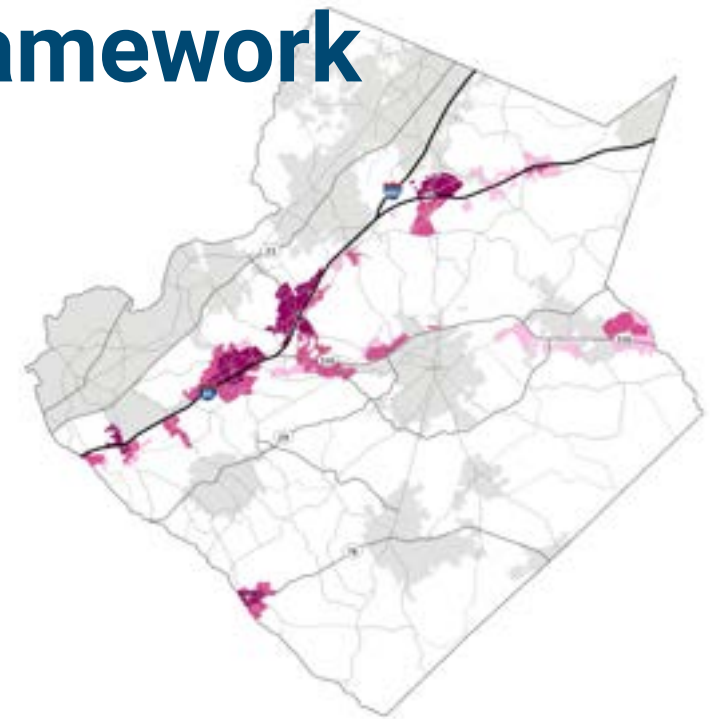
Future Development Type Framework

③ Future Development

URBAN

(Urban Corridors and Halos)

A mix of residential, retail, entertainment, office and institutional uses.

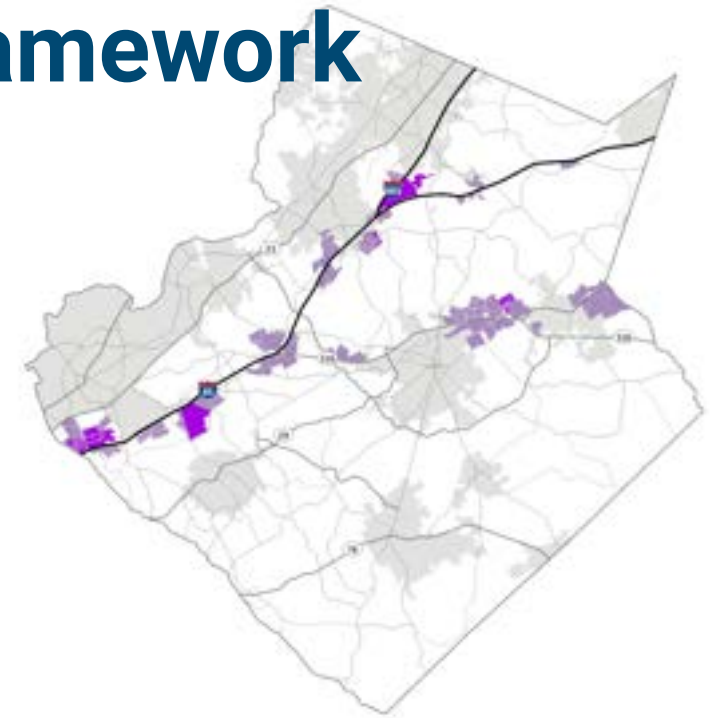


| Urban | |
|--------|---|
| High | Higher-intensity development in centers near major transportation infrastructure |
| Medium | Relatively high-intensity corridors with smaller-scale housing types |
| Low | The least intensive Urban community—a step-down in intensity to single-family neighborhoods or other lower density uses |



Future Development Type Framework

③ Future Development



WORKPLACE CENTERS (Urban Corridors and Halos)

| Workplace Center | |
|------------------|--|
| Heavy | Reserved for intense industrial uses that need to be buffered from other non-industrial uses |
| Light | Areas envisioned to be a mix of light industrial, flex, and office spaces |

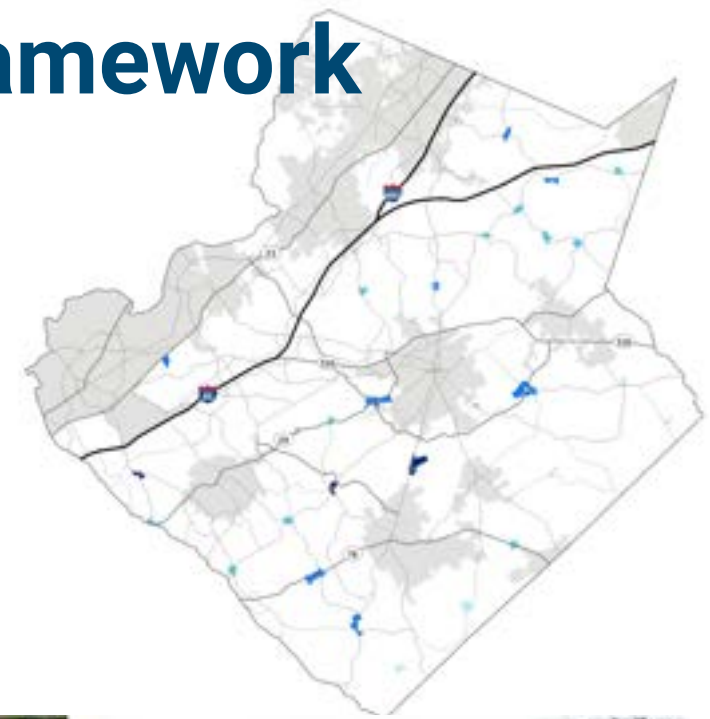


Future Development Type Framework

③ Future Development

VILLAGE CENTERS (Villages and some Halos)

Mixed use cores at the heart of each Daily Community.



| Village Centers | |
|-----------------|---|
| Large | Higher-density suburban fabric with a rich mix of housing, retail, and office |
| Medium | Suburban-scale development with a modest mix of housing, retail, and office |
| Small | Lower-density suburban development with some retail with abundant housing |
| Rural | Rural in character, with cottages and some retail and entertainment options |

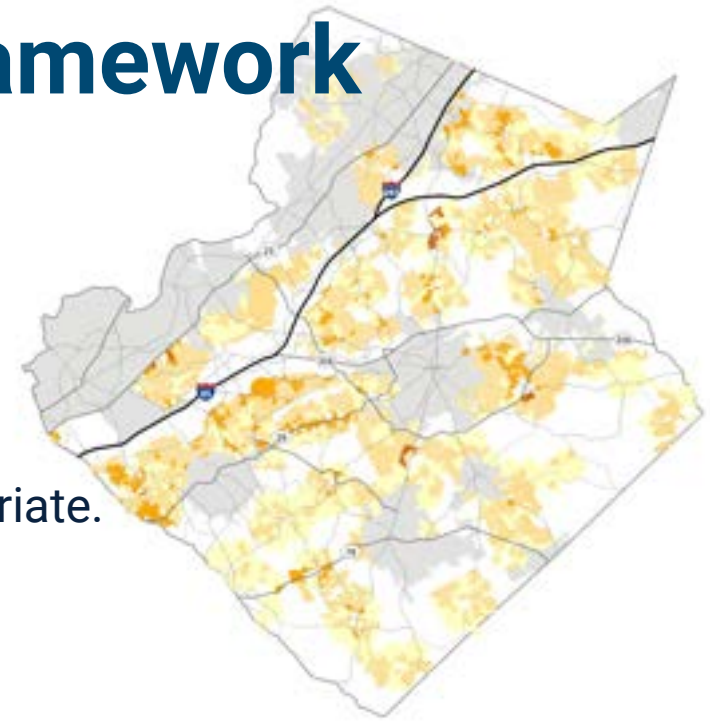


Future Development Type Framework

③ Future Development

NEIGHBORHOOD AND LEGACY AREAS (ALL types)

Mostly residential areas with some non-residential uses where appropriate.



Neighborhood/Legacy Areas

| | |
|--------------|---|
| High Mix | A full mix of uses around large/medium centers, closer to urban corridors and cities. |
| Low Mix | A mix of housing: primarily “missing middle” types and limited retail opportunities. |
| Traditional+ | Residential areas on sewer, with allowances for gentle density through ADUs. |
| Traditional | Residential areas similar to Traditional+ but without sewer access. |

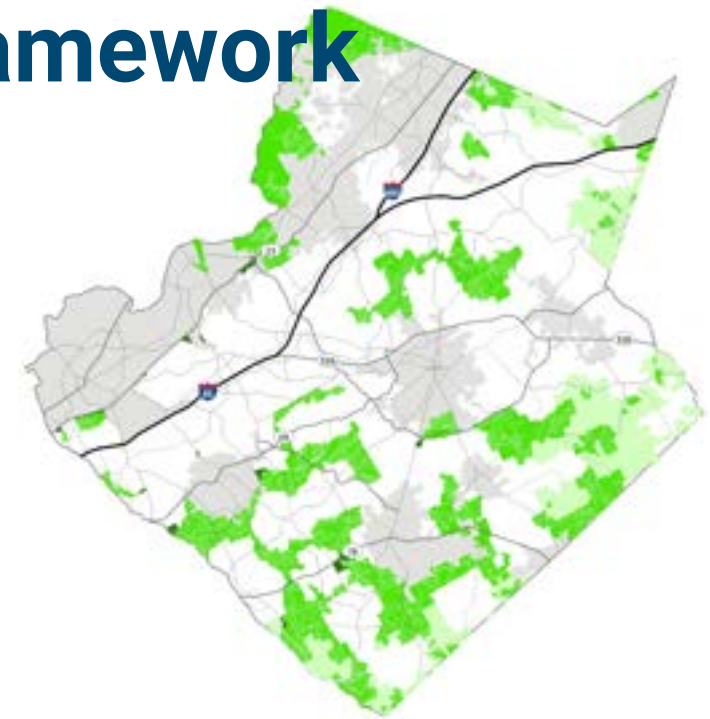


Future Development Type Framework

③ Future Development

EDGES (Villages and Halos)

The outskirts of Villages and Halos, beyond a walkable distance to the center.



| Edges | |
|-------------------------|--|
| Suburban Residential | Developed, residential areas without sewer unlikely to change |
| Suburban Nonresidential | Non-residential areas that developed in a traditional suburban pattern |
| Rural | Areas that are currently undeveloped, large-lot residential, or farmland |



Future Development Type Framework

③ Future Development

URBAN

- Urban – High
- Urban – Medium
- Urban – Low

WORKPLACE

- Workplace – Heavy
- Workplace – Light

EDGES

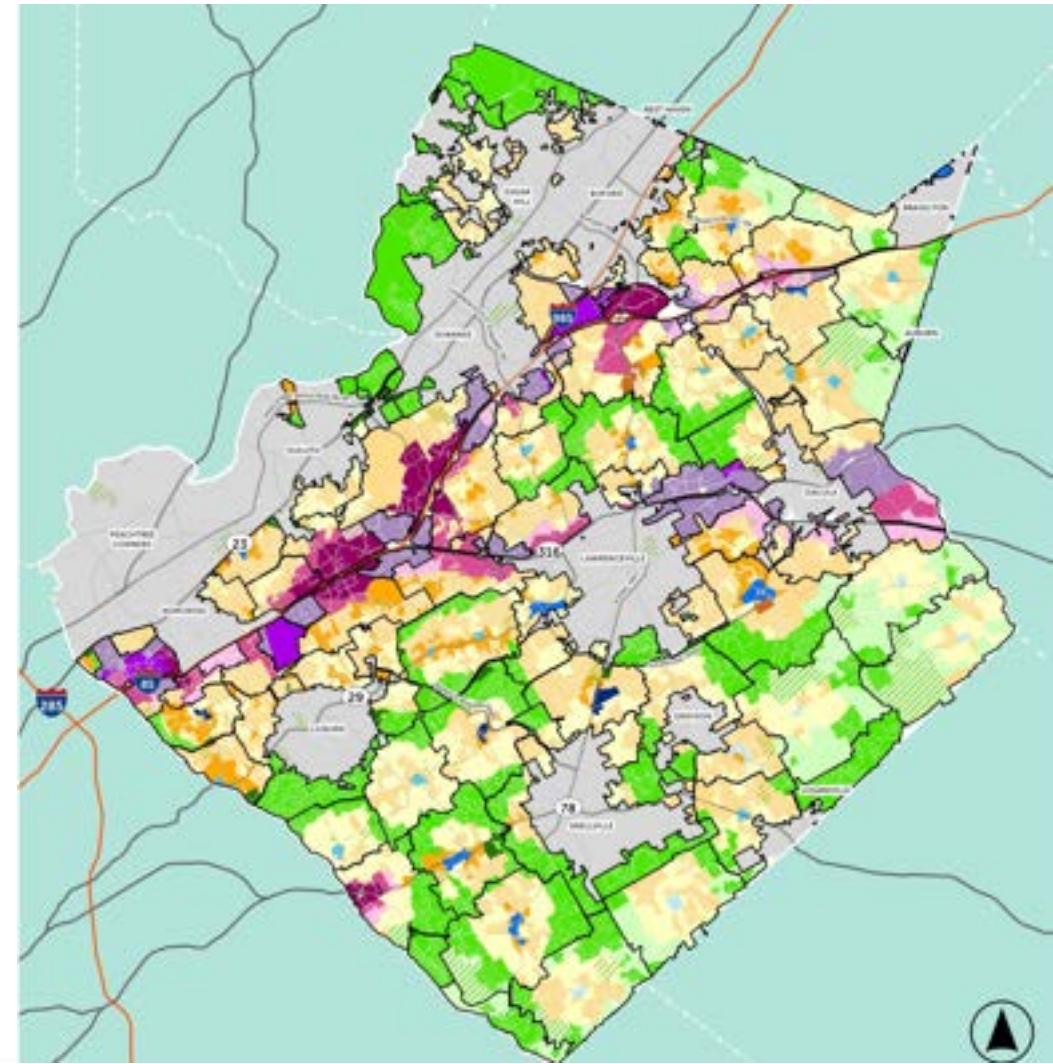
- Suburban Residential
- Suburban Nonresidential
- Rural

VILLAGE CENTERS

- Center – Large
- Center – Medium
- Center – Small
- Center – Rural

NEIGHBORHOOD & LEGACY AREAS

- High Mix
- Low Mix
- Traditional+
- Traditional



Future Development Type Framework

- FDT provides guidelines for use, scale, form, and design considerations for development.
- FDT **DOES NOT**:
 - Change the existing zoning districts
 - Effectuate an amendment to the Gwinnett County Zoning Map or the Unified Development Ordinance.
 - Permit or prohibit any existing land uses

Questions so far?

In Session 1:

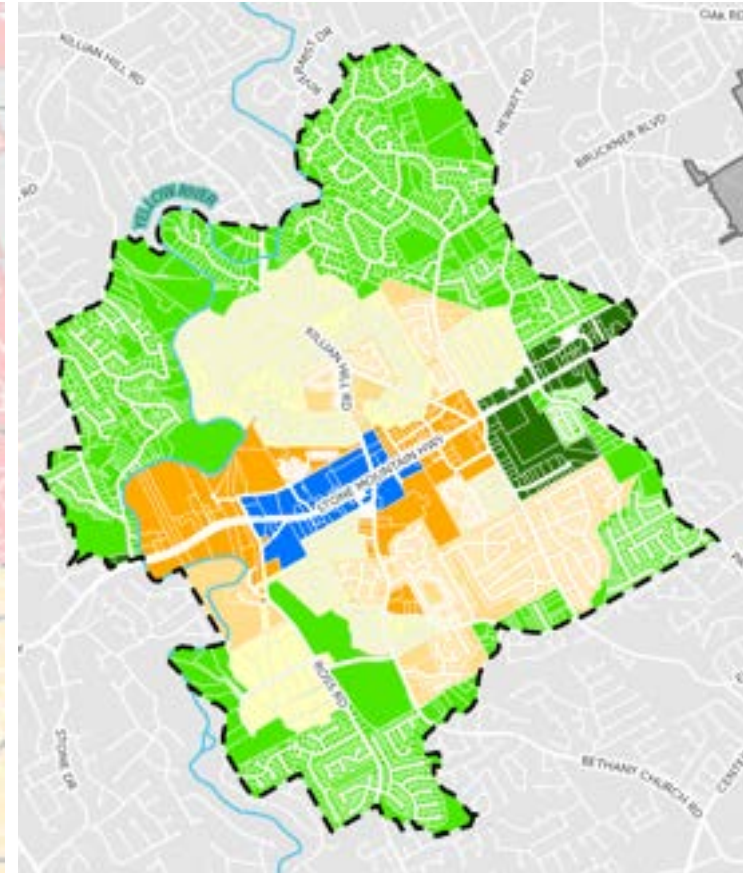
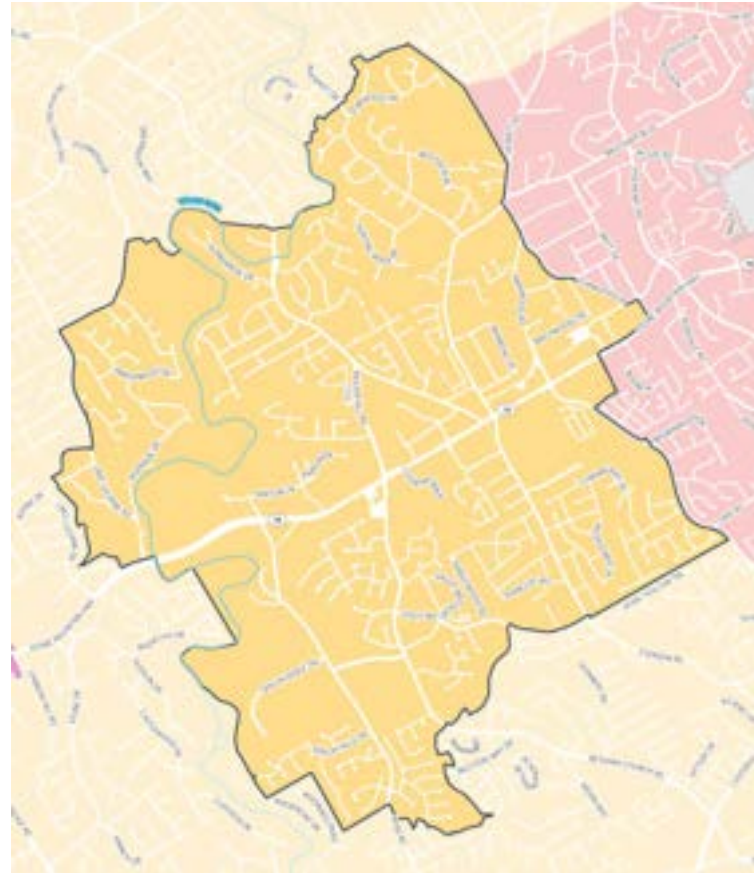
- a. *Daily Community Concept*
- b. *Future Development Type Framework (16 Categories)*
- c. Future Development Type Elements**
- d. Scenario Exercise

Future Development Type

Daily Community

Broad Types

Future Development



Future Development Type Elements

- | | |
|---|------------------------|
| <ul style="list-style-type: none">1. Vision2. Types of Daily Communities3. Key Implementation Actions | Intent |
| <ul style="list-style-type: none">4. Uses5. Recommended Zoning | Use |
| <ul style="list-style-type: none">6. Multi-modal Goals (Roads, Transit, Trails)7. Walkability8. Parking Management9. Preferred Street Section Range10. Preferred Park Typologies11. Targeted Density Range12. People Friendly Design13. When Sites Get Tough – Alternative Goals | Scale, Form and Design |

Anatomy of an FDM Category

Village Center – Medium (page 1)

Character images

VILLAGE CENTER - MEDIUM

Village Center - Medium is the most common of the Village Center types. They are envisioned to be vibrant community centers with clusters of restaurants, retail, and diverse housing options. They are located across a wide range of contexts, but are predominantly in suburban areas at least a few miles from the nearest Urban Corridor.

There are nine Medium Village Centers shown on the Future Development Map: Braselton Halo, Centerville, Hamilton Mill, Kilian Hill, Martins Chapel, Monfort, Pinckneyville, Ridgewood, and Thompson Mill. They range from about 40 acres to 215 acres in size.



Recommended zoning categories



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-C, MU-N, C-3, C-2, MRR, R-TH, R-SR, TND, R-IF

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Establish Village Link program, in which the County would purchase market-available single family homes to build trail connections and ADUs throughout villages (see page 411)
- Create design guidelines for redevelopment projects that emphasize good urban design, as well as step-down transitions to single family neighborhoods
- Offer incentive packages for first adopters of redevelopment projects
- Imbue redevelopment with local culture through County- and resident-led efforts
- For properties less likely to redevelop, work with owners to refresh facades and turn extra parking spaces into public amenities

Key actions to implement

TRANSIT: 2023 TRANSIT DEVELOPMENT PLAN

Adopted in the fall of 2023, the TDP proposes five main modes of transit for Gwinnett. The five modes are summarized in the table below, with additional detail in the Transportation Element. All the modes except Airport Ride are integrated into future development type mobility goals. In general, modes with higher capacity and greater frequency should serve the more intense future development types.

| TRANSIT | MODE | DESCRIPTION |
|---|--------------|--|
|  | Quick Ride | High frequency service with bus priority improvements and enhanced stops |
|  | Rapid Ride | High capacity service with dedicated right of way and stations |
|  | County Ride | Regular bus with set routes and schedules |
|  | Shared Ride | Door to door microtransit service accessible via on demand ride hailing |
|  | Airport Ride | Limited stop service to Hartsfield-Jackson Atlanta International Airport |

VILLAGE CENTER - MEDIUM

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multifamily - High Rise
- Multifamily - Mid Rise
- Multifamily - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NONRESIDENTIAL:

- Office
- Retail/Entertainment
- Auto Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Rear
- Side
- Front

MULTIMODAL GOALS



- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Prioritize safety of pedestrians and bicyclists



- Within 1/2 mile of a Quick or Rapid Ride or Transfer Facility; or,
- Within 1/4 mile of a County Ride



- Within 1/2 mile of Core Trail and Priority Trail network.

*See page 95.
**See page 93.

WALKABILITY

BLOCK PERIMETER: Preferred Range



Surface transportation goals







Transit goals

Trails goals

Preferred block perimeter range

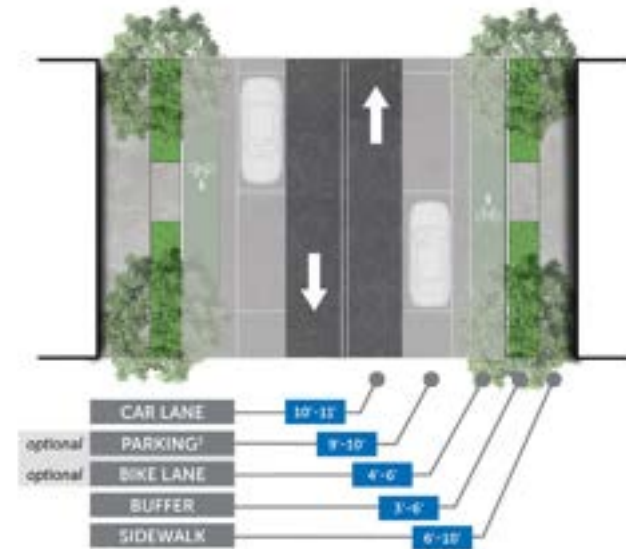
PARKS: 2020 COMPREHENSIVE PARKS AND RECREATION MASTER PLAN

The 2020 Comprehensive Parks and Recreation Master Plan established a park typology based on development context, from Most Urban to Least Urban. This typology is carried forward in the future development types, with a particular focus on the park types most commonly provided by the private sector as part of the development process. Higher capacity and greater frequency should serve the more intense future development types.

| PARK TYPE | CONTEXT | DESCRIPTION | PROVIDED BY: |
|---|-------------|--|---|
|  Plaza | Most Urban | No minimum size, fronted by high intensity development; mostly passive space and paved with landscaping | Mostly private sector through development and redevelopment |
|  Pocket Park | More Urban | Space 0.5 to 2 acres in size fronted by high intensity development; mostly passive space with mix of paved areas and green space | Mostly private sector through development and redevelopment |
|  Square | Urban | Space 0.5 to 5 acres in size fronted by medium intensity development; mix of paved areas and green space | Mostly private sector through development and redevelopment |
|  Green | Less Urban | Space 0.5 to 8 acres in size fronted by lower intensity development; mostly green space | Mix of private sector through development and redevelopment and public sector |
|  Active Park | Less Urban | Space that is 8 acres minimum, not fronted by development, mostly active recreation facilities | Almost always public sector |
|  Passive Park | Least Urban | Space that is 8 acres minimum, not fronted by development, almost all green space, parking lot provided | Mix of private sector through development and redevelopment and public sector |

VILLAGE CENTER - MEDIUM

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply.

² If parking lane present, buffer can be as low as 3'; if no parking lane, minimum is 4'.

Preferred street section measurements

PREFERRED PARK TYPOLOGIES*



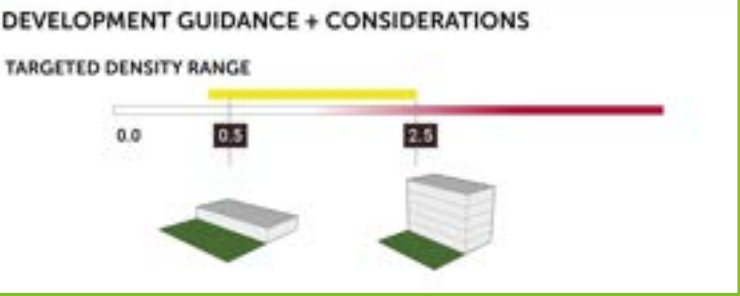
*Smaller types (plazas, pocket parks) also acceptable. See page 96.

Preferred park typologies

Anatomy of an FDM Category

Village Center – Medium (page 4)

VILLAGE CENTER - MEDIUM



Preferred FAR range



Recommended front setback width



Desired setback uses

WHEN SITES GET TOUGH - ALTERNATIVE GOALS

Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Village Center - Medium project goals can include:

- Increase FAR by 25+ percent on sites with existing buildings
- Reuse an existing building creatively
- Build new sidewalk or core trail network link
- Reduce surface parking by 20+ percent
- Improve interparcel access or contributes to expansion of local roadway network
- Create at least 750 ft² of new semipublic space
- Include more than one use
- Provide transit shelter
- Improve diversity of housing types available in the Village

Alternative goals for tricky redevelopment sites

Questions so far?

In Session 1:

- a. *Daily Community Concept*
- b. *Future Development Type Framework (16 Categories)*
- c. *Future Development Type Elements*
- d. **Scenario Exercise**

Scenario Exercise

A developer has purchased a 9-acre parcel designated as **Village Center – Medium**. It is currently zoned for C-2 (General Business) and developed as an aging strip mall.

The developer is pursuing rezoning to MU-C to add a 3-story age-restricted apartment fronting Centerville Highway with a 10' setback. The developer is also proposing a parking deck.

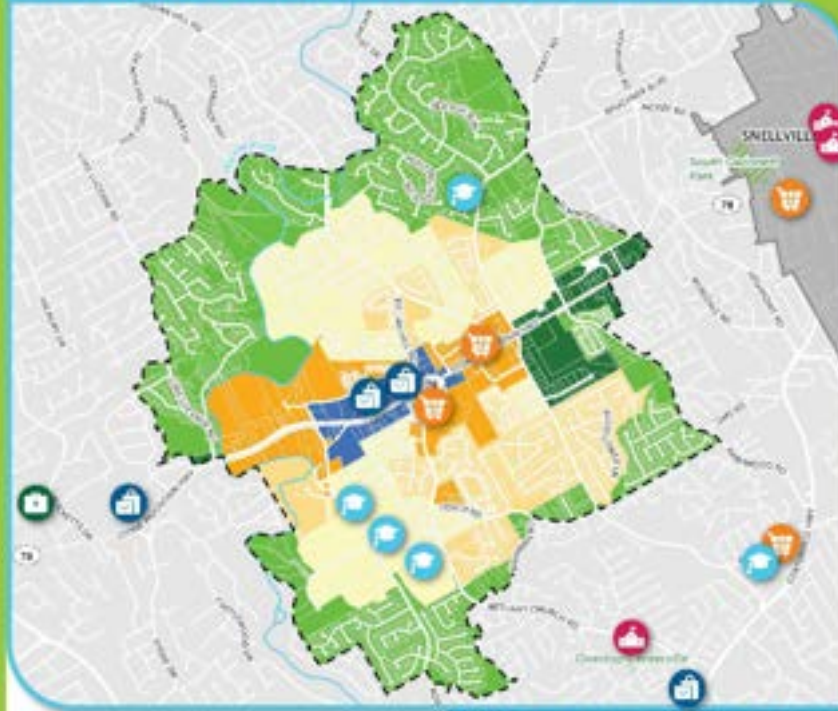


Based on your knowledge of the FDM, do you think this proposal is appropriate? What elements should be added?

Daily Community Atlas

80 DAILY COMMUNITY: KILLIAN HILL

FUTURE DEVELOPMENT MAP AND POINTS OF INTEREST



Legend

Points of Interest

- School
- *Library
- Retail Destination
- Grocery Store
- *Major Employer
- *Medical Center

Other Features

- Daily Community Boundary
 - Rivers
 - Parks
 - Municipalities
- * Indicates a feature not found within the boundaries of this Daily Community.

FUTURE DEVELOPMENT CATEGORY QUICK REFERENCE

| CATEGORY | FLOOR AREA RATIO |
|-------------------------|------------------|
| Center - Medium | 0.5-2.5 |
| Low Mix | 0.5-1.5 |
| Traditional* | n/a |
| Traditional | n/a |
| Suburban Residential | n/a |
| Suburban Nonresidential | n/a |

UPCOMING PUBLIC PROJECTS



Legend

Surface Transportation

- Planned Roadway Project
- Planned Intersection Project

Transit

- Current Transit Service
- Future County Ride
- Future Quick Ride
- *Future Rapid Ride
- Future Airport Ride

Trails

- *Existing Trails
- Planned Trails

Comprehensive Transportation Plan

- Improvements at Killian Hill Rd and Paxton Ln
- US-78 Parallel Road between Ross Rd and Hewitt Rd
- Safety improvements near Shiloh Elementary, Middle, and High Schools

Transit Development Plan

- County Ride Local Bus Service
- Quick Ride Local Bus Service
- Airport Ride Direct Service to Hartsfield Jackson Airport

Countywide Trails Plan

- Alternative to Stone Mountain Park Trail
- Yellow River Greenway
- Snellville Evermore C/D Trail
- Ross Road Powerline Eastward
- Ross Road Skyport

Session 2 – Part 1

Small Area Planning

Small Area Planning 101

What is a Small Area Plan?

- A **visionary document** to apply high-level land use, housing, transportation, and other infrastructure recommendations from the 2045 Unified Plan to specific communities

Small Area Planning 101

Why Small Area Plan?

- A **focused and tailored** planning effort for a **specific community** that envisions new development, amenities, and opportunities benefiting the surrounding community
- Presented to BOC during the Strategic Retreat as a key strategy

Recent Small Area Plans

Killian Hill

Bethesda

Venture Drive

Oakbrook Parkway

Northbrook Parkway

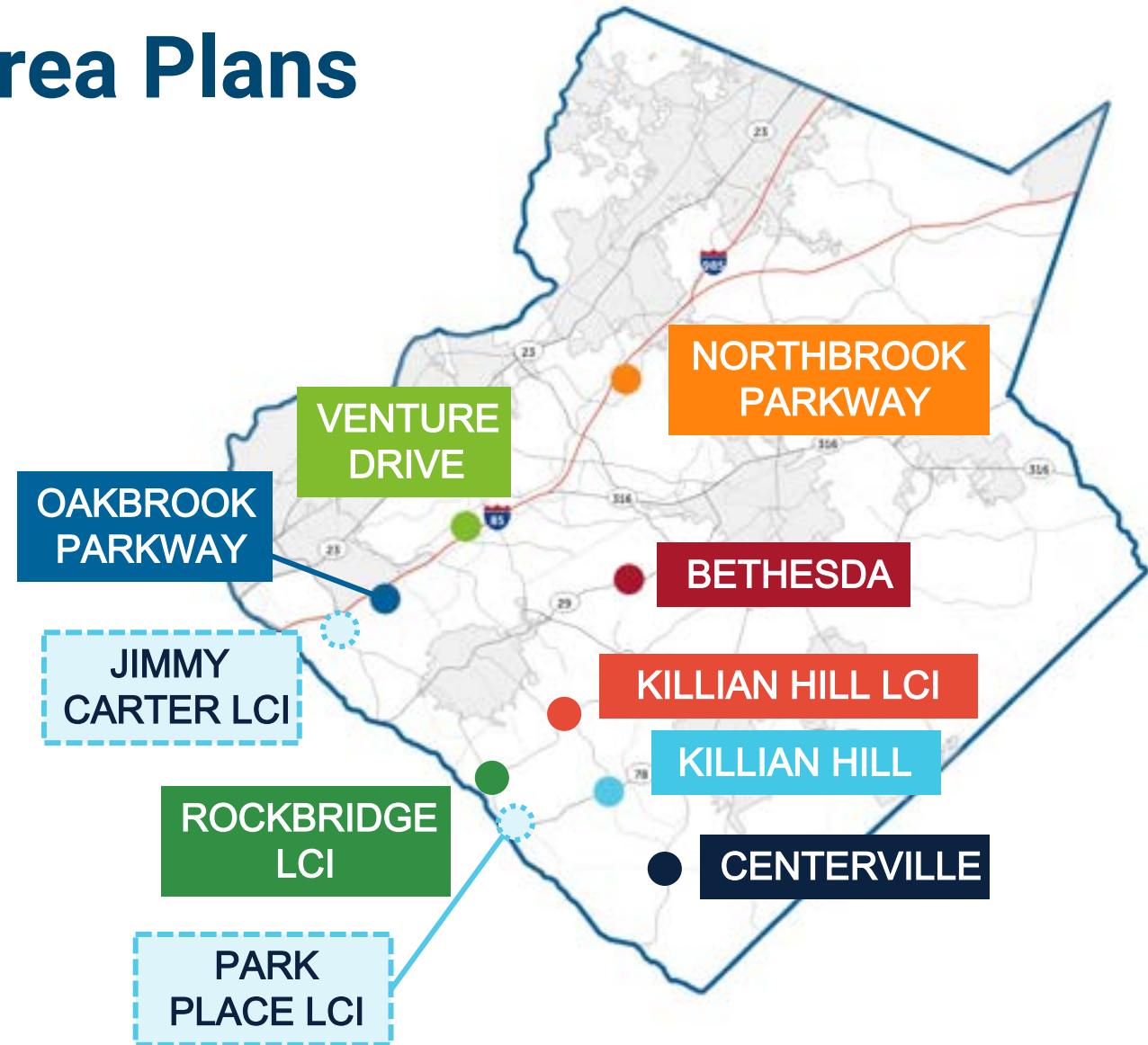
Centerville

Rockbridge LCI

Killian Hill LCI

Park Place LCI

Jimmy Carter LCI



Recent Small Area Plans



Bethesda Small Area Plan
Center Redevelopment Concept



Recent Small Area Plans



Bethesda Small Area Plan
Center Redevelopment Concept



Recent Small Area Plans



Venture Drive Small Area Plan
Redevelopment Concept

Recent Small Area Plans



Venture Drive Small Area Plan
Redevelopment Concept

In Session 2:

- a. **Small Area Planning Process**
- b. Proposed Redevelopment Concepts

Small Area Planning Process

-  **1** Understand the Small Area Plan community
-  **2** Identify upcoming opportunities (public infrastructure, private development)
-  **3** Identify community priorities and establish a guiding vision
-  **4** Apply appropriate policies from the 2045 Unified Plan to the area
-  **5** Design redevelopment concepts
-  **6** Make recommendations for implementation

Small Area Planning Process: Killian Hill



1

Understand the Small Area Plan community



 **14,137**
residents

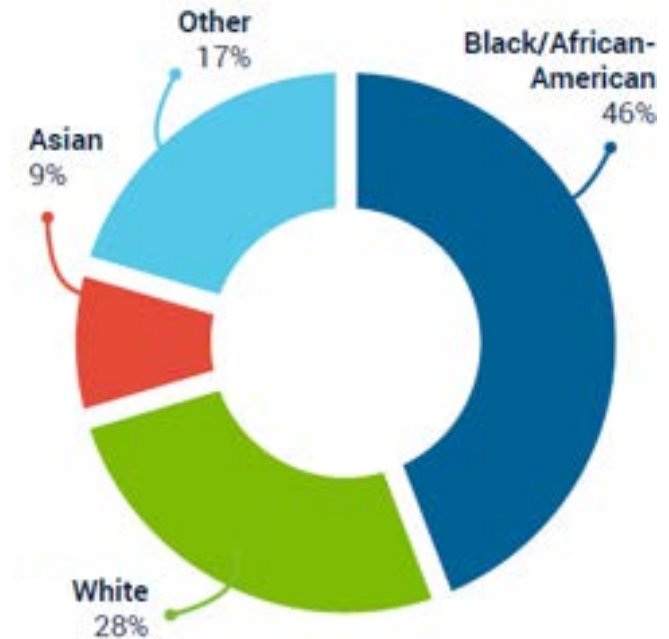
 **4,851**
households

 **2.91**
average
household size

 **4,979**
housing units

 **\$79,098**
median
household
income

 **51%**
graduated from
college

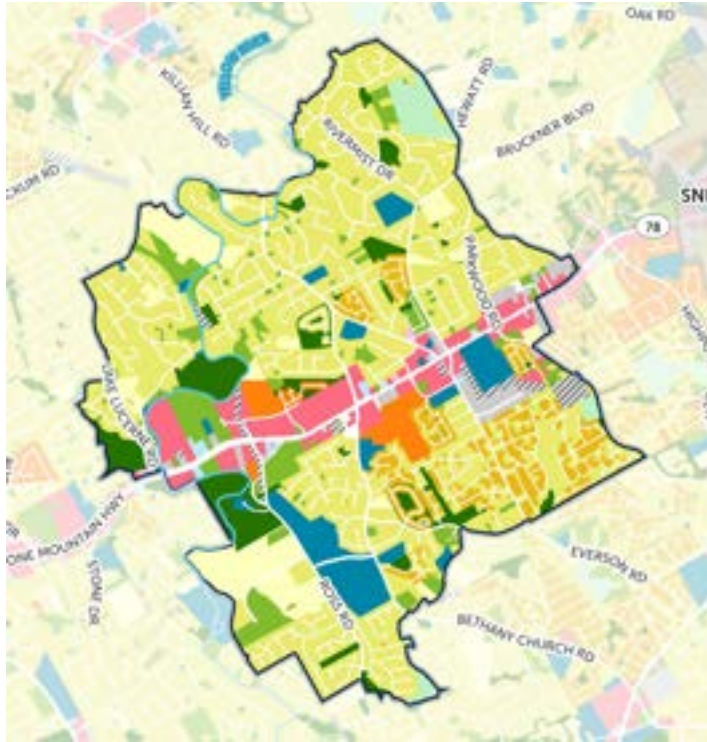


Small Area Planning Process: Killian Hill



1

Understand the Small Area Plan community



Existing Land Use



Existing Zoning



Community Resources

Small Area Planning Process: Killian Hill



1

Understand the Small Area Plan community



Traffic Level of Service



Sidewalk



Transit

Small Area Planning Process: Killian Hill

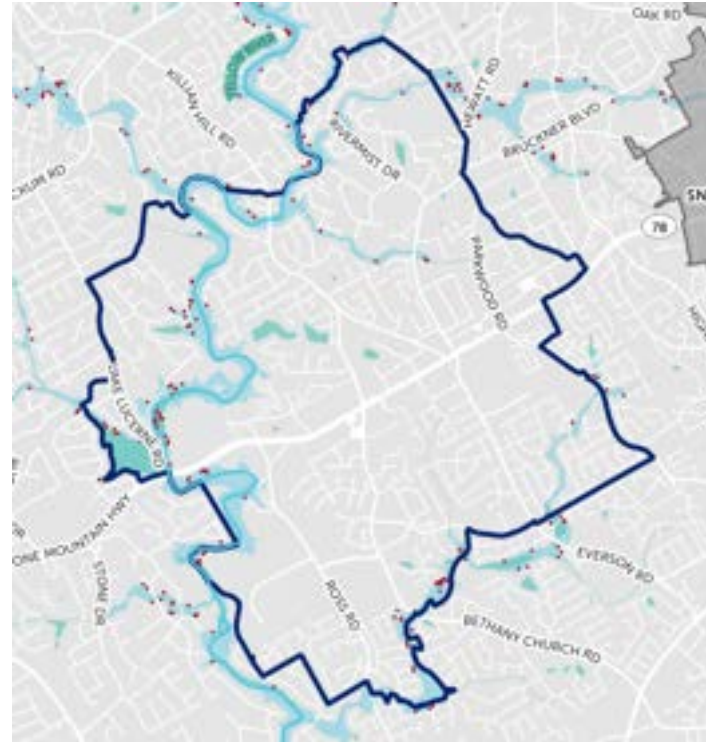


1

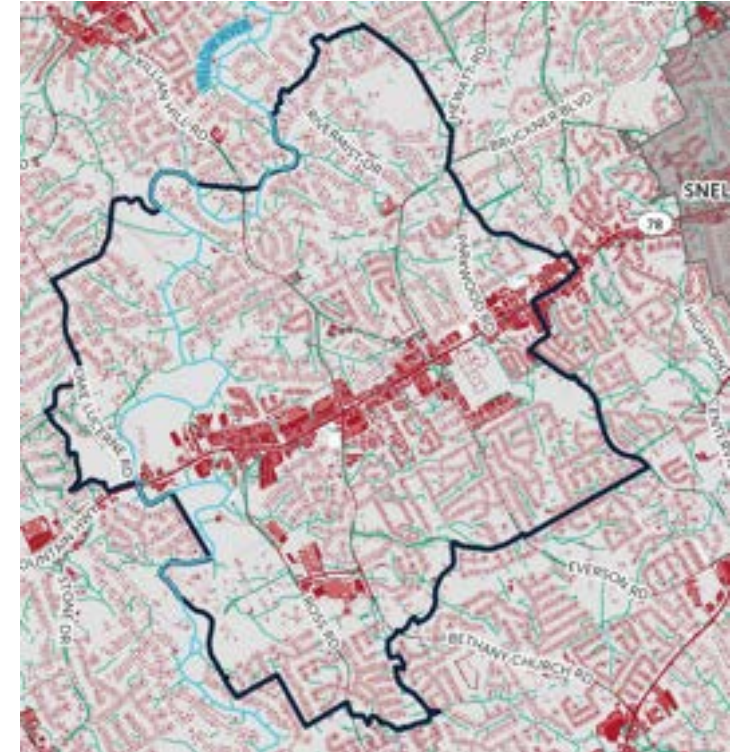
Understand the Small Area Plan community



Water and Sewer



Flood Zones



Impervious Surface

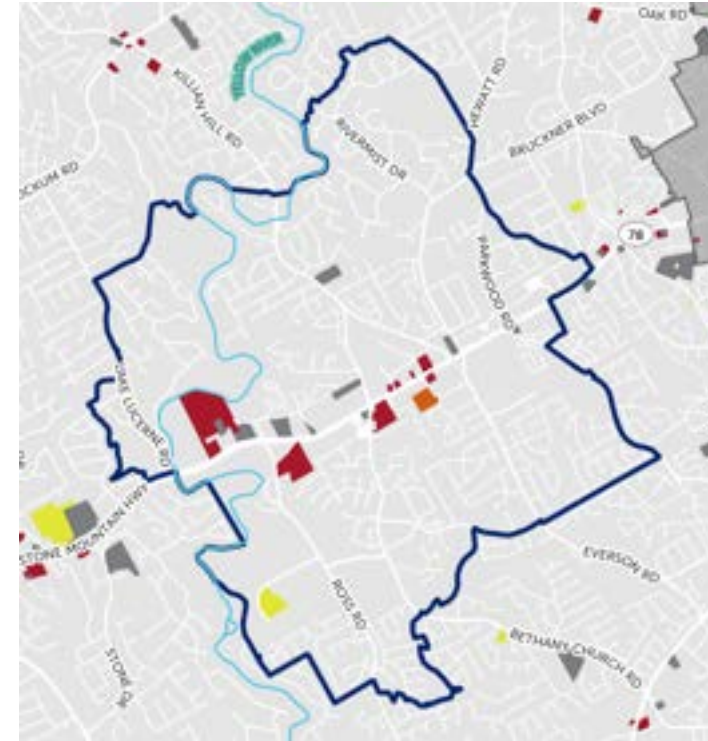
Small Area Planning Process: Killian Hill



2 Identify upcoming opportunities (public infrastructure, private development)



Planned Transit, Trails, and Surface Transportation Projects



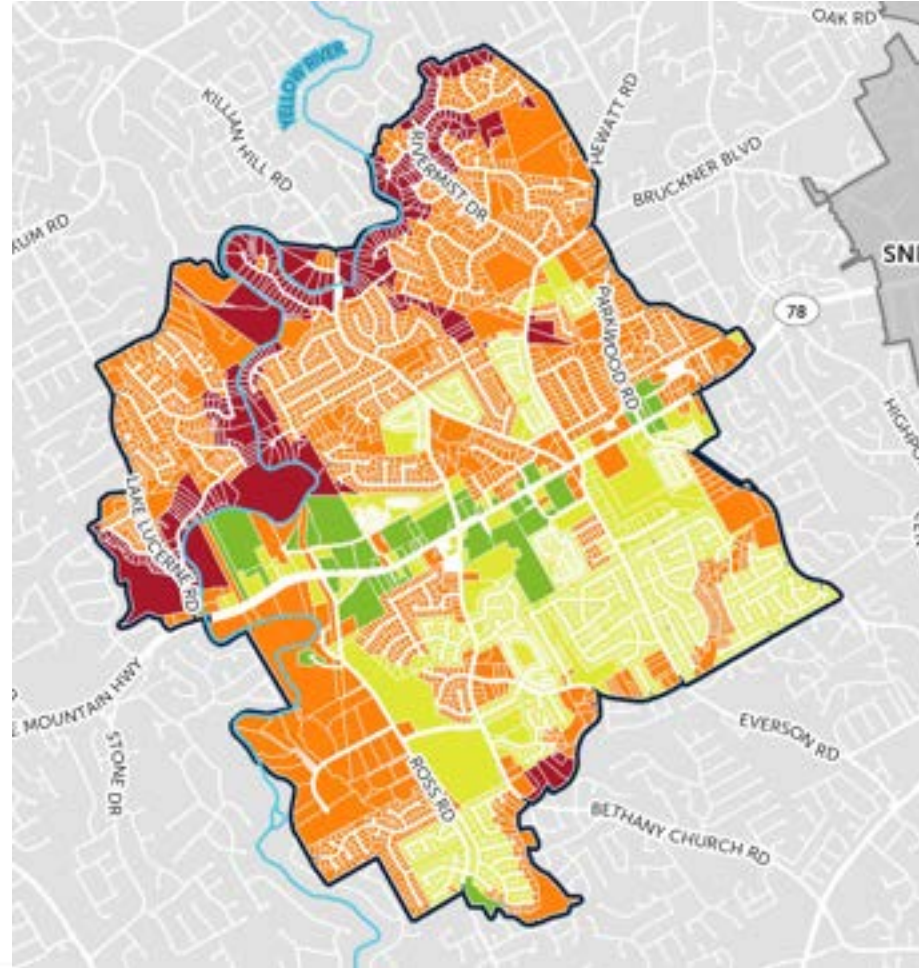
Recent Permit Activity

Small Area Planning Process: Killian Hill



2

Identify upcoming opportunities (public infrastructure, private development)



Development Opportunities and Constraints

- High-Opportunity Areas
- Opportunity Areas
- Constrained Areas
- Highly Constrained Areas

Small Area Planning Process: Killian Hill



3

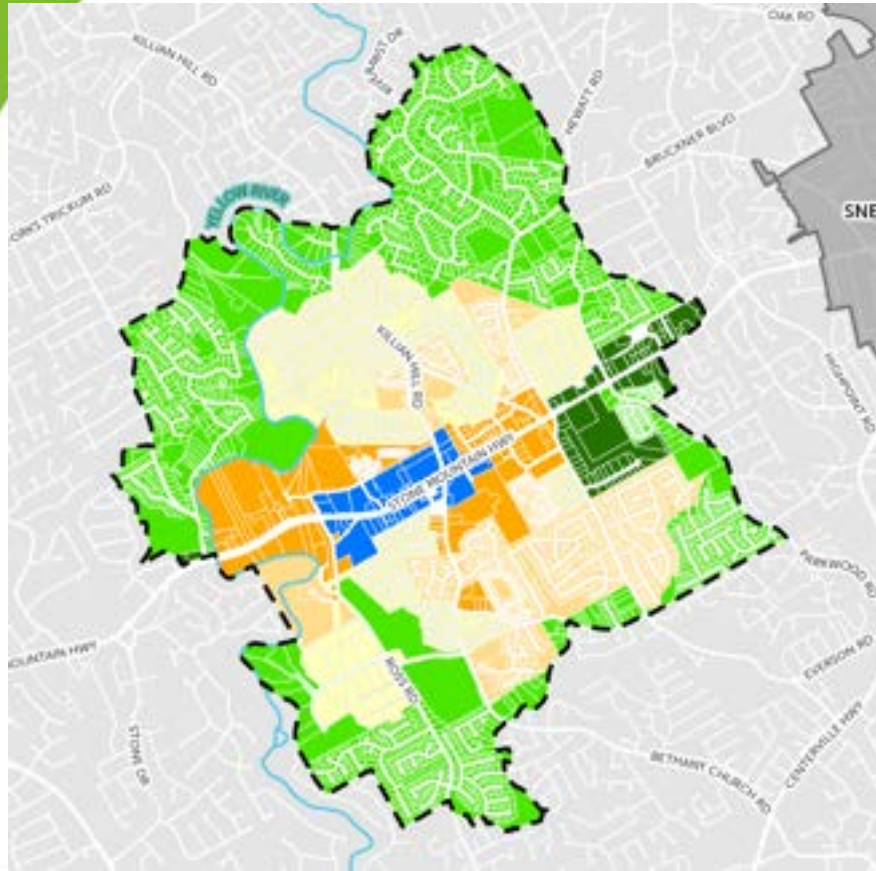
Identify community priorities and establish a guiding vision



Small Area Planning Process: Killian Hill



4 Apply appropriate policies from the 2045 Unified Plan to the area



CENTER — MEDIUM



NEIGHBORHOODS



Low Mix

Traditional+

Traditional

EDGES



Suburban Residential

Suburban Nonresidential

with a modest mix of housing,
es and limited retail opportunities
with allowances for gentle density
additional+, but no sewer access
without sewer unlikely to change
developed in a traditional suburban

Small Area Planning Process: Killian Hill



4 Apply appropriate policies from the 2045 Unified Plan to the area

Recap:

PERMITTED USES:

Mixed use (horizontal and vertical)

- Multi-family
- Townhomes
- Stacked flats
- Office
- Retail/entertainment
- Hotels
- public/institutional

TARGETED FAR:

0.5 – 2.5 (1-5 stories)

VILLAGE CENTER - MEDIUM

USES
 Appropriate
MIXED USES:
 Mixed Use - Vertical
 Mixed Use - Horizontal
RESIDENTIAL:
 Multifamily - High Rise
 Multifamily - Mid Rise
 Multifamily - Low Rise
 Townhomes/Stacked Flats
 Quads/Triplices/Duplexes
 Single Family Cottages
 Single Family
NONRESIDENTIAL:
 Office
 Retail/Entertainment
 Auto Oriented Commercial
 Hotels/Motels
 Heavy Industrial
 Flex/Light Industrial
 Public/Institutional
 Utilities
 Parks/Open Space
 Conservation
PARKING MANAGEMENT
 Structured
 Surface
LOCATIONS:
 Rear
 Side
 Front

MULTIMODAL GOALS
ROADS
 - Improve connectivity of local roadway network
 - Reduce block sizes with new roads built through redevelopment
 - Prioritize safety of pedestrians and bicyclists
TRANSIT*
 - Within 1/2 mile of a Quick or Rapid Ride or Transfer Facility; or
 - Within 1/4 mile of a County Ride
TRAILS**
 - Within 1/2 mile of Core Trail and Priority Trail network
*See page 95
 **See page 93

WALKABILITY
 BLOCK PERIMETER: Preferred Range

VILLAGE CENTER - MEDIUM

DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

PEOPLE FRIENDLY DESIGN
PREFERRED FRONT SETBACKS

DESIRED SETBACK USES

WHEN SITES GET TOUGH - ALTERNATIVE GOALS
 Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Village Center - Medium project goals can include:

- Increase FAR by 20+ percent on sites with existing buildings
- Reduce surface parking by 20+ percent
- Include more than one use
- Improve diversity of housing types available in the village
- Renovate an existing building creatively
- Improve intermodal access or contribute to expansion of local roadway network
- Provide transit shelter
- Build new sidewalk or over-trail network link
- Create at least 750 sq ft of new semipublic space

Small Area Planning Process: Killian Hill



5

Design redevelopment concepts based on 2045 Unified Plan policy

Overall Concept

- Single-Family
- Missing Middle
- Townhouses
- Multifamily
- Mixed Use
- Commercial
- Civic Space
- Senior Housing
- Activated Greenspace
- Passive Open Space



Small Area Planning Process: Killian Hill



5

Design redevelopment concepts based on 2045 Unified Plan policy



Small Area Planning Process: Killian Hill



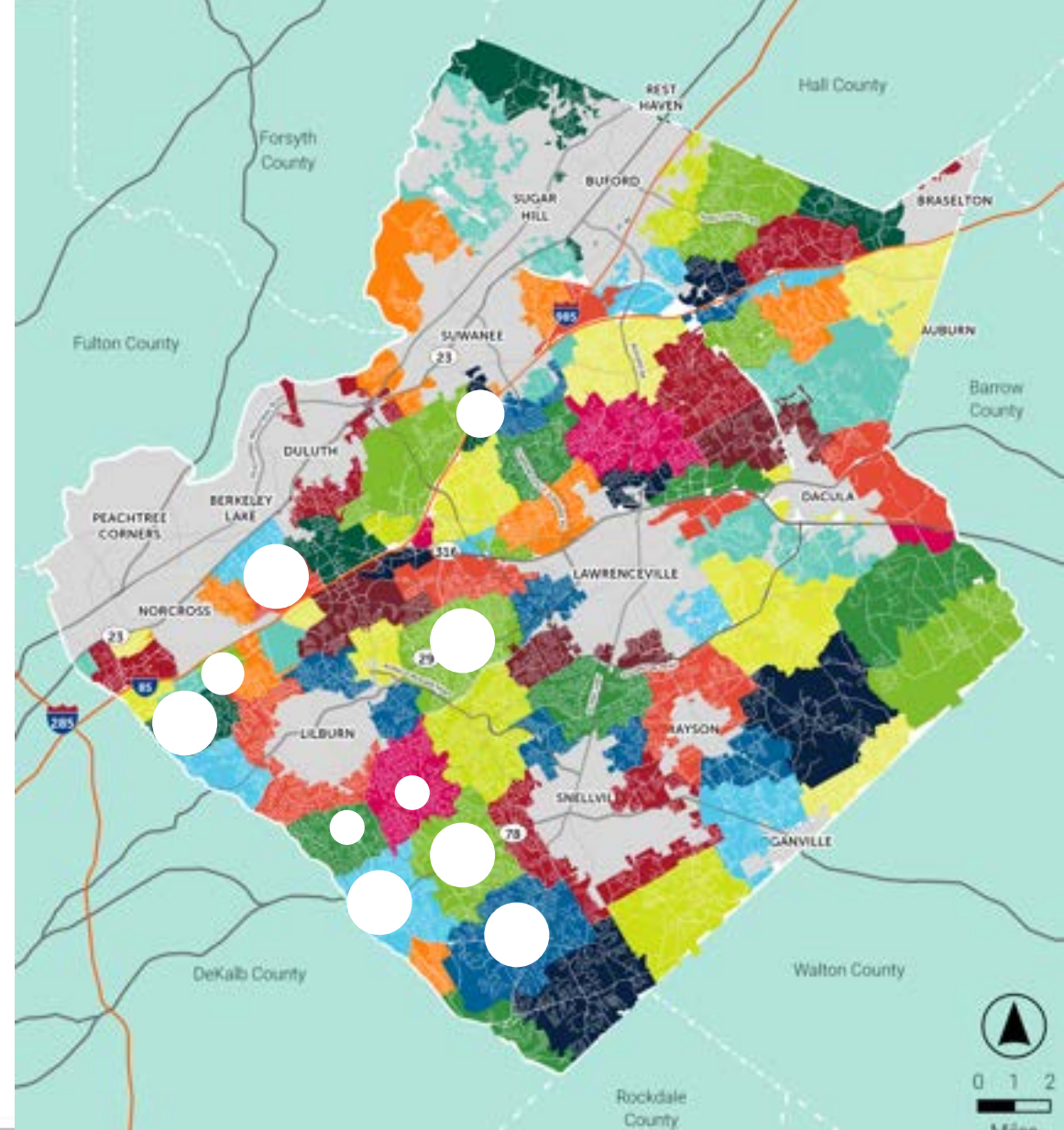
6 Make recommendations for implementation

| PUBLIC PROJECTS | LEAD | PARTNERS | TIMELINE |
|--|-------|-----------|----------------------------|
| • <i>Key Project: Begin acquiring right of way for parallel road to US-78</i> | GCDOT | P&D, GDOT | 2024-2028 |
| • <i>Key Project: Determine trail realignment north of US-78 corridor and begin outreach and design phases</i> | GCDOT | P&D, DoCS | 2024-2028 |
| • Create and adopt an Overlay District for the Killian Hill Study Area | P&D | - | 2024 |
| • Begin implementing transit routes proposed in TDP | GCDOT | P&D | 2024-2028 |
| • Complete sewer expansion projects currently underway • Reassess needs for additional infrastructure | DWR | P&D | 2024-2026 |
| PUBLIC-PRIVATE EFFORTS | LEAD | PARTNERS | TIMELINE |
| • Work with GDOT to prepare their site for future redevelopment and rezone | P&D | GDOT | 2024-2025 |
| • Seek development partner for County parcel along Hewatt Road and begin development process | P&D | - | 2024-2026 |
| PRIVATE REDEVELOPMENT | LEAD | PARTNERS | TIMELINE |
| • Identify developers who can deliver quality, creative products and begin building relationships | P&D | DAC | 2024 |
| • Discuss potential renovations with owners of Mountain View Village Shopping Center | P&D | - | 2024-2028 |
| • Streamline development review for proposed redevelopments following this plan's concepts | P&D | - | ongoing through all phases |

Questions so far?

Exercise:

Which Daily Communities should be planned for next?



Session 2 – Part 2

Overlay District

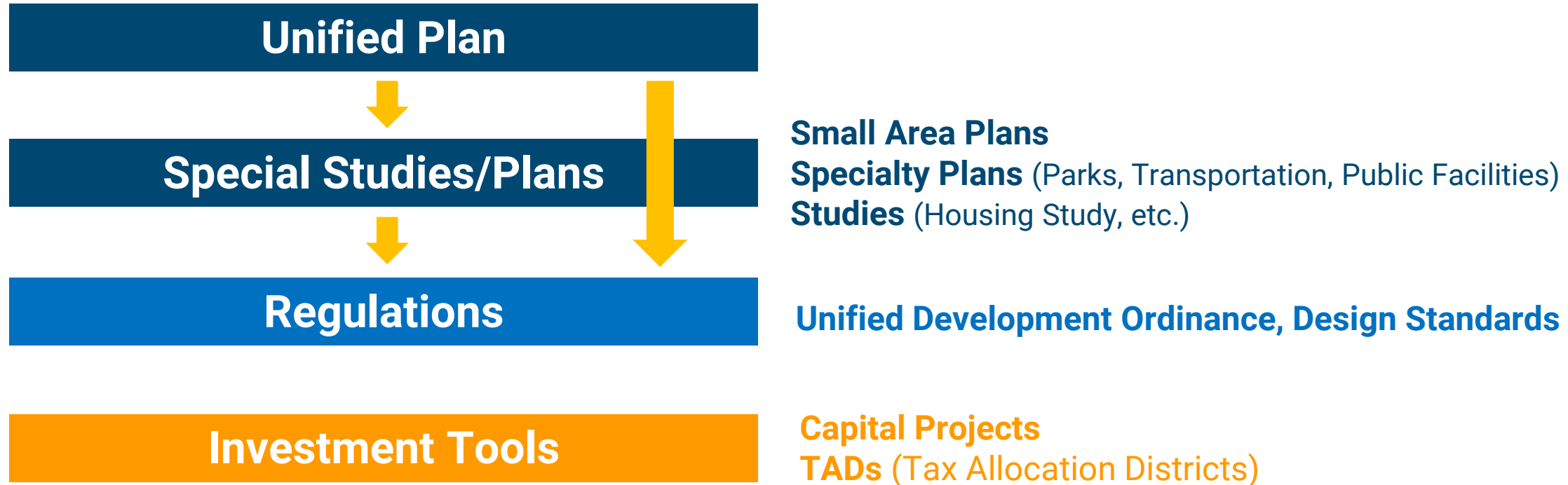
Overlay Districts 101

What is an Overlay District?

- A **regulatory tool** to codify land use vision without changing base zoning categories



Overlay Districts 101



Overlay Districts 101

Why add overlays?

- Tie development outcomes to vision (e.g. **Small Area Plan**)
- Provide additional development and design standards
- Encourage development to respond to certain conditions (such as transit-/trail-oriented development)
- **Remove administrative barrier:**
 - Remove risk factors
 - Streamline the permitting process

Components of an Overlay

- Block length and connectivity

Without overlay:



Image: The Conversation

With overlay:



Image: TSW

Components of an Overlay

- Reduced/alternative parking requirements

Without overlay:



Image: TSW

With overlay:



Image: ThisIsRaleigh

Components of an Overlay

- Parking design/screening

Without overlay:



Image: Foresta

With overlay:



Image: TSW

Components of an Overlay

- Building orientation to the street

Without overlay:



Image: Google

With overlay:



Image: CBRE

Components of an Overlay

- Building design (mixed use), including materials, windows, form, and more

Without overlay:



Image: Substack

With overlay:



Image: Know Atlanta

Components of an Overlay

- Building design (commercial), including materials, windows, form, and more

Without overlay:



Image: Printfirm

With overlay:



Image: McMillan Pazdan Smith Architecture

Components of an Overlay

- Increased/alternative open space requirements

Without overlay:



Image: TSW

With overlay:



Image: TSW

This narrow strip is the open space



Components of an Overlay

- Screening

Without overlay:



Image: Tri-State Disposal

With overlay:



Image: TSW

Components of an Overlay

- Signage – more consistent, aesthetically pleasing designs

Without overlay:



Image: Art News

With overlay:



Image: Gold Metropolitan Media

Components of an Overlay

- Streetscape design (landscaping)

Without overlay:



Image: Streetsblog

With overlay:



Image: Landezine

Components of an Overlay

- Streetscape design (sidewalks)

Without overlay:



Image: San Juan Islander

With overlay:



Image: CARBO Landscape Architecture

Components of an Overlay

- Streetscape design (other built form elements like curb ramps, materials, furniture)

Without overlay:



Image: DailyHive

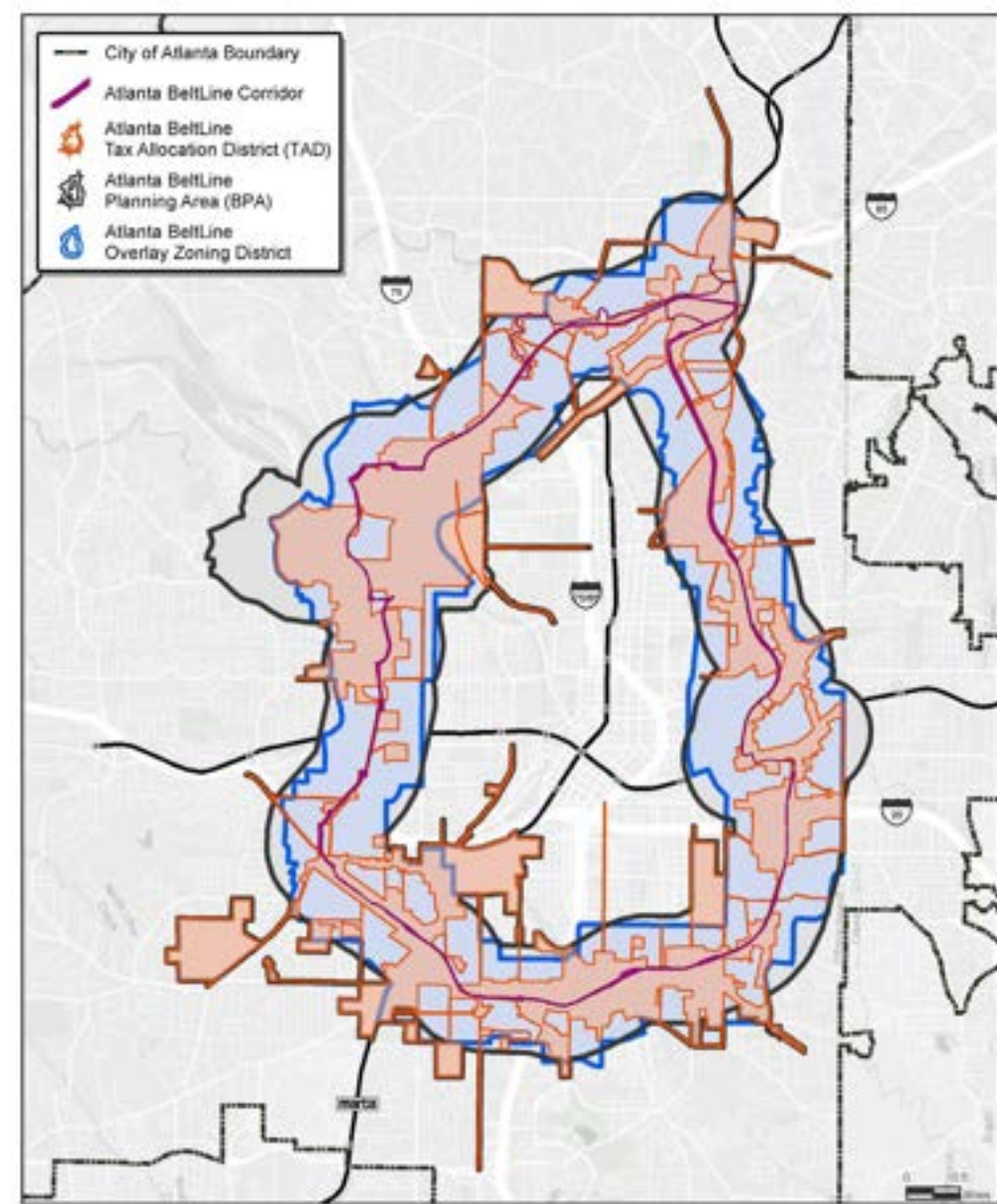
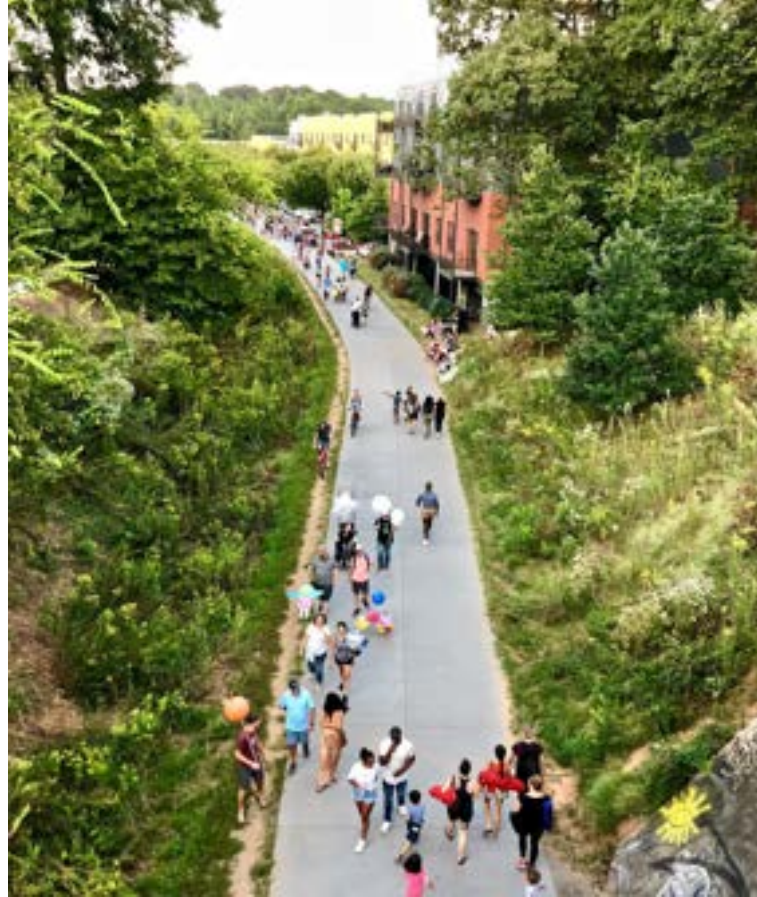
With overlay:



Image: Darrohn Engineering

Overlay Example

Atlanta BeltLine



Overlay Example

Atlanta BeltLine

Success Metrics to Date

10.4 miles of main trail

10.3 miles of connector trails

461 acres of new greenspace

29,000 permanent jobs

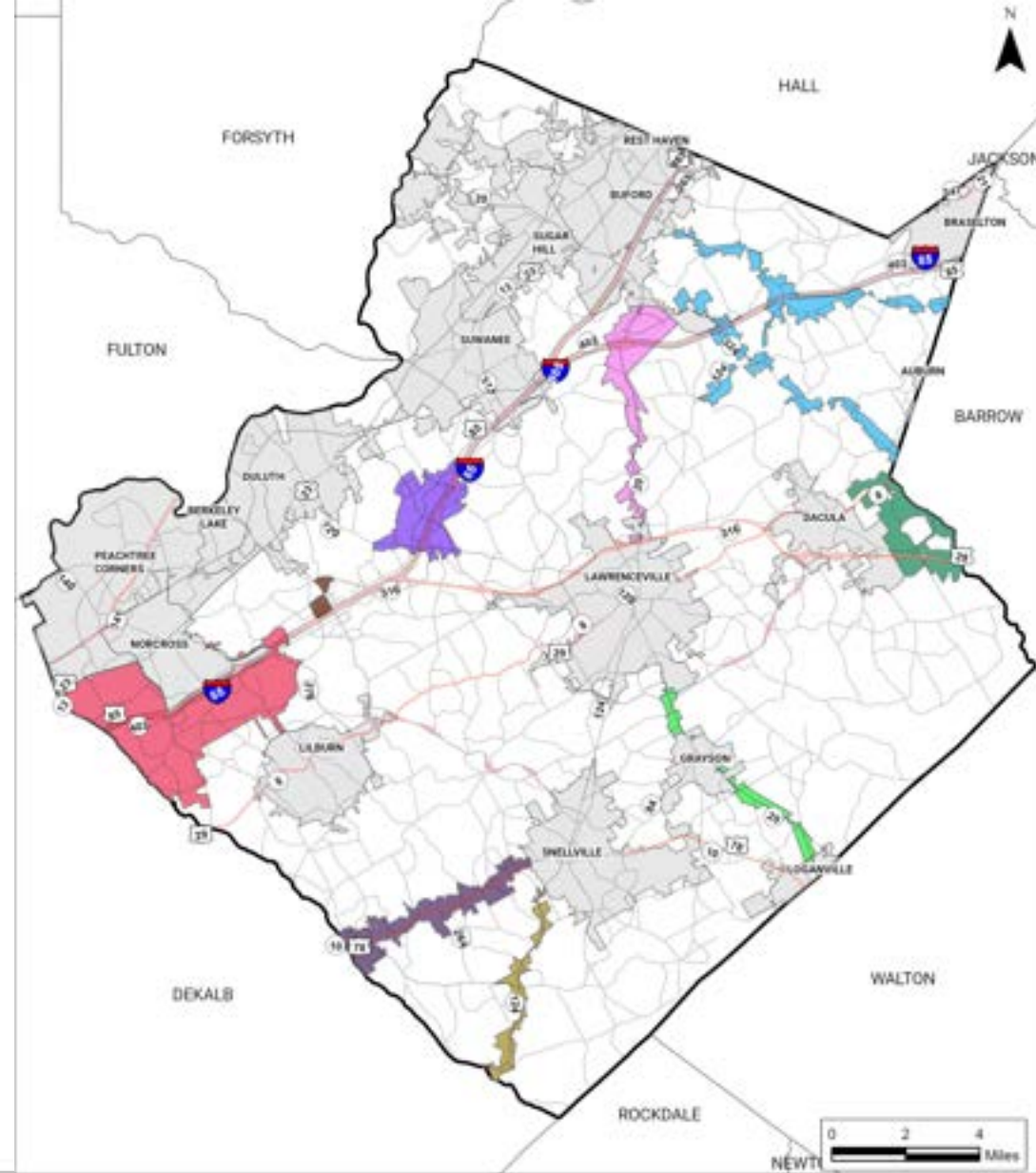
\$9 billion in private development

1,788 affordable housing units within TAD



Existing Overlays

- Activity Center/Corridor Overlay
- Venture Drive Redevelopment Overlay
- Gateway 85 Overlay
- Innovation Overlay



Legend

- | | |
|---|---|
| Centerville/georgia Hwy 124 Overlay District | Grayson/georgia Hwy 20 Overlay District |
| Civic Center Overlay District | Highway 78 Corridor Overlay District |
| Ga Hwy 124/324/Hamilton Mill Overlay District | Innovation Overlay District |
| Gateway 85 Overlay District | Mall Of Georgia Overlay District |
| | Venture Drive Overlay District |

New Approach to Overlays



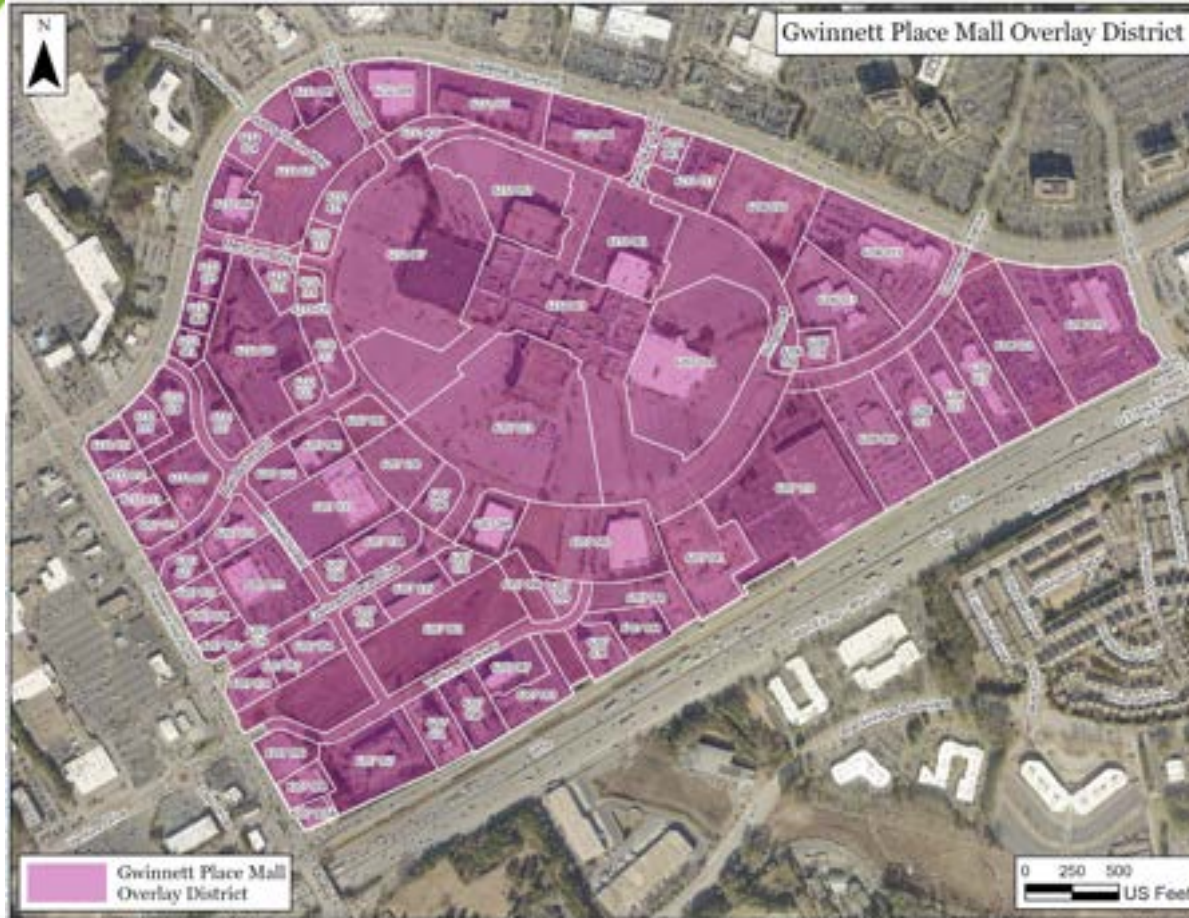
Gwinnett Place Background

Two studies:

- Gwinnett Place Mall Equitable Redevelopment Plan (2022)
- Gwinnett Place Mall Site Revitalization Strategy (2023, pictured)



Gwinnett Place Overlay Boundary & Scope



- 1. Use Provision**
- 2. Density, Height and Bulk**
- 3. Street and Pedestrian Way Standards**
- 4. Streetscape Standards**
- 5. Parking and Loading**
- 6. Landscaping and Screening**
- 7. Open Space**
- 8. Building Design**
- 9. Submittal and Approval Process**

Future Overlays

Killian Hill

Bethesda

Venture Drive

Oakbrook Parkway

Northbrook Parkway

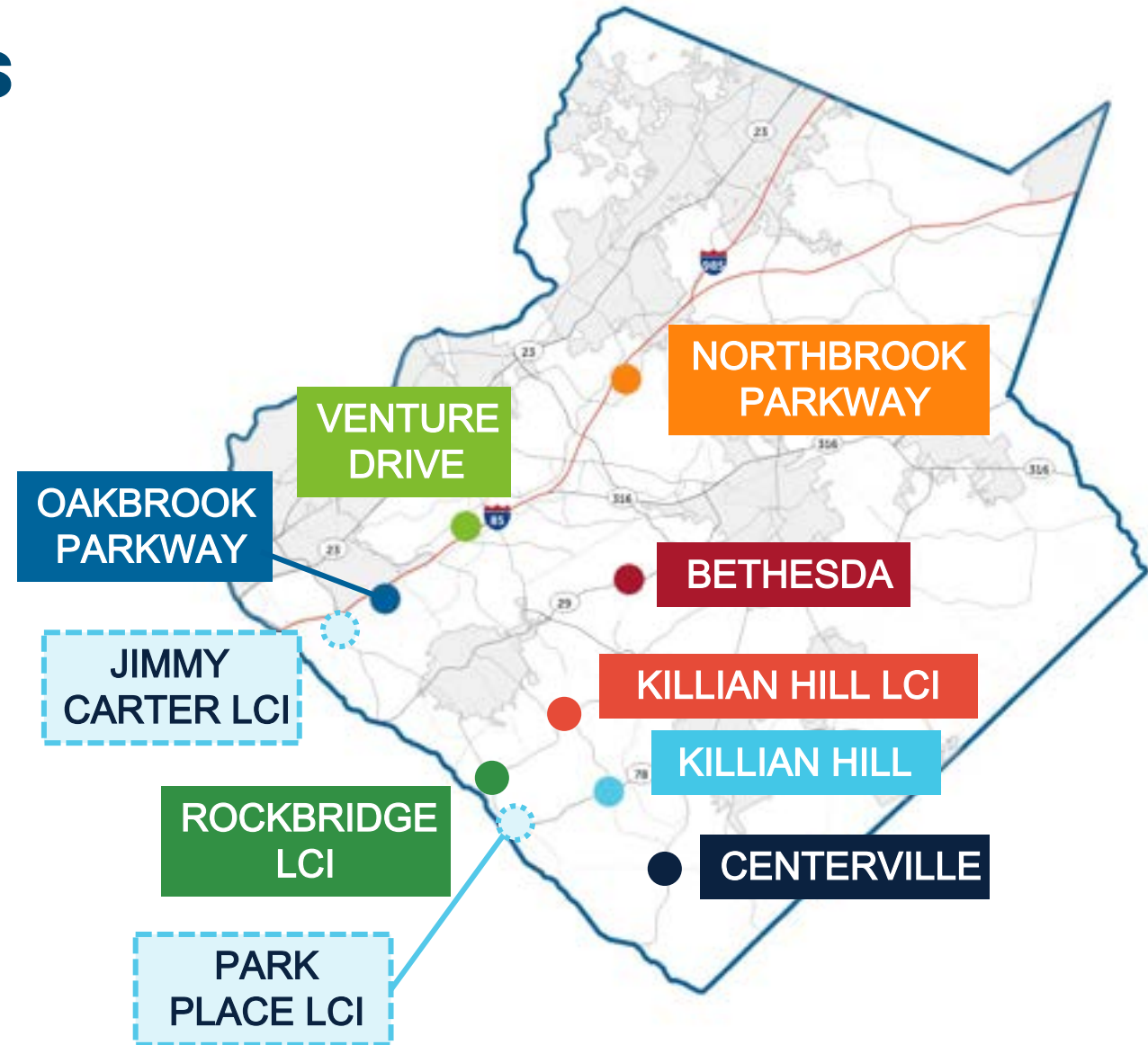
Centerville

Rockbridge LCI

Killian Hill LCI (Parkview)

Park Place LCI

Jimmy Carter LCI





Questions?



Session 4

Infrastructure Planning

Infrastructure Planning Goals



Mission Statement

County

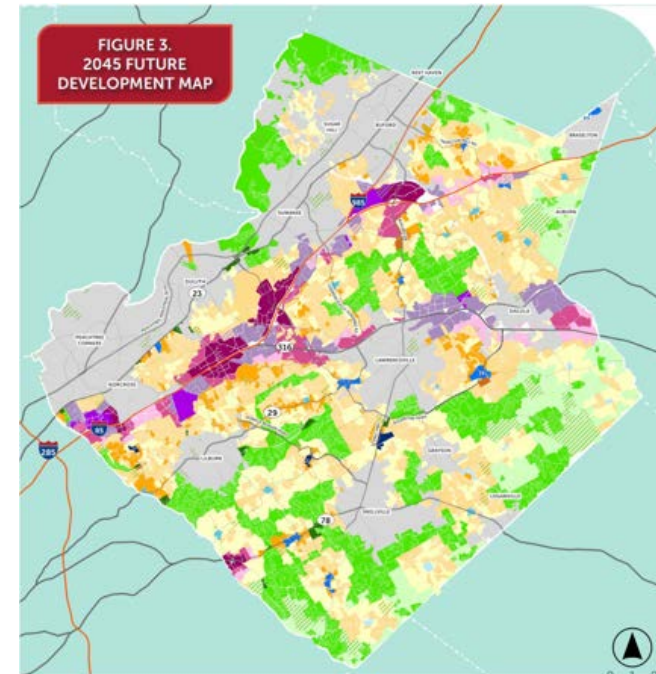
Gwinnett proudly supports our vibrantly connected community by delivering superior services.

Planning and Development Department

To continuously elevate our approach to planning for growth and delivering services through innovative, people-centered strategies.

Infrastructure Planning Goals

- Plan Infrastructure to Drive Growth Aligned with Future Land Use Plan
- Promote People-Centered Design for Communities
- Invest County Resources Efficiently and Intentionally



Recap and Update

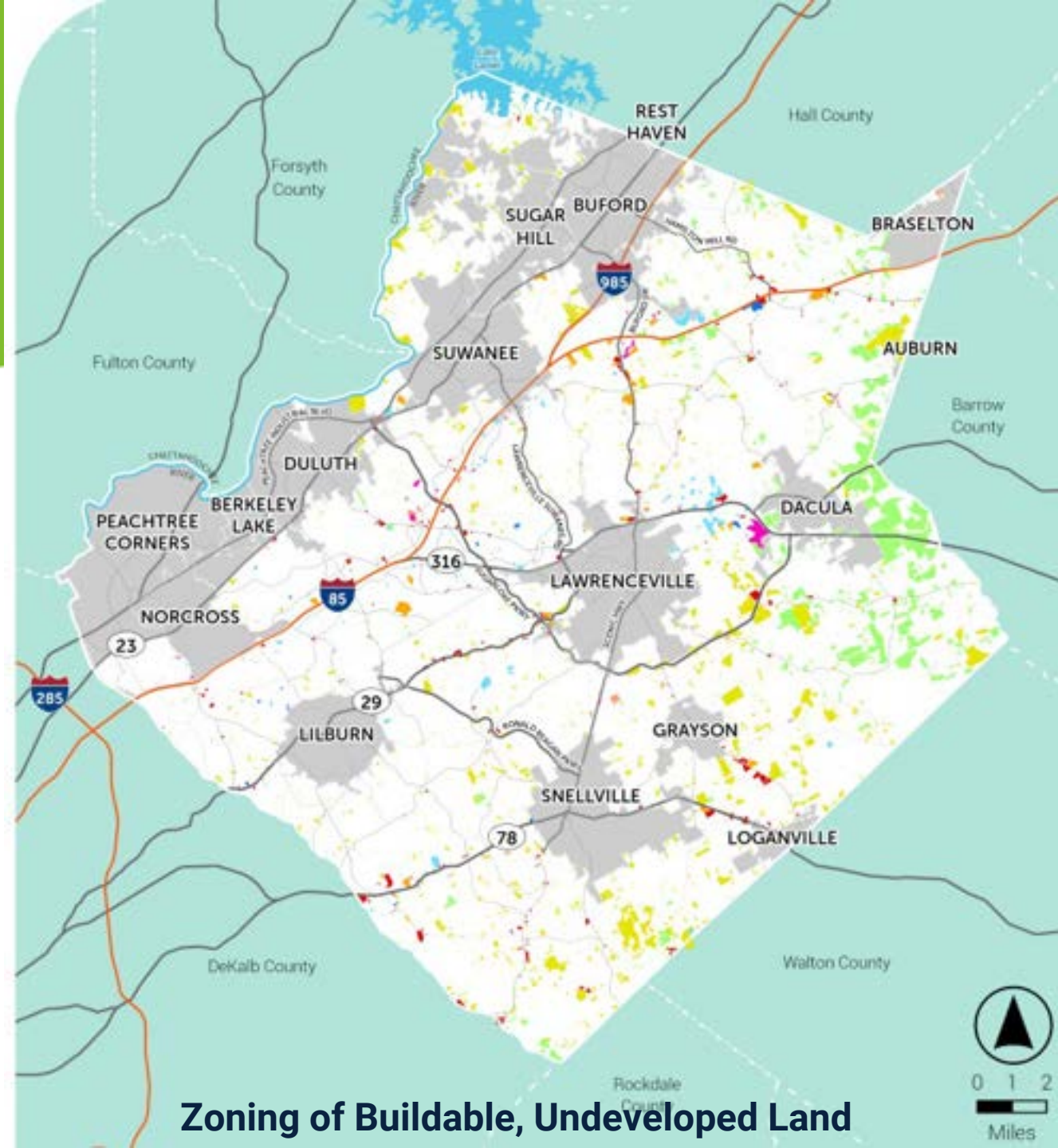


**From Board of
Commissioners Retreat
2024**

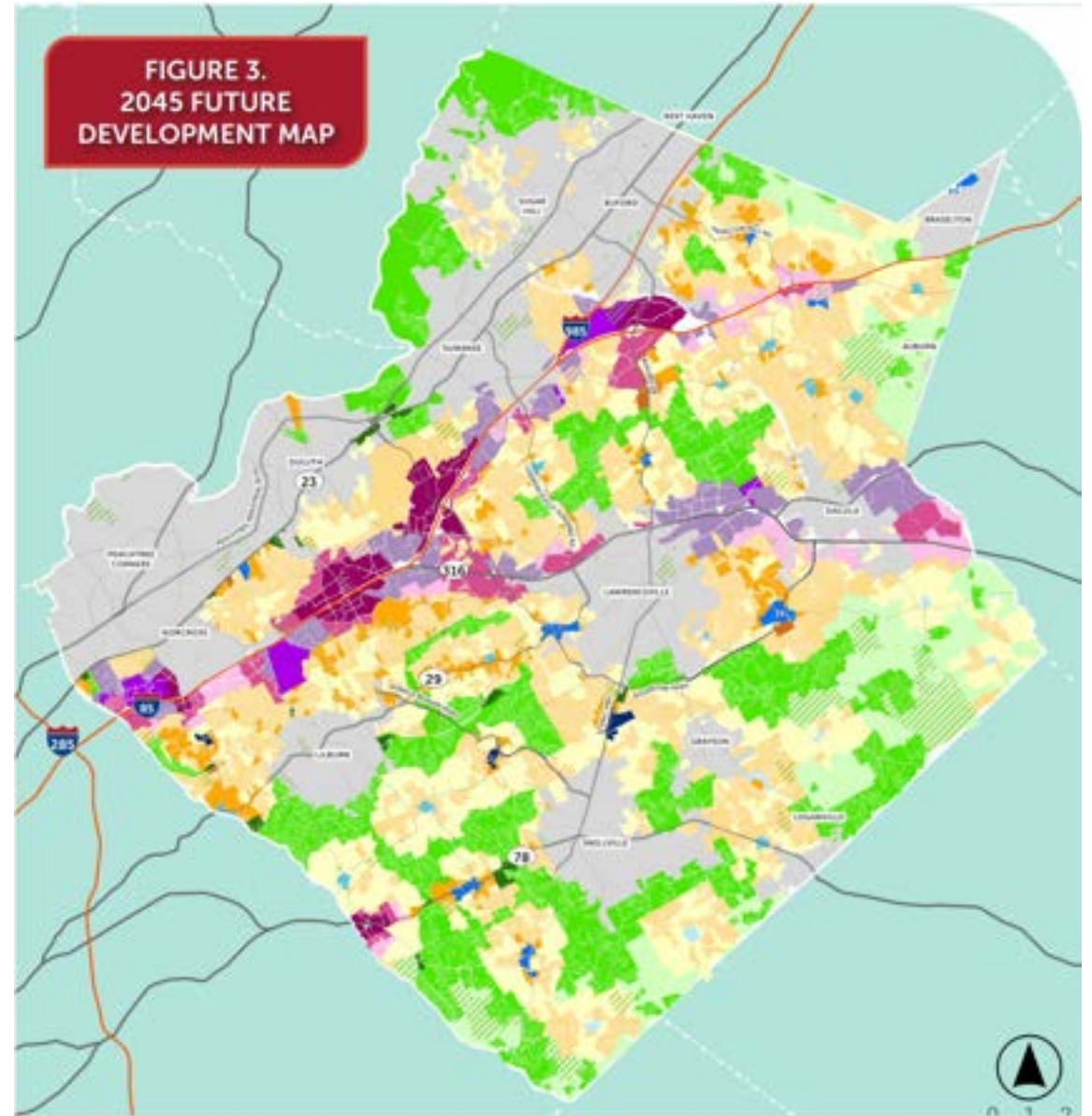
CURRENT POLICY MUST CHANGE TO ACCOMMODATE SMART GROWTH

- Limited Availability of Buildable Vacant Land
- 72.6% of this land zoned for single-family residential

Legend



REDEVELOPMENT IS THE FUTURE



Infrastructure Cost Example

Suburban
City's Annual Cost, per Household



Sidewalks & Curbs
\$194



Transportation
\$171



Roads
\$280



Water
\$197



Storm & Waste Water
\$613

Urban
City's Annual Cost, per Household



Sidewalks & Curbs
\$27



Transportation
\$91



Roads
\$26



Water
\$42

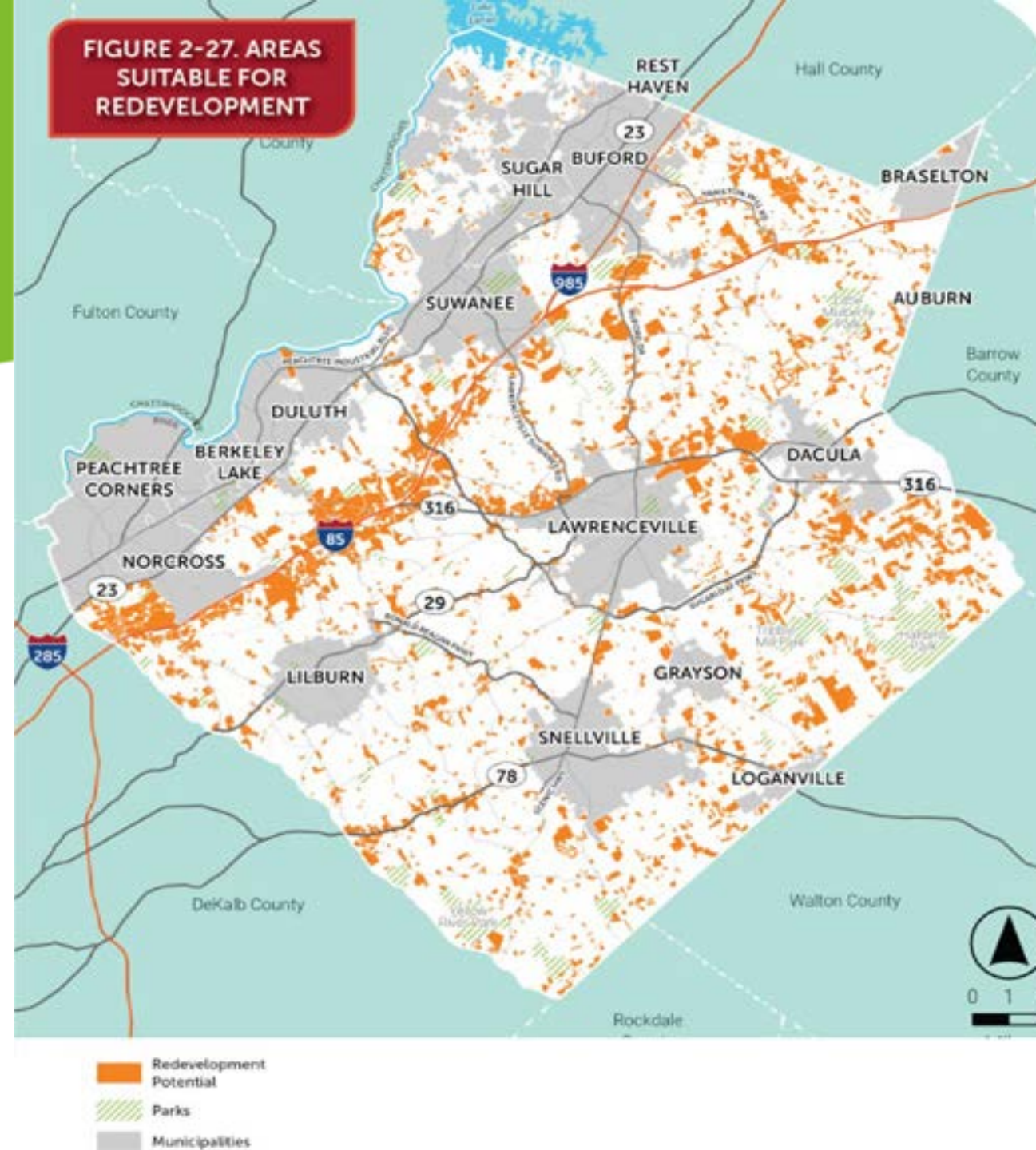


Storm & Waste Water
\$147

STRATEGIC DEVELOPMENT AND REDEVELOPMENT

- Preserve Remaining Natural Resources
- Follow the Plan
- Direct/Incentivize Redevelopment

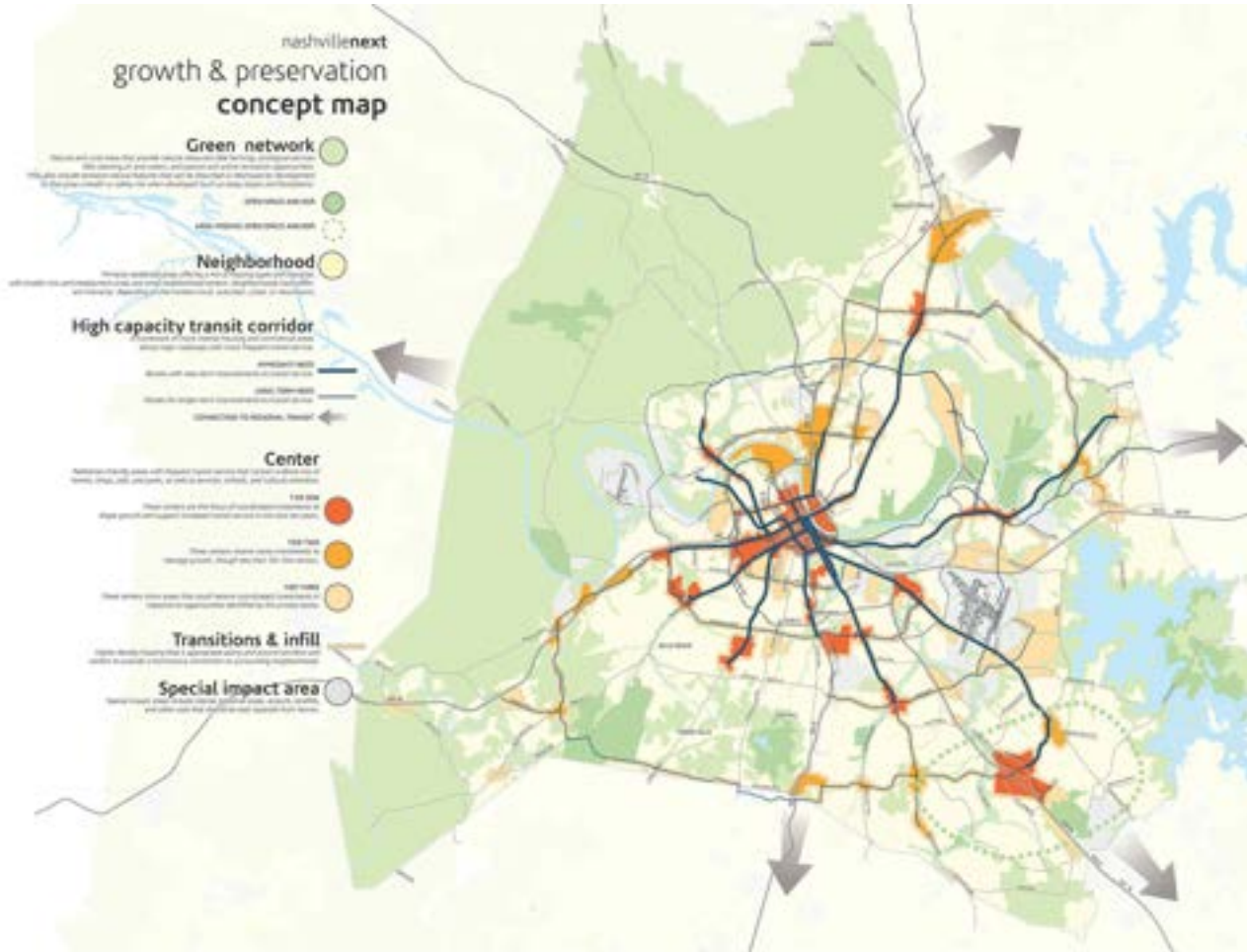
FIGURE 2-27. AREAS SUITABLE FOR REDEVELOPMENT



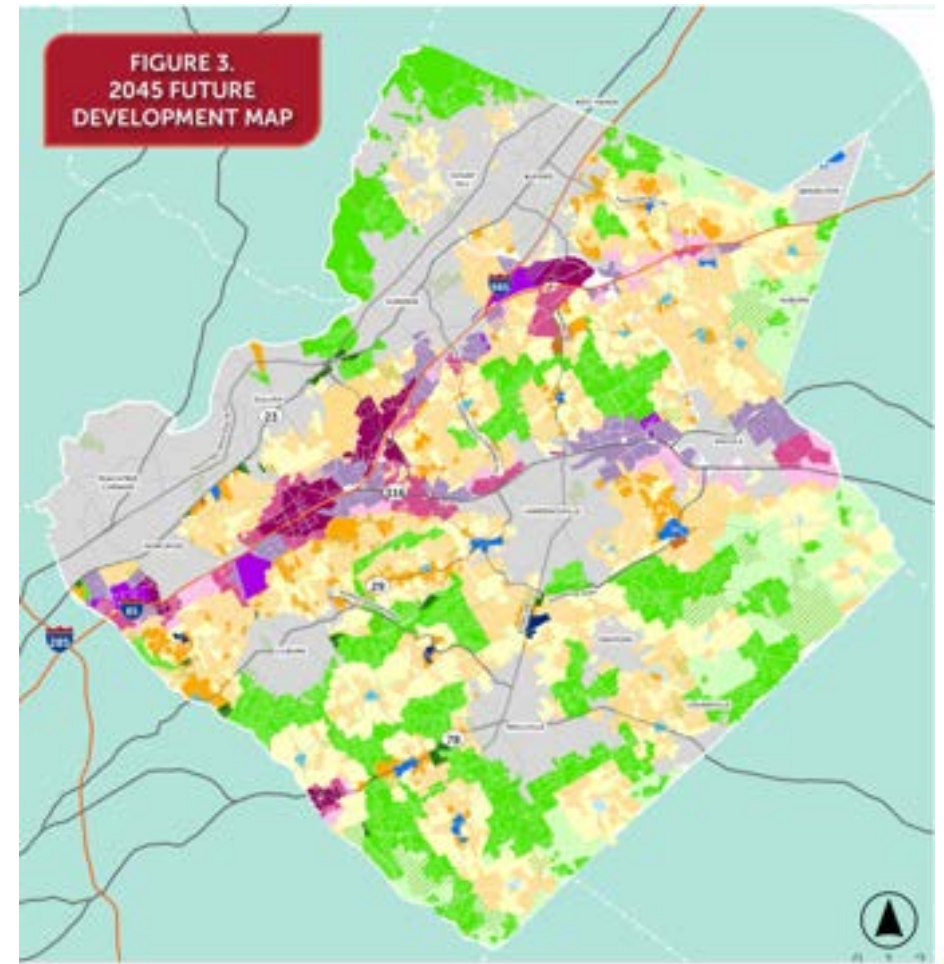
Opportunities



Resources and Investment



504 sq. mi
2020 population: 715,884
Density: 1,400/ sq mi



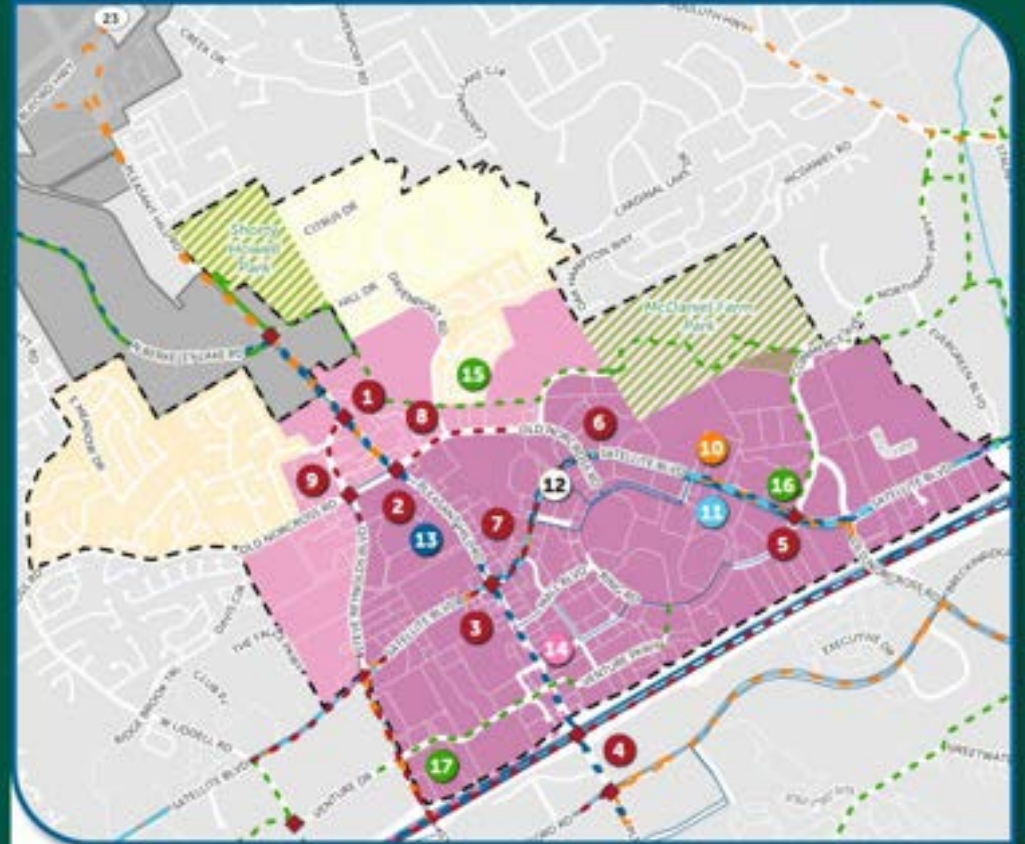
437 sq. mi.
2020 population: 972,662
Density: 2,123/sq mi

Comprehensive Coordination

Gwinnett Place Daily Community

- 9 roadway or safe improvements projects (CTP)
- 5 transit projects (TDP)
- 3 trail projects
- Stormwater improvements/trail
- New internal roads and trails
- Additional water and sewer projects
- **Timing/Sequence**
- **Land Use and Transit Oriented Development**
- **People-Centered Design**

UPCOMING PUBLIC PROJECTS



Legend

Surface Transportation

- Planned Roadway Project
- ◆ Planned Intersection Project

Transit

- Current Transit Service
- Future County Ride
- Future Quick Ride
- Future Rapid Ride
- Future Airport Ride

Trails

- Existing Trails
- Planned Trails

Comprehensive Transportation Plan

Intersection Improvements along Pleasant Hill Rd at:

- 1 Steve Reynolds Blvd
- 2 Old Norcross Rd
- 3 Satellite Blvd
- 4 I-85
- 5 Intersection Improvements at Commerce Ave and Satellite Blvd
- 6, 7 Safety Improvements on Old Norcross Rd and Satellite Blvd
- 8, 9 Roadway Improvements at Old Norcross Rd and Steve Reynolds Blvd

Transit Development Plan

- 10 County Ride Local Bus Service
- 11 Quick Ride Local Bus Service
- 12 Future Transfer Station
- 13 Rapid Ride Local Bus Service
- 14 Airport Ride Express Service

Countywide Trails Plan

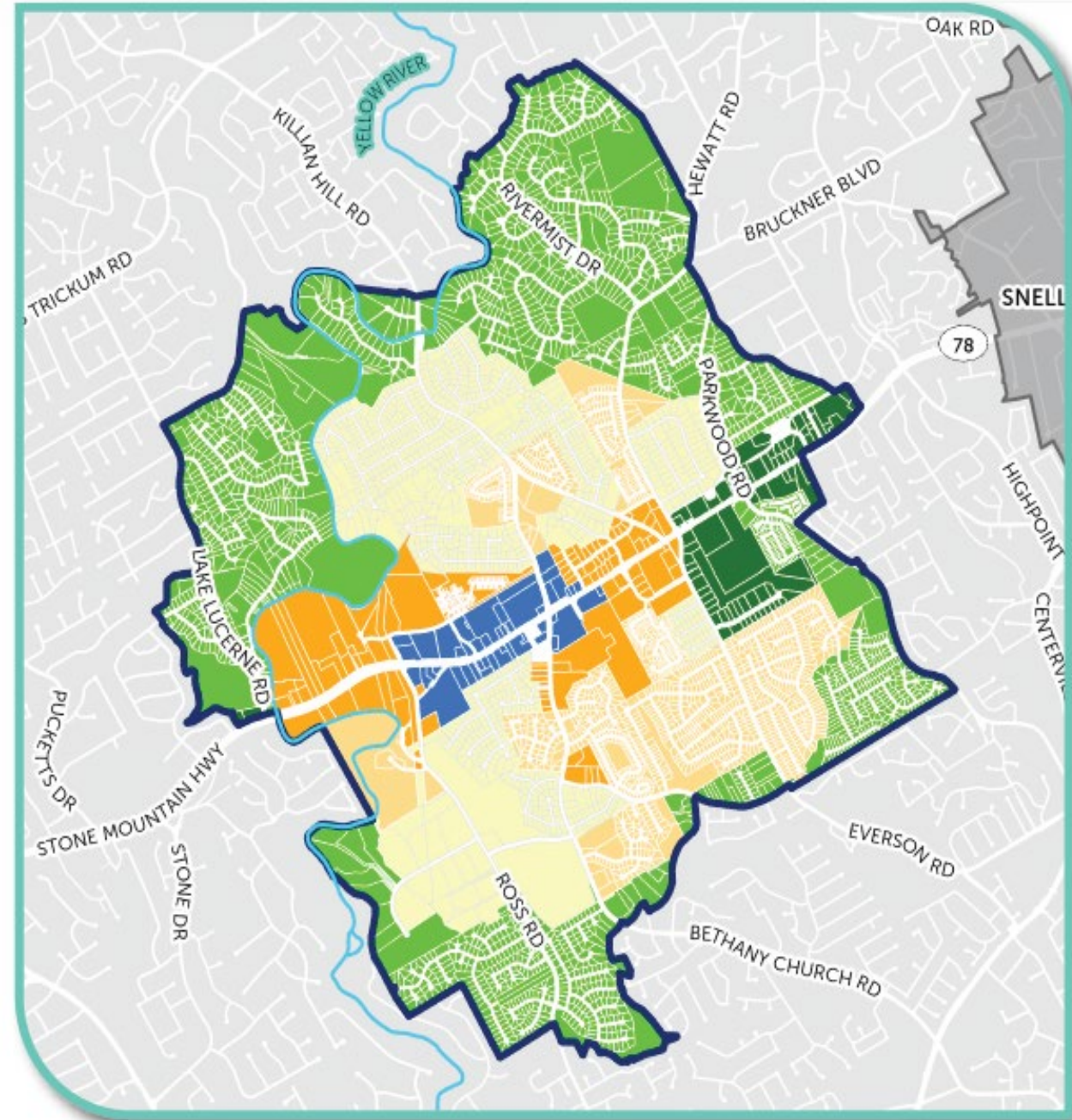
- 15 Sweetwater Creek Greenway West
- 16 Commerce Ave Trail
- 17 Venture Drive Trail

SMALL AREA PLAN VISION TO IMPLEMENTATION



- Identify Capacity/Mobility Gaps
- Develop Infrastructure Implementation Plan

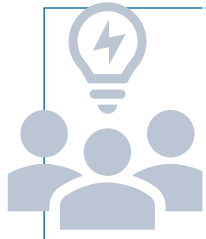
Killian Hill Daily Community



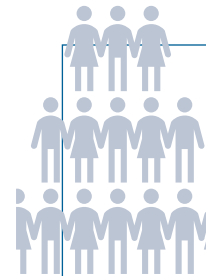
Initial Scope of Services



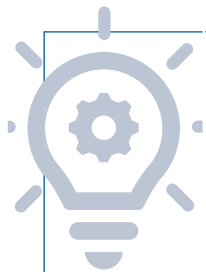
Current Initiatives - Comprehensive Land Use and Infrastructure Planning



Create an inter-departmental planning group



Align population/growth projections and planning cycle



Create a prioritization framework

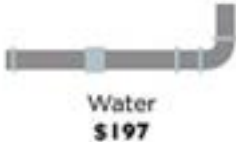


Analyze fiscal impact

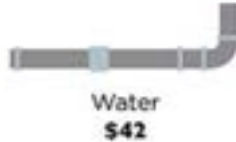
Infrastructure Investment

- Consider Infrastructure as a **growth management** tool
- Prioritize infrastructure improvements based on **Smart Growth** Priorities and **Land Use** Policy

Suburban City's Annual Cost, per Household



Urban City's Annual Cost, per Household



Future Initiatives - Comprehensive Land Use and Infrastructure Planning

Evaluate potential fee structure adjustment

Ensure regulations support smart growth

Identify approaches to support a multi-modal transportation network

Evaluate innovative infrastructure solutions for redevelopment



Collaboration

- Monthly Coordination with Core Planning Groups from P&D, DOT, DWR, DoCS
- Technical Advisory Committee for Small Area Master Plan
- Unified Plan Community Work Program Implementation
- Work Group on Focused Topics

Grow Smart People-Centered and Sustainable Infrastructure



Gwinnett
2045
UNIFIED PLAN



Questions?



Session 5

Current Planning

Land Use Case Reports

- Current Format in use since 2021
 - Zoning History
 - Existing Site Condition
 - Surrounding Use and Zoning
 - Project Summary
 - Zoning and Development Standards
 - Variance/Waiver (if requested)
 - Public Participation (if required)
 - Internal and External Agency Review
 - Staff Analysis
 - Staff Recommendation



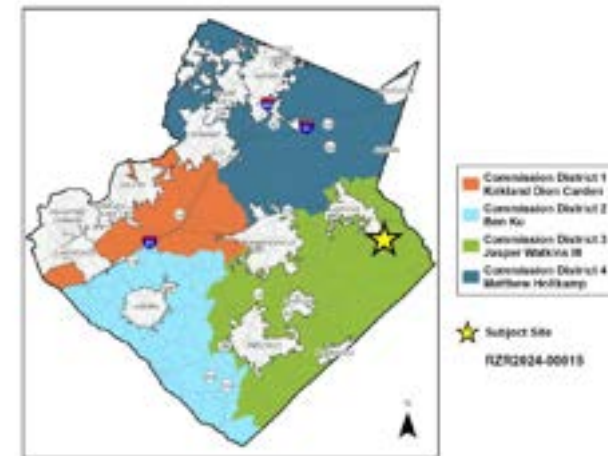
GWINNETT COUNTY
DEPARTMENT OF PLANNING AND DEVELOPMENT
446 West Ocran Street, Suite 300 | Lawrenceville, GA 30046-2448
678.518.6000
GwinnettCounty.com

PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

Case Number: RZR2024-00015
Current Zoning: RA-200 (Agriculture-Residence District)
Request: Rezoning to R-100 (Single-Family Residence District)
Additional Request: Waiver
Address: 1652 Harbins Road
Map Number: R5312 008
Site Area: 44.09 acres
Units: 38
Proposed Development: Single-Family Detached Subdivision
Commission District: District 3 – Commissioner Watkins
Future Development Type: Neighborhood Traditional

Staff Recommendation: APPROVAL WITH CONDITIONS

Planning Commission Recommendation: APPROVAL WITH CONDITIONS



Planning Commission Advertised Public Hearing Date: 5/7/2024 (Public Hearing Tabled to 6/4/2024)
Board of Commissioners Advertised Public Hearing Date: 6/25/2024

Open Discussion

- Which section of the case report is most helpful in determining your recommendation or vote?
- Which section of the case report is least helpful or relevant?
- Is there a section you would like to have more information?
- Is there information you wish was included that is not currently part of the report?

Planning Commission and BOC Process Improvement

- Tabled Cases
- Last Minute Plan Changes
- Revised Zoning Conditions



Tabling Cases

- Year to Date – 34 out of 105 New Business Cases (32%),
- 11 cases tabled multiple times
- Issues with Tabling Cases
 - Citizen Frustration.
 - Costs and staff time associated with re-advertising.
 - Confusion regarding opportunity to speak at hearing.
 - Unexpected length of meetings.

Attempts to Reduce Tabled Cases

- More comprehensive and direct feedback during pre-application meetings.
- Requiring Public Participation Meetings prior to Planning Commission.
- New online portal submittal system which allows more time for staff and applicant to potentially change or improve plan prior to final acceptance.

Attempts to Reduce Tabled Cases

Potential Change:

Amend Chapter 270 of the Unified Development Ordinance to prohibit changes to applications after public notice.

Last Minute Plan Changes

- Not uncommon for applicants to present a different plan at the public hearing.
- Issues with Last Minute Plan Changes
 - Affected citizens likely unaware of changes.
 - Insufficient or no staff review of the new plan.
 - Staff report and analysis is no longer accurate or reflective of the new proposal.

Revised Conditions

- What to avoid
 - Unenforceable conditions.
 - Including conditions which are already required by the UDO or conflict with the UDO.
- Notify staff prior to the meeting with possible revisions.

Evolution of Open Space Subdivisions



Purpose and Intent of OSC

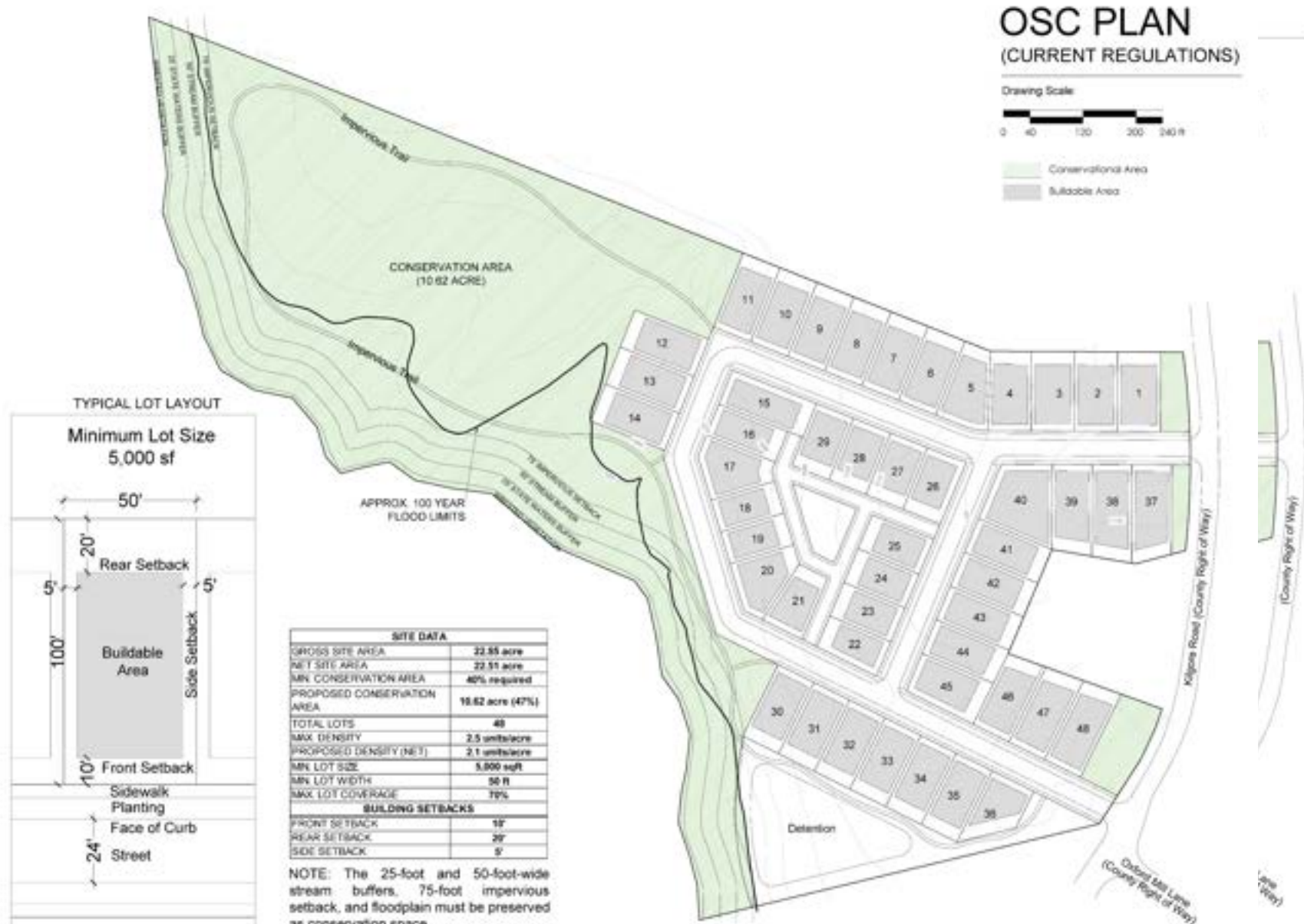
- Conserve natural and environmental resources.
- Reduce impervious surface, preserve tree canopy and stream buffers.
- Reduce infrastructure maintenance costs through efficient community design.



Comparison

- Conventional Subdivision (R-75)
 - 45 Residences
 - 4.76 acres of Open Space (2.3 required)
 - Approx. 2,600 linear feet of street
- Open Space Conservation Subdivision
 - 45 Residences
 - 10.62 acres of Open Space (40% required)
 - Approx. 1,700 linear feet of street

Conventional Subdivision vs. OSC Subdivision

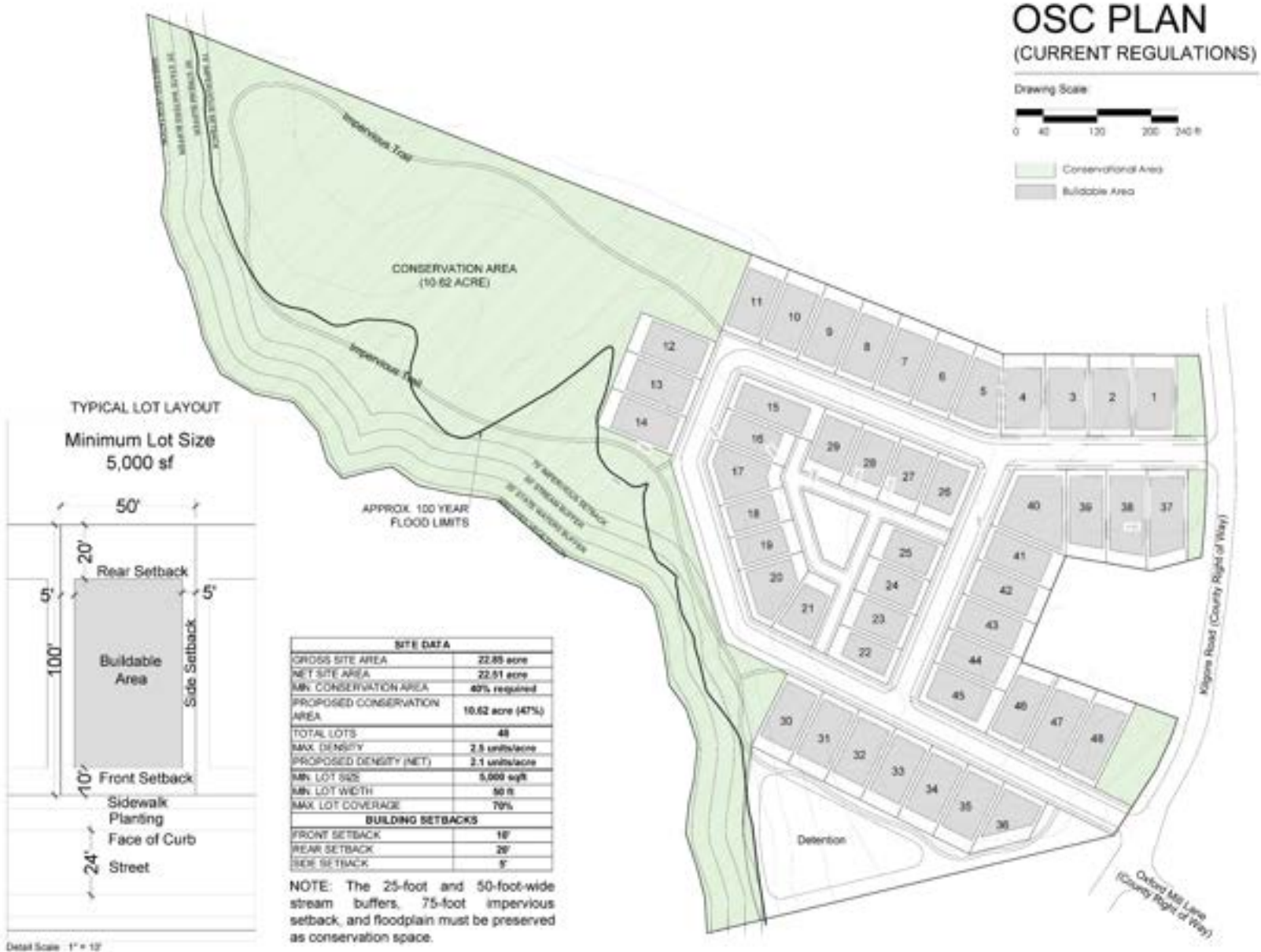


2024 Update to OSC

- Smaller Dimensional Lot Requirements
- More Open Space
- Requires USABLE Open Space
- Same Maximum Density

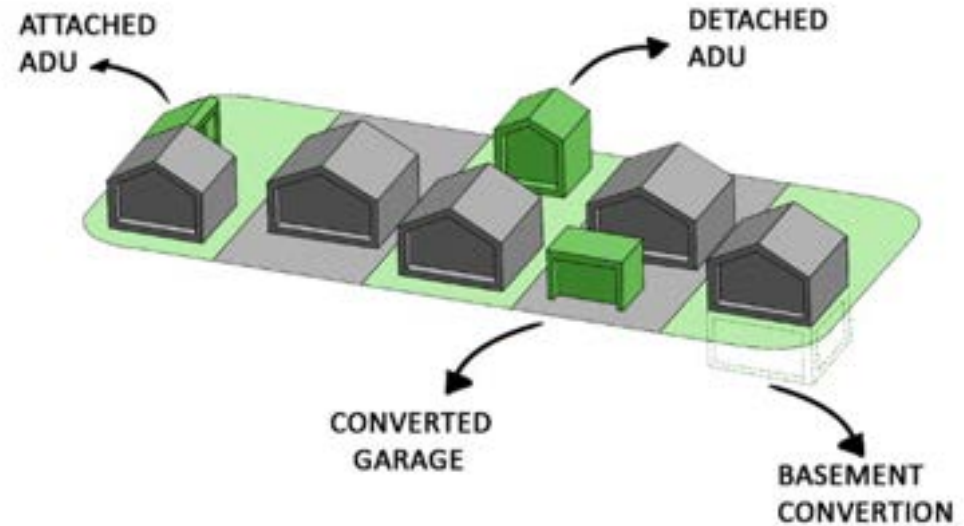
| Standard | Previous Code | Current Code |
|------------------------|----------------------------|--|
| Minimum Project Size | None | 10 acres |
| Lot Size | Minimum 7,500 square feet | Minimum 5,000 square feet |
| Lot Width | Minimum 60' | Minimum 50' |
| Front Yard Setback | Minimum 25' | Minimum 10' |
| Side Yard Setback | Minimum 7.5' | Minimum 5' |
| Rear Yard Setback | Minimum 30' | Minimum 20' |
| Street Frontage Buffer | Minimum 50' | Minimum 40' 10' wide landscape buffer |
| Open Space | Minimum 25% | Minimum 40% |
| Usable Open Space | None | 50% of Required Open Space |
| Density | Maximum 2.5 units per acre | Maximum 2.5 units per acre |

Previous OSC vs. Current OSC



Accessory Dwelling Units

- Benefits
 - Utilizes existing infrastructure.
 - Supplements income for homeowner.
 - Allows more options for multi-generational living.
 - Typically more affordable.



Accessory Dwelling Units – Current Code

- ADU's are allowed in ALL single-family zoning districts.
- One ADU per lot.
- Primary dwelling must be owner occupied.
- Cannot be larger than 50% primary dwelling.
- Must contain at least one full kitchen and bathroom.



From Permitting to Promoting ADUs

- 2024 UDO Update
- Public Outreach to inform residents of the option and potential of ADUs.
- Streamline Permitting Process.
- Pre-Approved design plans?
 - Seattle, WA
 - Chula Vista, CA
 - Plumas County, CA

Closing Remarks

Chairwoman Hendrickson