

The Northeast Georgia Regional Commission (NEGRC) has completed its review of the following Development of Regional Impact (DRI). This report contains the NEGRC’s assessment of how the proposed project relates to the policies, programs, and projects articulated in the Regional Plan and Regional Resource Plan. Also included is an assessment of likely interjurisdictional impacts resulting from the proposed development, as well as all comments received from identified affected parties and others during the fifteen-day comment period.

The materials presented in this report are purely advisory and under no circumstances should be considered as binding or infringing upon the host jurisdiction’s right to determine for itself the appropriateness of development within its boundaries.

Transmittal of this DRI report officially completes the DRI process. The submitting local government may proceed with whatever final official actions it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in the DRI report into consideration when rendering its decision.

Project I.D.:	DRI #4185
Name of Project:	The Landing at Tuck Farm
Name of Host Jurisdiction:	City of Loganville

Background

DRI review was initiated following the developer’s request to rezone the site to PUV (“Planned Urban Village”) and to annex land into the City of Loganville from unincorporated Gwinnett and Walton Counties. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 6/19/24–7/4/24.

Proposed Development

Green River Builders, Inc., is proposing construction of a mixed-use development that would include approximately 233,000 square feet of commercial space, 226 single-family detached homes, and 152 townhomes. Additionally, the site plan includes one detention pond, 34 acres of open space, an amenity area, and 1,258 parking spaces in the commercial areas. The site plan shows that Tuck Road would be rerouted to leave a 9.09-acre commercial outparcel on the southern corner of the site. No details about the outparcel’s potential site layout or building square-footage were provided. A new roundabout is proposed at the intersection of Conyers Road and the rerouted Tuck Road. Three vehicular site entrances are shown on the site plan: two along Tuck Road and one along Conyers Road. The project would be completed in one phase with an estimated completion date in 2028.

The proposed development would occupy property totaling 201 acres at the intersection of Conyers Road and Tuck Road. Parcels LG060009, LG060011, and LG060010A00 are located within the City of Loganville. Parcel LG060010 is mostly located in Loganville, except for a small area in the northwest corner that is in unincorporated Gwinnett County. Parcels LG0600100ADP and LG0600100DP are within unincorporated Walton County. There is also an area in the northwest corner of the site (north of parcel LG0600100DP and

west of parcel LG060010) that is within unincorporated Gwinnett County but no parcel information is available in Gwinnett County’s GIS parcel layer or Tax Assessor’s site.

Almost all the land within unincorporated areas would be annexed into the City of Loganville, except for two narrow strips of land along Tuck Road. All parcels would be rezoned to PUV (“Planned Urban Village”). Currently the parcels within Loganville are zoned R44 (“Single-Family Rural Residential”), except parcel LG060011, which is zoned CH (“Commercial Highway”). The two parcels within unincorporated Walton County are zoned A2 (“Rural Estate”). No current zoning information is available for the parcel within unincorporated Gwinnett County.

Currently, most of the site is forested. The pine trees on the west site of the site (mostly in unincorporated Gwinnett and Walton Counties) are growing in rows, so they were likely planted for forestry purposes. Parcel LG06009 includes a 2,844 square-foot single-family house, a barn, and several other accessory buildings, and portions of parcel LG060010 appear to include agricultural terraces and other signs of having been recently used for agriculture. Additionally, parcel LG060011 includes a 4,400 square-foot retail building that currently houses an automotive repair shop. These uses would be displaced by the proposed development.

According to the National Wetlands Inventory, two streams flow through the site, as shown on the attached site plan. One is Little Haynes Creek, and the other is an unnamed tributary of Little Haynes Creek. Little Haynes Creek and stream buffers around it are shown on the site plan, but the unnamed tributary is not. Further details are provided in the Natural Resources section, below.

Compatibility with Existing Plans

City of Loganville Comprehensive Plan

The City’s Future Land Use Map (dated 2/16/22) identifies most of the site as “Residential,” except for parcel LG060010A00 (identified as “Agriculture/Forestry”) and parcel LG060011 (identified as “Commercial”). The proposal’s compatibility with these designated future land uses, as described in the Loganville Comprehensive Plan, is summarized in the table below:

FUTURE LAND USE CATEGORY	DESCRIPTION	PROPOSED DEVELOPMENT’S COMPATIBILITY WITH FUTURE LAND USE CATEGORY
Residential	“Predominantly single-family homes. Certain civic and recreational uses are typically allowed.”	While the uses proposed on the site plan do not line up exactly with the specific parcels designated as “Residential” and “Commercial” on the Future Land Use Map, the overall concept of having a mix of residential and commercial uses on the Loganville portions of the site is mostly consistent with the Future Land Use Map and land use category descriptions.
Commercial	“Retail, office space, and highway-commercial land uses, though small-scale neighborhood shops or offices may be desirable in certain places.”	
Agriculture / Forestry	“Farms and timberland. Residential development should maintain a rural character with single-family detached homes on large lots.”	The commercial uses proposed on this parcel are not consistent the uses or character described in the plan for the “Agriculture/Forestry” land use designation.

Walton County Comprehensive Plan

The site is identified as “Neighborhood Residential” on Walton County’s Character Areas Map (dated 5/31/22). The proposal’s compatibility with the Neighborhood Residential character area, as described in the Walton County Comprehensive Plan, is summarized in the table below:

CHARACTER AREA	DESCRIPTION	APPROPRIATE LAND USES	PROPOSED DEVELOPMENT’S COMPATIBILITY WITH CHARACTER AREA
Neighborhood Residential	“Traditional residential development with neighborhood-scale businesses located throughout.”	Residential, commercial, agriculture, public, general recreation, mixed use	Commercial and residential uses are both listed as appropriate for this character area. The Plan’s more detailed narrative describes both townhomes and single-family homes as appropriate for this area. The proposal is consistent with these aspects of the Neighborhood Residential Character Area. It is not possible from the information provided to determine whether the commercial development proposed includes “neighborhood-scale businesses.” Additionally, no information was provided that would enable evaluation of whether the proposal is consistent with the plan’s emphasis on the importance of well-connected pedestrian and bicycle infrastructure within this character area.

Gwinnett County Comprehensive Plan

The portion of this site that is in unincorporated Gwinnett County was not assigned a character area on Gwinnett County’s 2045 Character Areas Map (dated 2/20/24). The two parcels in unincorporated Gwinnett County nearest to the project site that were assigned character areas in the plan are identified as being in the “Traditional” and “Rural” character areas. The proposal’s compatibility with these character areas, as described in Gwinnett County’s 2045 Unified Plan, is summarized in the table below:

CHARACTER AREA	CONTEXT	APPROPRIATE LAND USES	PROPOSED DEVELOPMENT’S COMPATIBILITY WITH CHARACTER AREA
Traditional	“Around Small/Rural Centers, distant from Urban Corridors; or, where single family is already in place and not on sewer.”	Single-family residential, utilities, parks/open space, conservation	This proposal is inconsistent with both character areas designated for nearby parcels in Gwinnett County. For both the Traditional Character Area and the Rural Character area, neither commercial uses nor townhomes are listed as being appropriate land uses. Additionally, the proposed density is inconsistent with the Rural Character Area narrative’s statement that “the intent is for these areas to maintain their very low density, pastoral character.”
Rural	“Areas that are currently farmland, large lot rural residential, or undeveloped and not proximate to an Urban Corridor or Village Center.”	Single-family residential, agriculture, rural residential, institutional, utilities, parks/open space, conservation	

Northeast Georgia Regional Plan

The site is identified as “Developed” and “Developing” on the Northeast Georgia Regional Plan’s Regional Land Use Map (dated 6/15/2023) The Regional Plan recommends development that

- Enhances economic mobility and competitiveness
- Elevates public health and equity
- Supports and adds value to existing communities
- Creates housing that is diverse, adequate, equitable, and affordable
- Includes transportation choices and is well-connected with existing and planned transportation options, and
- Protects natural and historic resources.

REGIONAL PLAN RECOMMENDATIONS	PROPOSED PROJECT’S COMPATIBILITY WITH RECOMMENDATION
Enhances economic mobility and competitiveness	<p>The commercial uses included in the proposal would create additional employment opportunities for the community.</p> <p>Depending on the mix of housing price points and commercial tenets selected, having a mix of residential and commercial uses in this project may enhance economic mobility and competitiveness by placing retail establishments near potential employees and/or customers.</p>
Elevates public health and equity	<p>If some of the housing units have price points that are affordable for workers at the site’s retail establishments, then the project has the potential to advance equity in the community by providing employment opportunities within a walkable distance of housing.</p> <p>The development is adjacent to a city-owned park, Destination Park. However, there are no connections to the park shown in the site plan. Two small portions of the site nearest to Destination Park are labeled as “Open Space” and “Amenities” but they do not have formal connections and are located behind single-family home lots. The developer should consider working with the City of Loganville to connect the development with Destination Park via a pedestrian path to create options that would elevate public health and equity regarding access to open space.</p>
Supports and adds value to existing communities	<p>The proposed project would add additional retail facilities and housing for the community.</p>
Creates housing that is diverse, adequate, equitable, and affordable	<p>Including both single-family detached houses and townhomes within the proposal would likely result in some variation in housing costs and values. However, no information was provided about whether any of the housing units would be considered affordable housing.</p>
Includes transportation choices and is well-connected with existing and planned transportation options	<p>No sidewalks or bicycle facilities are labeled on the site plan, so it is unclear whether this proposal accommodates for transportation choice. The proposed street network is only moderately well-connected but does include multiple entrances to existing streets.</p> <p>A big-box store borders this site to the east (Parcel LG040001), and there is a grocery store on the parcel adjacent to the big-box store (Parcel LG040001A00). It is recommended that the developer work with the owner of Parcel LG040001 to determine whether a pedestrian/bicycle connection could be added between the residential portions of this development and the big-box store.</p>
Protects natural and historic resources	<p>The proposal protects Little Haynes Creek from development; however, the National Wetlands Inventory indicates there is a second stream on the site, which is not shown on the site plan nor protected from development. See the “Natural Resources” section, below, for more information.</p>

Potential Interjurisdictional Impacts

NATURAL RESOURCES:

The applicant states that the project is unlikely to affect any of the environmental quality factors identified on the DRI Additional Form, including water supply watersheds, groundwater recharge areas, wetlands, protected mountain and river corridors, floodplains, historic resources, and other environmentally sensitive resources.

An existing intermittent stream (Little Haynes Creek) crosses the eastern side of the site, flowing from north to south, and no construction is proposed within the stream or its buffer. The width of the stream buffer is not indicated on the site plan so it is assumed that at a minimum the state's 25-foot buffer would be met. The National Wetlands Inventory (NWI) also shows a second intermittent stream on the site, as depicted on the attached Location Map. The second stream crosses through the center of the site, flowing from northwest to southeast, and it is a tributary of Little Haynes Creek. Neither the tributary stream nor any stream buffer around it are depicted on the submitted site plan, and buildings, parking lots, and roads are proposed on the land where the NWI shows the stream to be. Determination of whether the tributary stream is actually present on the site would require a land survey.

The chart below summarizes the number of acres within the site area as well as within a one-mile buffer around the site that contains 1) wetlands, 2) conservation land, 3) regionally important resources, and 4) threatened regionally important resources. Please refer to the footnotes for definitions for each of these terms.

Wetland, Conservation, and Regionally Important Resources

	Area Type	Area (Acres)	Percent of Area
SITE AREA (201 Acres)	Wetland Acres ¹	3	1%
	"Conservation Land" ²	150	75%
	Regionally Important Resource Land ³	150	75%
	Threatened Regionally Important Resource Land ⁴	150	75%
1 MILE BUFFER AROUND SITE	Wetland Acres	82	3%
	"Conservation Land"	1,047	38%
	Regionally Important Resource Land	952	34%
	Threatened Regionally Important Resource Land	1047	38%

Little Haynes Creek is listed as a Regionally Important Resource (RIR) in the Northeast Georgia Resource Management Plan for Regionally Important Resources (dated 8/7/2018). Additionally, the RIR acreage listed in the table above and shown on the Location Map is part of the Northeast Georgia Green Infrastructure

¹ Wetland acres are derived from the National Wetland Inventory (NWI)

² "Conservation" land is derived from the Northeast Georgia Regional Plan's Conservation and Development Map (6/15/2023).

³ Regionally Important Resources were identified as a part of the Northeast Georgia Resource Management Plan for Regionally Important Resources (2/15/2018).

⁴ This area represents the intersection between Conservation areas (identified on the Conservation and Development Map, 6/15/2023), adopted Regionally Important Resources (RIR), and "Developed" and "Developing" Regional Land Use areas (identified on the Regional Land Use Map, 6/15/2023).

Network. The Green Infrastructure Network is intended to serve as a strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value that benefits wildlife and people, supports native species, maintains natural ecological processes, sustains air and water resources, links urban settings to rural ones, and contributes to the health and quality of life for the communities and citizens sharing this network. The site plan does not include details that would indicate the intentions of the Green Infrastructure Network would be met.

The proposal should be designed to minimize disruption to the existing streams, associated wetlands, and floodplains to avoid future erosion, flooding, and degraded water quality onsite and downstream from the site. Low impact design measures, like bioswales, rain gardens, and other green infrastructure should be incorporated into the project design. At minimum, the project should be in accordance with the latest edition of the Georgia Stormwater Management Manual (Blue Book) and meet all relevant EPD requirements.

INFRASTRUCTURE:

Transportation

No traffic impact study has been completed for this project. The applicant estimates that 1,310 PM peak hour vehicle trips per day would be generated by this project. No estimate was provided for AM peak hour trip generation. The applicant indicated on the application form that no transportation improvements are needed to serve this project; however, the site plan submitted includes a proposed new roundabout and proposed realignment of Tuck Road.

Water Supply and Wastewater

The project would be served by the City of Loganville water and sewer systems with an estimated daily demand of 0.25 MGD for each system. The applicant states that these demands can be covered by existing capacity and that no water or sewer line extensions to the site are anticipated.

Stormwater Management

The applicant estimates that approximately 33% of the site would be covered in impervious surfaces, and one detention pond is planned to manage stormwater runoff. Refer to the site plan for the proposed location of stormwater management infrastructure.

SERVICES:

Solid Waste

The applicant estimates the project would generate 600 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. According to annual tonnage reports from the Georgia Environmental Protection Division, all municipal solid waste (MSW) generated in Walton County is disposed of in a landfill in Barrow County. The applicant states that no hazardous waste would be generated.

Lifecycle Costs and Revenues

The applicant estimates that the project would be worth \$200 million at build-out in 2028 and generate \$10 million in annual local taxes. On a per-acre basis, the project would be worth approximately \$1 million and generate approximately \$50,000 in tax revenue. Prior to approval, the City should measure the life cycle costs of the infrastructure needed to serve this project to ensure that they would not be committing to more maintenance expenses than the new tax revenue can cover.

Comments from Affected Parties

Jonathan Peevy, P.E., Assistant District Traffic Engineer, Georgia Department of Transportation

This project will have major impacts to the project PI 0016387. They will need analyze the intersection of SR 20 @ Sharon/Tuck Rd. Currently the project will be realigning Tuck Rd to create a RAB at the intersection. The volume of this development will likely need to have bypass lanes onto Tuck. They will also need to coordinate with D1 Traffic Ops and the PM to coordinate any driveways onto the SR 20. SR 20 will also have a median, so any drives will be restricted to RIRO's. They also should analyze the signal of US 78 @ SR 20 to ensure that new traffic will be accommodated, as well as the proposed signal on SR 20 at the Publix.