

**HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT**

Applicant K2P Land Partners, LLC

Request **Rezone** | from Agricultural Residential 1 (AR-1)
to Residential Multi-Family (R-MF)

Proposed Use 700 unit residential development

Size 84.30± acres

Zoning **Current:** Agricultural Residential 1 (AR-1) |
Proposed: Residential Multi-Family (R-MF)

Location **5401 Old Winder Highway** | Tax Parcel 15039A
000007 (pt)

Commission District One

Planning Commission Date August 4, 2025
June 16, 2025

Staff Recommendation **Approval, with conditions**, as the proposed
development is consistent with the “Regional
Activity Nodes and Corridors” future land use
designation in the Comprehensive Plan.

Record Number.....HZON25-0021

Planning Commission Recommendation**Denial**

Vote: 5-0

Excerpts from the minutes of the August 4, 2025 meeting

Motion: A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt.
Vote: 5-0

Applicant’s Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Steve Gilliam, 340 Jesse Jewel Parkway, Gainesville, presented the request. The applicant is requesting to rezone an 84.30± acre portion of a tract from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) to allow a 700 unit residential development consisting of 320 apartment units and 380 townhomes and stacked flats with various amenity features. The overall proposed density for the

development is 8.3 units per acre. The subject parcel is bordered by State Route 211/Old Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which have been designated as being within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 194.11± acres, to Light Industrial (I-1) to accommodate approximately 1,719,640 square feet of proposed warehouse space (HZON25-0022).

Cameron Henderson, 4641 Quailwood Drive, Flowery Branch, presented the request.

Public Forum:

Helen Palmer-Davis, 5429 Pleasant Hill Lane, Braselton, spoke in opposition. Concerns raised were an increase in traffic, the proposed roundabout's capacity to handle the increased traffic, decrease in surrounding property values, and the additional traffic from the proposed industrial park's trucks and employees.

Donna Guyton, 5416 Old Winder Highway, Braselton, spoke in opposition. Concerns raised were an increase in traffic, the potential impact to school bus traffic, and the traffic caused by the industrial park's trucks and employees. Ms. Guyton stated this development is not "smart growth" for the area and does not match the current character of the area.

Phil Davis, 5429 Pleasant Hill Lane, Braselton, spoke in opposition. Mr. Davis states he is not opposed to growth but wants "smart growth" and does not believe this is. Concerns raised were increased traffic due to residents of the proposed residential development and truck traffic from the industrial development. He also brought up concerns regarding the one-way ingress and egress from the development and states that the current roadways cannot accommodate this increased traffic. He encourages the Planning Commission to consider the request only after the Highway 211 widening project is completed.

Jill Cooper, 5125 Old Winder Highway, Braselton, spoke in opposition. Concerns raised were the limited access into the development compared to the number of residents and employees and that the proposed development does not match the current character of the community.

Korey Anderson, 5179 Stately Oaks Drive, Flowery Branch, spoke in opposition. Concerns raised were the amount of approved high-density development that have not yet been built-out, and that the applicant's traffic study cannot account for the traffic of these other developments if they are developed.

Rebuttal

The applicant stated this application follows the county's Comprehensive Plan for this area. The roundabout proposed has been approved by GDOT and when the road is widened, it will become a double roundabout. The applicant explained that the development would be phased to coincide with the current projected timeline of GDOT's road widening project.

Planning Commission Comments:

Mr. Sosebee asked for a further breakdown of the trips per day included in the traffic study. Mr. Henderson stated there were 7,690 trips anticipated per day with 936 of those being trucks and the remainder being personal vehicles. Mr. Henderson stated GDOT's recommendations are based on peak hours, which are 7:30 am to 8:30 am, as well as 4:30 pm to 5:30 pm. Mr. Sosebee asked if there was a breakdown during those peak hours. Mr. Henderson stated there would be an estimated 263 trips into the development and 273 trips out of the development for a total of 537 trips per weekday during the morning peak hours. Mr. Sosebee clarified this would be in addition to the current traffic on Old Winder Highway. Mr. Henderson stated that the 273 trips would be in addition to current traffic.

Motion: A motion to deny was made by Frank Sosebee and seconded by Shannon Davidson. Vote: 5-0

Excerpts from the minutes of the June 16, 2025 meeting

Applicant's Presentation:

Vamsee Polamarasetty, Planner, stated the applicant has requested to table to the August 4, 2025 meeting.

Motion: A motion to table to August 4, 2025 was made by Frank Sosebee and seconded by Shannon Davidson. Vote: 4-0 (Varner absent)

Staff recommends APPROVAL of the applicant's request with the following conditions:

1. The property shall be developed in accordance with the site plan revised on July 15, 2025, and as described in the amended project narrative dated July 16, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to 320 apartments and 380 total townhomes or stacked flats.
3. The minimum heated floor area (HFA) for the townhomes shall be 1,800 square feet. The minimum heated floor area (HFA) for the stacked flats shall be 1,400 square feet.
4. All townhomes shall provide two-car garages in addition to driveways that can accommodate two cars parked side-by-side. Garages may be front or rear-loaded.
5. All stacked flats shall provide a one-car garage per flat, at minimum, in addition to driveways that can accommodate one parked car. Garages may be front or rear-loaded.
6. Amenities including playgrounds, outdoor pavilions, picnic areas, pool, pickleball court, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.

7. Model homes shall be limited to one townhome building and one stacked flat building prior to approval and recording of the Final Plat. Model home permits may be issued prior to Final Plat recording provided that hard surface (crusher run) access is provided and fire protection (functioning hydrant) is located within 500 feet of any structure under construction. No certificates of occupancy shall be issued to a residence prior to Final Plat recording.
8. Developer is allowed a maximum of one sales office trailer for the townhome/stacked flats portion of the development. This office shall be removed at time of sale of the last unit. One temporary leasing office trailer is permitted for the apartment complex which shall be removed upon issuance of the Certificate of Occupancy for the apartment building containing the permanent leasing office.
9. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.
10. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.
11. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.
12. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.
13. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
14. The following statement regarding the potential impacts of industrial operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with the existing and commercial and industrial practices which may take place on adjacent and nearby properties including, but not limited to, noise, odors, dust, the operation of machinery and

motor vehicles. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices.”

15. The following statement regarding the potential impacts of the nearby motor raceway shall be made a part of any plat recorded on the property: “Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with the existing motor raceway venue on adjacent and nearby properties including but not limited to noise, odors, dust, the operation of motor vehicles, traffic, crowds, and other effects associated with such venues. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices.”
16. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.
17. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

The following are variances requested by the applicant, and shall warrant determination by the Board should it choose to approve the submitted narrative and site plan:

1. 7.3.a.F.2.e – Townhouse Use Standard
 - a. Buildings containing more than three attached units must be designed so that facades and roofs are staggered or offset by at least 3 feet for every grouping of three units.
 - i. The applicant proposes an offset of zero to 2 feet for every grouping of two units.
2. 8.6.4.F – Residential temporary signs
 - a. Residential temporary signs are temporary signs on residentially zoned property. Residential temporary signs must meet the following standards:
 - The sign may not exceed 6 square feet in area.
 - Signs must be at least 15 feet from side and rear property lines.
 - i. The applicant proposes temporary sales and marketing signs not exceeding 32 square feet per sign face and 8 feet in height along the property frontage of Old Winder Highway. The number of signs nor length of time are specified.

Summary Analysis

The applicant is requesting to rezone an 84.30± acre portion of a tract from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) to allow a 700 unit residential development consisting of 320 apartment units and 380 townhomes and stacked flats with various amenity features. The overall proposed density for the development is 8.3 units per acre.

The subject parcel is bordered by State Route 211/Old Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which

have been designated to be within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 194.11± acres, to Light Industrial (I-1) to accommodate approximately 1,719,640 square feet of proposed warehouse space (HZON25-0022).

The surrounding properties are zoned and developed as outlined below:

- North: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.
- East: Planned Commercial Development (PCD) – Road Atlanta Raceway
- South: Planned Residential Development (PRD) – Reveille master-planned development, currently undeveloped.
- West: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.

Per the submitted site plan and narrative, the applicant proposes six multi-family buildings, 4 stories in height, to accommodate 320 apartment units. Two separate neighborhoods of townhomes and stacked flats are proposed totaling 380 units. Community amenities for the apartments will include guest parking, outdoor pavilion, picnic area, pool, playground, mail kiosk, and pickleball courts. Not all amenities referenced in the narrative are shown on the submitted site plan. Several parks are identified throughout the development which may also include these amenities. All amenities are proposed to be completed by 50% of final build out and the applicant states that the minimum open space requirement of 30% will be met.

Per the submitted narrative and “Typical Lot Layout” diagrams, the townhome developments will be a combination of front-loaded and rear-loaded units having a minimum heated floor area of 1,800 square feet, and the rear-loaded stacked flats will each have a minimum heated floor area of 1,400 square feet. The townhome product features a two-car garage while the stacked flat product includes a single-car garage for each flat. All driveways will have a minimum width of 16 feet and a minimum length of 22 feet from the garage face to the edge of right-of-way. Sidewalks 5 feet in width will be provided on both sides of the streets throughout the development. The submitted site plan does not distinguish between the townhomes and stacked flats, or the front-loaded and rear-loaded products.

Per the narrative, the applicant requests model homes for one townhome building and one stacked flat building prior to approval and recording of the Final Plat. The applicant also requests one sales trailer for the townhome and stacked flats development and one leasing office for the apartment development.

The applicant notes that the entry monument signage and internal directional signage will comply with the Hall County Unified Development Code (UDC). Sales and marketing signage is proposed, which is not allowed within the UDC and is identified as an exception in this report.

Water service will be provided by the City of Gainesville Department of Water Resources as confirmed by an availability letter dated April 24, 2025. Sanitary sewer services will be provided by Hall County as confirmed by an availability letter dated May 6, 2025.

Per the submitted site plan and narrative, the development will be accessed by a new road constructed off Old Winder Highway, which will simultaneously serve the proposed industrial development of approximately 1,719,640 square feet of light industrial warehouse space (HZON25-0022) subject to board approval. The access is located approximately midway between Pleasant Hill Lane and Ridgemoor Drive with a proposed right turn lane out of the development. The traffic impact study (excerpt below)

references the future widening of SR 211 and a multi-lane roundabout at the intersection of the new development; the roundabout is not shown on the site plan; however, an existing and future conditions concept plan was provided depicting how the entrance will be designed prior to and after the future multi-lane roundabout.

Per the submitted traffic impact study conducted by NV5 and updated on June 3, 2025, the following improvements are recommended:

“While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed.”

The development standards for the project are described in the table below:

Development Standard	Apartments	Townhomes/Stacked flats	Required	Compliance
Site Area	84.30± acres		1 acre minimum	Complies
Density	8.3 U/A		12 U/A maximum	Complies
Open Space	35% (30 acres)		30%	Complies
Sidewalks	5 feet on both sides of street		5 feet	Complies
Number of Units	320	380	N/A	N/A
Minimum Lot Area	N/A	2,200 sf	2,000 sf	Complies
Min. Lot Frontage	N/A	24 feet	N/A	Complies
Maximum Height	4 stories	3 stories	75 feet	Unknown*
Minimum Heated Floor Area	not specified	1400 sf stacked flat 1800 sf townhome	N/A	N/A
Front Yard	40 feet	15 feet or 20 feet for front-loaded	20 feet	Complies
Side Yard	10 feet	20 feet between buildings	7 feet	Complies
Rear Yard	20 feet	15 feet or 20 feet for rear-loaded	20 feet	Complies
Offset	N/A	0-2 feet	3 feet* (7.3.1.F.2.e)	Deficient
Note 1: Minimum standards for lots and yards are only applicable for the overall development tract. Note 2: Items marked with an asterisk (*) do not conform to the UDC or are unspecified in the application				

Based on the future land use plan, staff finds the requested rezoning is consistent with the Hall County Comprehensive Plan and the future land use designation of Regional Activity Nodes and Corridors.

These are areas that either bring visitors from the region or can support future development with a regional draw. New development in these areas should include a combination of retail, office, civic, and residential uses that can contribute to a live-work-play environment. This range of development types

may not always be at the same intensity across the county: new development needs to be scaled in the context of the area's infrastructure capacity. New development should also emphasize high-quality building and site design, including dedicated open/civic space, walkability, and a sense of place. Where there is residential development, a maximum density of up to 16 dwellings per acre may be permitted at the discretion of the Board of Commissioners.

On June 2, 2025, Hall County staff received Development of Regional Impact (DRI) review findings from Adam Hazell, Planning Director with Georgia Mountains Regional Commission (GMRC). These findings determined that the project does not present any potential adverse interjurisdictional impacts. One comment was provided by Carol Flaute, Senior Community Planner with the Northeast Georgia Regional Commission, which states: "The stream that flows through the project site is a tributary of the Mulberry River, upstream of a municipal water intake for the Town of Braselton. Additionally, the reach of the Mulberry River into which the tributary flows is listed by the Georgia EPD as "not supporting" due to fecal coliform bacteria and impacts on the macroinvertebrate community (EPD 2024 Integrated 305(b)/303(d) List). Please ensure that the project is designed to minimize disruption to the existing streams, including minimizing erosion and controlling stormwater runoff to avoid degradation of downstream water quality. Low impact design measures like bioswales, rain gardens, and/or other green infrastructure are encouraged."

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

- a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is suitable in view of the use and development of adjacent and nearby property. The surrounding area consists of a variety of land uses which include residential, agricultural, and commercial uses.**
- b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **No, it is not anticipated that the proposed rezoning will adversely affect the existing use or usability of adjacent or nearby properties.**
- c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned, however, the applicant cannot develop the property as proposed without approval by the Board of Commissioners.**

Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved, the use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service. Per the submitted traffic study, the addition of traffic from the proposed site is expected to increase delays only marginally at the two studied intersections, allowing them to continue operating similarly to no-build conditions.**

- d) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area **The proposed use is consistent with the intent of the Regional Activity Nodes and Corridors future land use designation in the Comprehensive Plan which supports future development with a regional draw. New development in these areas should include a combination of retail, office, civic, and residential uses that can contribute to a live-work-play environment. This range of development types may not always be at the same intensity across the county: new development needs to be scaled in the context of the area's infrastructure capacity. New development should also emphasize high-quality building and site design, including dedicated open/civic space, walkability, and a sense of place. Where there is residential development, a maximum density of up to 16 dwellings per acre may be permitted at the discretion of the Board of Commissioners.**
- e) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**
- f) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**
- g) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**
- h) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property. **The property is currently undeveloped and forested.**
- i) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**
- j) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning is Residential Multi-Family (R-MF). The property is surrounded by residentially-zoned property to the north, west, and south. The property zoned PRD to the southwest of the subject property includes multi-family residential uses. The change would not create an isolated district unrelated to the surrounding developments and districts.**
- k) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**
- l) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request does not appear to be out of scale with the needs of the immediate neighborhood or the county.**

- m) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the County that support residential multi-family uses based on the Future Land Use Map.**
- n) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**
- o) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**
- p) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**
2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:
 - a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**
 - b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district. **The proposal meets the requirement; however, the submitted site plan does not distinguish the number of units of each product type in reference to the 380 requested townhomes and stacked flats.**

- c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**
- d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **The applicant submitted a traffic impact study conducted by NV5 and updated on June 3, 2025 which includes the following recommendations:**

“While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed. Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development.”

Development Support and Constraints

Hall County Environmental Health

In an email dated May 13, 2025, Emily McGahee stated, “No comment. Public sewer.”

Georgia Department of Transportation

In an email dated May 28, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is required.

Gainesville-Hall Metropolitan Planning Organization

In an email dated May 15, 2025, Joseph Boyd, MPO Director, provided the following comment:

“This parcel is along State route 211/Old Winder Hwy, which is scheduled to be widened (GH-025/PI 0007233) beginning in FY2029. Right-of-way authorization begins on 7/28/2026. Applicant should coordinate with GDOT District 1 on those impacts.”

Hall County Public Works and Utilities

In a memo dated May 16, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:

This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation not centerline.

Traffic:

GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.

We have questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary.

Utilities

Hall County sanitary sewer runs through the site.

Hall County Fire Marshal

In an email dated May 14, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "Hall County Fire Marshal's Office will require the following code requirements below to be applied to the 700 unit residential development.

International Fire Code D106.2 Projects having more than 200 dwelling units.

Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

International Fire Code D106.3 Remoteness.

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

International Fire Code D105.1 Where required.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, *approved* aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet wall, whichever is greater.

International Fire code 105.2 Width.

Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulder, in the immediate vicinity of the building or portion thereof.

International Fire Code 105.3 Proximity to building.

One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

The requirements mentioned above are not all inclusive, additional requirements/modifications may be required during the development review process."