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6/12/2024

REZONING APPLICATION

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
Name: <u> Luke Rozanski </u>	Name: <u> David Seungho Chi and Oak Chi Bloomingdale T. Brown </u>
Address: <u> 3460 Preston Ridge Rd Ste 150 </u>	Address: <u> 3006 Springdale Rd. 2946 Springdale Rd </u>
City: <u> Alpharetta </u>	City: <u> Snellville </u>
State: <u> GA </u> ZIP: <u> 30005 </u>	State: <u> GA </u> ZIP: <u> 30039 </u>
Phone: <u> 850-559-5600 </u>	Phone: <u> 850-559-5600 </u>
Email: <u> ROZHLDG@GMAIL.COM </u>	Email: <u> ROZHLDG@GMAIL.COM </u>
Contact Person: <u> Jake Adams </u> Phone: <u> 678.756.3889 </u>	
Contact's Email: <u> adamsldgc@gmail.com </u>	
APPLICANT IS THE:	
<input type="checkbox"/> Owner's Agent <input type="checkbox"/> Property Owner <input checked="" type="checkbox"/> Contract Purchaser	
Current Zoning District(s): <u> R-100 </u> Requested Zoning District: <u> R-60 </u>	
Parcel Number(s): <u> 5004 007 & 5004 006 </u> Acreage: <u> 19.48 </u>	
Property Address(es): <u> 3006 & 2946 Springdale Rd, Snellville, GA 30039 </u>	
Proposed Development: <u> 49 unit single family detached subdivision </u>	
Variance(s): <u> n/a </u> Waiver(s): <u> n/a </u>	
RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Dwelling Units: <u> 49 </u>	No. of Buildings: <u> n/a </u>
Dwelling Unit Sq. Ft.: <u> +/- 2,000 </u>	Total Building Sq. Ft.: <u> n/a </u>
Density: <u> 2.5 units/ac </u>	Floor Area Ratio: <u> n/a </u>
Floor Area Ratio (LRR, MRR, HRR): <u> Min 0.27 </u>	
MIXED-USE DEVELOPMENT	
No. of Dwelling Units: <u> n/a </u>	Dwelling Unit Sq. Ft.: <u> n/a </u>
Total Non-Residential Sq. Ft.: <u> n/a </u>	Floor Area Ratio: <u> n/a </u>



PRE-APPLICATION MEETING MINUTES

Subject Properties: 2946 and 3006 Springdale Road

Application Type: Rezoning

Date: 3/13/2024

Attendees:

Name	Organization	Title	Email
Daniel Robinson	Gwinnett County	Deputy Director	Daniel.robinson@gwinnettcountry.com
Andrew Russell	Gwinnett County	Planner	Andrew.russell@gwinnettcountry.com
Brent Hodges	Gwinnett County	DOT	Brent.hodges@gwinnettcountry.com
Luke Rozanski	REN-MF		rozhdg@gmail.com

Summary of Request:

- The applicant is requesting a rezoning from R-100 to R-60 to develop a single-family detached subdivision.

Comments:

- Mail kiosk must be shown on the site plan.
- Provide calculation and label open space. Minimum open space is 10% of project area. 50% of required open space must be usable. Usable area could contain activating the existing pond, seating areas, firepit, etc.
- The setback along Springdale Road is 40-foot-wide with a 10-foot-wide landscape included. Show on plan.
- Sewer capacity certification must be included in the application.
- Please have discussion with DWR regarding the location and relocation of the sewer line located in the rear yards of several residences. The proposed location will certainly lead to issues in the future. Strongly recommend redesigning the subdivision so that no lots are located in the easement.
- Traffic Impact Study required. Likely a Level II study – please contact Brent Hodges for more information.
- Ensure the radius of the culs-de-sac is 50' measured to the curb. Please label on site plan.
- It appears that Lot 21 will likely require a waiver from Section 350-30.2.D. All waivers and/or variances must be expressly requested in the Letter of Intent.
- Remove the bold existing property line from the site plan for clarity.
- Provide a single legal description for the property assemblage.

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Application Notes:

- Please review the new [application requirements](#) for all submittals.
- Variances (from Title II) and waivers (from Title III) may be requested concurrently with an application. Ensure variances and waivers are demonstrated on the site plan and requested in the letter of intent, if applicable.
- Submit all application documents to p&d-planningzoning@gwinnettcountry.com
- Once the application is received, an internal review meeting will be conducted, and additional information may be requested.

Staff Contacts:

- Building / Architectural Design: Gail Bass, Building Plan Review Manager
gail.bass@gwinnettcountry.com or 678-518-6094.
- Fire: Jennifer Folden-Nissen, Fire Planner III
jennifer.folden-nissen@gwinnettcountry.com or 678-518-6116.
- Sanitary Sewer: Lorraine Campagne, DWR Section Manager
lorraine.campagne@gwinnettcountry.com or 678-376-7058.
- Stormwater: Michael Skarda, Engineer III
michael.skarda@gwinnettcountry.com or 678-518-6089.
- Transportation: Brent Hodges, Construction Manager I
brent.hodges@gwinnettcountry.com or 678-639-8862.

Important Links (Revised January 1, 2024):

- [Application Procedures and Instructions](#)
- [Public Hearing Schedule](#)

Important Dates:

- Application Filing Deadline: 3/28/2024
- Planning Commission Meeting: 6/4/2024
- Board of Commissioners Meeting: 6/25/2024

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STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

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

Please respond to the following standards in the space provided or use attachment as necessary:

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

Yes, approval of the proposed rezoning application will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The property is located on Springdale rd in close proximity to a variety of land uses including single family, duplex, multifamily and commercial. The property is located on Springdale rd in close proximity to a variety of land uses including single family, duplex, multifamily and commercial.

(B) Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property:

No, the approval of this application will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed zoning classification is compatible with the existing residential uses of adjacent property.

(C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

Due to the size, location, layout and dimensions of the subject property, the applicant submits that the property does not have reasonable economic use as currently zoned

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

No, the approval of the application will not result in an excessive or burdensome uses of the infrastructure systems. The property has convenient access to Springdale rd and access to gravity sewer. The proposed development would enhance the area and provide a community with a more up to date site design and amenities.

(E) Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map:

The proposed rezoning application is in conformity with the Gwinnett County 2045 Unified Plan by utilizing one of the recommended zoning classifications for this character areas.

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

The proposed development adheres to the established character area referenced in the 2045 Unified Development Plan while simultaneously providing much-needed residential inventory. Notably, the project proposes a density significantly lower than the R60 zoning allows, along with a substantial increase in open space exceeding the minimum requirements by nearly 3 times for that designation.

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Gwinnett County Planning Division
Rezoning Application
Last Updated 12/2023

REZONING PROPERTY OWNER'S CERTIFICATION

The undersigned below, or as attached, is the owner of the property considered in this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.



Signature of Property Owner


6/10/24

Date

Bloomingtondale T. Brown

Type or Print Name and Title





Signature of Notary Public

06-10-24

Date

Notary Seal

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REZONING PROPERTY OWNER'S CERTIFICATION

The undersigned below, or as attached, is the owner of the property considered in this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.

[Handwritten Signature]

6/8/24

Signature of Property Owner

Date

David S. Chi *Owner*

Type or Print Name and Title

[Handwritten Signature]

6-10-24

Signature of Notary Public

Date

Notary Seal



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REZONING APPLICANT'S CERTIFICATION

The undersigned below is authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of last action by the Board of Commissioners.



Signature of Applicant

6/7/2024

Date

Luke Rozanski

owner/manager

Type or Print Name and Title

Kelli Payne

Signature of Notary Public

6/7/24

Date



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VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

The undersigned below is authorized to make this application. The undersigned certifies that all Gwinnett County property taxes billed to date for the parcel listed below have been paid in full to the Gwinnett County Tax Commissioner. In no case shall an application or reapplication for rezoning be processed without such property verification.

A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.

Parcel I.D. Number: 5004 006

(Map Reference Number)



Signature of Applicant

6/10/2024

Date

Lucy Prozancki Manager / owner

Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE. THIS FORM MUST BE SIGNED BY A REPRESENTATIVE OF THE TAX COMMISSIONER'S OFFICE.

TAX COMMISSIONERS USE ONLY

Payment of all property taxes billed to date for the above referenced parcel has been verified as paid current and confirmed by the signature below.

Lucy Broadnax

Name

Tax Services Associate II

Title

06/13/2024

Date

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VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

The undersigned below is authorized to make this application. The undersigned certifies that all Gwinnett County property taxes billed to date for the parcel listed below have been paid in full to the Gwinnett County Tax Commissioner. In no case shall an application or reapplication for rezoning be processed without such property verification.

A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.

Parcel I.D. Number: 5004 007
(Map Reference Number)



Signature of Applicant

6/10/2024

Date

Luke Rozanski

Type or Print Name and Title

Manager/owner

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE. THIS FORM MUST BE SIGNED BY A REPRESENTATIVE OF THE TAX COMMISSIONER'S OFFICE.

TAX COMMISSIONERS USE ONLY

Payment of all property taxes billed to date for the above referenced parcel has been verified as paid current and confirmed by the signature below.

Lucy Broadnax

Name

06/13/2024

Date

Tax Services Associate II

Title

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Letter of Intent

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

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PROPERTY OWNERS

3006 Springdale Road Parcel ID #5004 007
David Seungho Chi and Oak Chi
3006 Springdale Rd.
Snellville GA 30039

2946 Springdale Road Parcel ID #5004 006
Bloomingdale T. Brown
2946 Springdale Rd
Snellville GA 30039

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6/6/2024

Applicant:
REN-MF, LLC

Property:
Tax Parcel IDs:
R5004 007
R5004 006

±19.48 Acres of Land
Located at 3006 Springdale Road, Snellville, GA

Rezoning from R100, to R60

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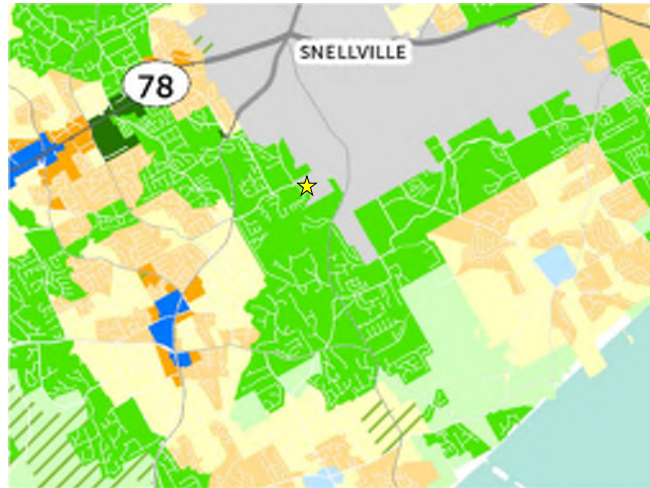
The Applicant, REN-MF, LLC, submits this Letter of Intent and request to rezone an approximate 19.48 acre tract of land at 3006 & 2946 Springdale Road, the subject parcel is Land Lot 4 of the 5th district of Gwinnett County. The parcel is situated along the southern side of Springdale Road, east of its intersection with Highpoint Rd and west of its intersection with Greenvalley Road. The property is made up of two tax parcels that include an unoccupied single wide, an older home with part time residents and an additional older home with full time residents. Various makeshift pole barns and sheds are scattered on the lots as well. Imagery from the Gwinnett County GIS is shown below for reference and a survey was prepared by Precision Planning in March of 2024, that survey is attached to this application. The current owner of the 3006 Springdale road is property is David Chi, and the owner of 2946 Springdale road is Blomington Brown.



The property is currently zoned R100 (Single Family Residence District) pursuant to the Gwinnett County Unified Development Ordinance (the "UDO"). The applicant seeks approval to rezone the property to R60 (Single Family Residence District) to develop the property as a thoughtful and attractive single family detached community. The community includes green space accessible from all homes by sidewalk and

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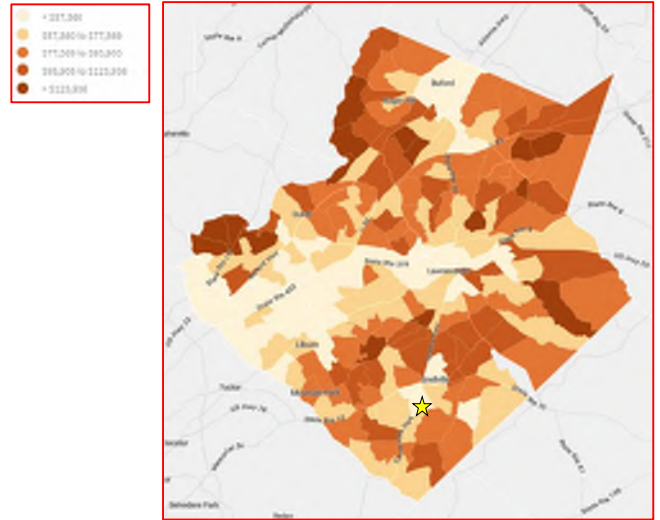
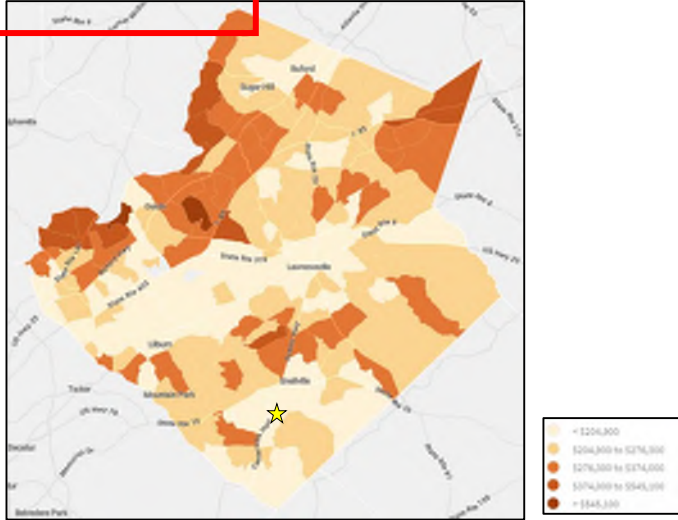
Project Summary

The site plan prepared by Precision Planning was filed with this application proposes to develop the subject property into a warm & inviting residential community that offers a range of home sizes, where families can find their perfect home amidst outdoor gathering spots, a 1.27 acre pond surrounded by walk trails and green space. The proposed rezone from R-100 to R-60, would allow the development of 49 homes over 19.48 acres for a development density of 2.52 units per acre, well below the maximum permitted under R-60 density of 4 units per acre. The proposed development would include 49 single family detached homes on varying lot sizes. The proposed single family detached homes show a 20' rear buffer and a 15' front building setback complemented by an attached two car garage with ample driveway space for guests. Architectural details will feature cementitious siding on all sides with brick accents for texture. The development will utilize a single access to Springdale Rd which will be landscaped and maintained along with other common areas in the community by a Homeowners Association. While the home sizes will vary, the single family detached homes will comfortably exceed the minimum square feet of heated and cooled space as set forth by the Gwinnett County UDO with a minimum of 1,000SF. The proposed development would provide thoughtful and appropriate site design, amenities and housing that is compatible with the surrounding land uses and conforms with Gwinnett's 2045 Unified Plan. Product elevations are filed with this application.

The subject property is located in a census tract that falls in the 20th percentile for all of Gwinnett County in terms of median home value and median household income according to the 2020 American Community Survey (ACS) by the US Census Bureau. The applicant believes that this project will help to continue to drive Gwinnett County growth across all submarkets in a way that is consistent with the Gwinnett county 2045 plan and serve as a catalyst to encourage more thoughtful and inclusive developments in the future throughout the community.

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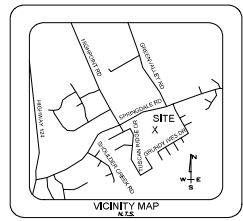
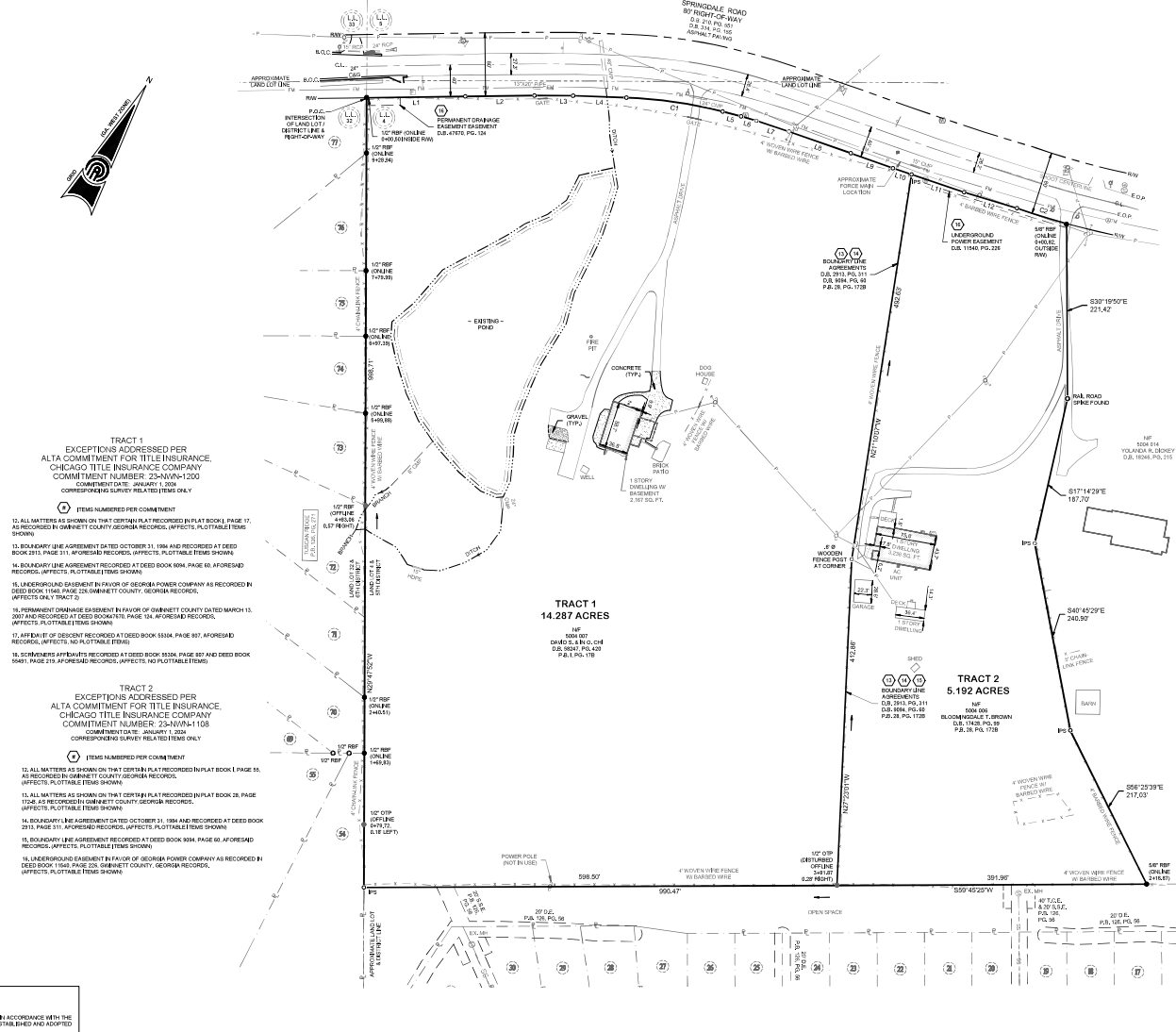
Boundary Survey & Legal Description

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LEGEND

Table with 2 columns: Symbol and Description. Lists various survey symbols and their corresponding descriptions, including boundary lines, easements, and utility lines.



PROPERTY INFORMATION:
TAX PARCEL: 1004 07
300 SPRINGDALE ROAD
SMYRNA, GEORGIA 30089
TAX PARCEL: 1004 06
206 SPRINGDALE ROAD
SMYRNA, GEORGIA 30089

PLAT & DEED REFERENCES:
AS NOTED ON SURVEY

SURVEY NOTES:
1) ALL AS SHOWN EXCEPT WHERE SHOWN OTHERWISE.
2) INTEREST WITH YELLOW PLASTIC OR LABELED BY PROPERTY CORNER L&P 7/15 SET AT ALL PROPERTY CORNERS AS DEPICTED UNLESS OTHERWISE NOTED.
3) THE DESCRIPTION AS SHOWN HEREIN IS PUBLICLY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF AND BASED ON EXTENSIVE FIELD EXAMINATION AND DOCUMENTARY RESEARCH. THE CERTIFICATION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OF QUANTITY.
4) THE SURVEY COMPLETES BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE ORIGINAL CODE OF GEORGIA ANNEALED (O.C.G.A.) 14-2-44 AS AMENDED BY THE CODE. IF THERE ARE ANY CONFLICTS BETWEEN THESE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.
5) NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK OR CONSTRUCTION ON THE SUBJECT PROPERTY FOUND AT THE TIME OF THE SURVEY.
6) NO PLEAS IN DISPUTE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR DISCREPANCY BETWEEN CURRENT STREET OR RECORD CONSTRUCTION OR REPAIRS WAS OBSERVED AS OF THE DATE OF FIELD SURVEY.

EQUIPMENT USED:
TRIPLE SURVEY TOTAL STATION & CARBON BOND SHES TRIPLE SURVEY TOTAL STATION
REAL TIME NETWORK WAS USED TO OBTAIN THE HORIZONTAL AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.

FIELD CLOSURE STATEMENT:
THE FIELD DATA WERE ADJUSTED BY THE LEAST SQUARES METHOD. THE FIELD SURVEY WAS COMPLETED ON 05/20/24.

PLAT CLOSURE STATEMENT:
THE PLAT HAS BEEN CALCULATED FOR CLOSURE & IS ACCURATE WITHIN ONE FOOT IN 10,000 FEET.

HORIZONTAL & VERTICAL DATUM:
THE HORIZONTAL AND VERTICAL DATUM OF THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 (NAD83) PLANE, WEST ZONE.
THE VERTICAL DATUM OF THIS SURVEY IS THE MEAN SEA LEVEL (MSL) OF THE NORTH AMERICAN DATUM OF 1983 (NAD83).
THE DATUMS FOR THIS SURVEY ARE ESTABLISHED USING GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) DATA PROVIDED BY GPS RECEIVERS.

FLOOD NOTE:
BY GEORGIA PLATTING ACT, NO PORTION OF THE SURVEYED AREA IS SUBJECT TO FLOODING AS SHOWN ON THE FLOOD HAZARD MAP, 11800000, DATED SEPTEMBER 29, 2004.
THIS OTHER IS NOT A CERTIFICATION OF FLOOD HAZARD STATUS, BUT IS A STATEMENT OF THE EXISTING FLOOD HAZARD STATUS. IF THE EXACT LOCATION OF ELEVATIONS OF FLOOD HAZARD BOUNDARIES AND RECORDS, AS SHOWN ON THE FLOOD HAZARD MAP, ARE NOT ACCURATE, THE USER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE ABOVE REFERENCED MAP OR PUBLIC DATA.

AREA SUMMARY
TRACT ONE = 14.287 ACRES
TRACT TWO = 5.192 ACRES
TOTAL ACRES = 19.479 ACRES



LINE TABLE

LINE	LENGTH	BEARING
L1	124.32	N09°18'18"E
L2	61.84	N07°12'12"E
L3	61.84	N07°12'12"E
L4	61.84	N07°12'12"E
L5	24.21	N14°32'27"E
L6	24.21	N14°32'27"E
L7	24.21	N14°32'27"E
L8	61.84	N07°12'12"E
L9	61.84	N07°12'12"E
L10	24.21	N14°32'27"E
L11	24.21	N14°32'27"E
L12	61.84	N07°12'12"E

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	120.20	166.83	120.20	N09°18'18"E
C2	61.84	100.28	61.83	N07°12'12"E

PRECISION Planning Inc. logo and contact information: 770.333.0000, www.precisionplanning.com

DRAFT

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RENAME, LLC & CHICAGO TITLE INSURANCE COMPANY

ALTA MAPS SURVEY

DATE: 06/12/2024
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 06/12/2024
SHEET NUMBER: 1 OF 1

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LAND DESCRIPTION

All the tract or parcel of land lying and being in Land Lot 4 of the 5th District, Gwinnett County, Georgia and being more particularly described as follows:

To find the **POINT OF COMMENCEMENT**, begin at a Point at the Intersection formed by the Southerly Right-of-Way of Springdale Road (80' R/W) and the Land Lot/Land District Line common to Land Lot Lines 32 & 4 and 5th & 6th Land District, said point being THE POINT OF BEGINNING.

THENCE from said Point as thus established and traveling along said Right-of-Way of Springdale Road for the following fourteen (14) courses and distances, North 59 degrees 08 minutes 19 seconds East for a distance of 124.92 feet to a Point; THENCE North 59 degrees 21 minutes 12 seconds East for a distance of 87.54 feet to a Point; THENCE North 60 degrees 16 minutes 40 seconds East for a distance of 48.89 feet to a Point; THENCE North 62 degrees 01 minutes 40 seconds East for a distance of 67.55 feet to a Point; THENCE along a curve to the right having a radius of 568.68 feet and arc length of 123.20 feet being subtended by a chord of North 68 degrees 14 minutes 04 seconds East for a distance of 122.96 feet to a Point; THENCE North 74 degrees 26 minutes 27 seconds East for a distance of 24.21 feet to a Point; THENCE North 76 degrees 19 minutes 36 seconds East for a distance of 20.16 feet to a Point; THENCE North 78 degrees 19 minutes 32 seconds East for a distance of 43.23 feet to a Point; THENCE North 79 degrees 14 minutes 37 seconds East for a distance of 83.00 feet to a Point; THENCE North 79 degrees 39 minutes 05 seconds East for a distance of 56.54 feet to a Point; THENCE North 78 degrees 36 minutes 32 seconds East for a distance of 24.77 feet to an Iron Pin Set; THENCE North 78 degrees 36 minutes 32 seconds East for a distance of 70.34 feet to a Point; THENCE North 76 degrees 51 minutes 15 seconds East for a distance of 69.83 feet to a Point; THENCE along a curve to the left having a radius of 1052.66 feet and arc length of 65.54 feet being subtended by a chord of North 77 degrees 11 minutes 32 seconds East for a distance of 65.53 feet to a Point; THENCE leaving said Right-of-Way, South 30 degrees 19 minutes 50 seconds East for a distance of 221.42 feet to a Rail Road Spike; THENCE South 17 degrees 14 minutes 29 seconds East for a distance of 187.70 feet to an Iron Pin Set; THENCE South 40 degrees 45 minutes 29 seconds East for a distance of 240.90 feet to an Iron Pin Set; THENCE South 56 degrees 25 minutes 39 seconds East for a distance of 217.03 feet to a Point; THENCE South 59 degrees 45 minutes 25 seconds West for a distance of 990.47 feet to an Iron Pin Set on the aforesaid Land Lot / Land District Line; THENCE traveling along said Land Lot / Land District Line, North 29 degrees 47 minutes 52 seconds West for a distance of 998.71 feet to a Point, said point being THE POINT OF BEGINNING.

Said property contains 19.479 Acres.

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Site Plan

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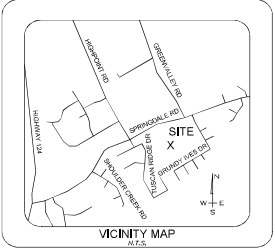
06/12/2024

HATCHING LEGEND

UNUSED OPEN SPACE (3.72 ACRES)

TRAILS, Ponds, & Pavilion (1.89 ACRES)

TOTAL OPEN SPACE (5.61 ACRES)



ENGINEER
PRECISION PLANNING, INC.
400 PINE BOULEVARD
LAWRENCEVILLE, GA 30046
CONTACT: COLIN ANTHONY
PHONE: 770-938-5600
EMAIL: 4724M@PPLI.US

OWNER/DEVELOPER
RENAP, LLC
3480 PRESTON RIDGE RD, SUITE 150
ALPHARETTA, GA 30005
CONTACT: LUKE ROZANSKI
PHONE: 850-556-5600
EMAIL: ROZHLDG@GMAIL.COM

STAMP

PRECISION PLANNING, INC.
REGISTERED PROFESSIONAL ENGINEER
PUBLIC USE, GENERAL RELEASE OR CONSTRUCTION

PRECISION
Planning Inc.

planners • engineers • architects • surveyors

Georgia Engineering Firm COA # PE000029
400 Pine Boulevard, Lawrenceville, GA 30046
770-938-5600 • www.pplius.com

SPRINGDALE
SUBDIVISION

5004.007, & 5004.008, Land Lot 4, District 5
3rd Precinct
Smyrna, Georgia 30089

REZONE PLAN

SHEET TITLE

DATE: 06/12/2024

DESIGNER: JIM

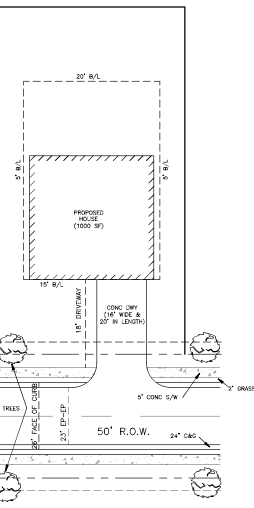
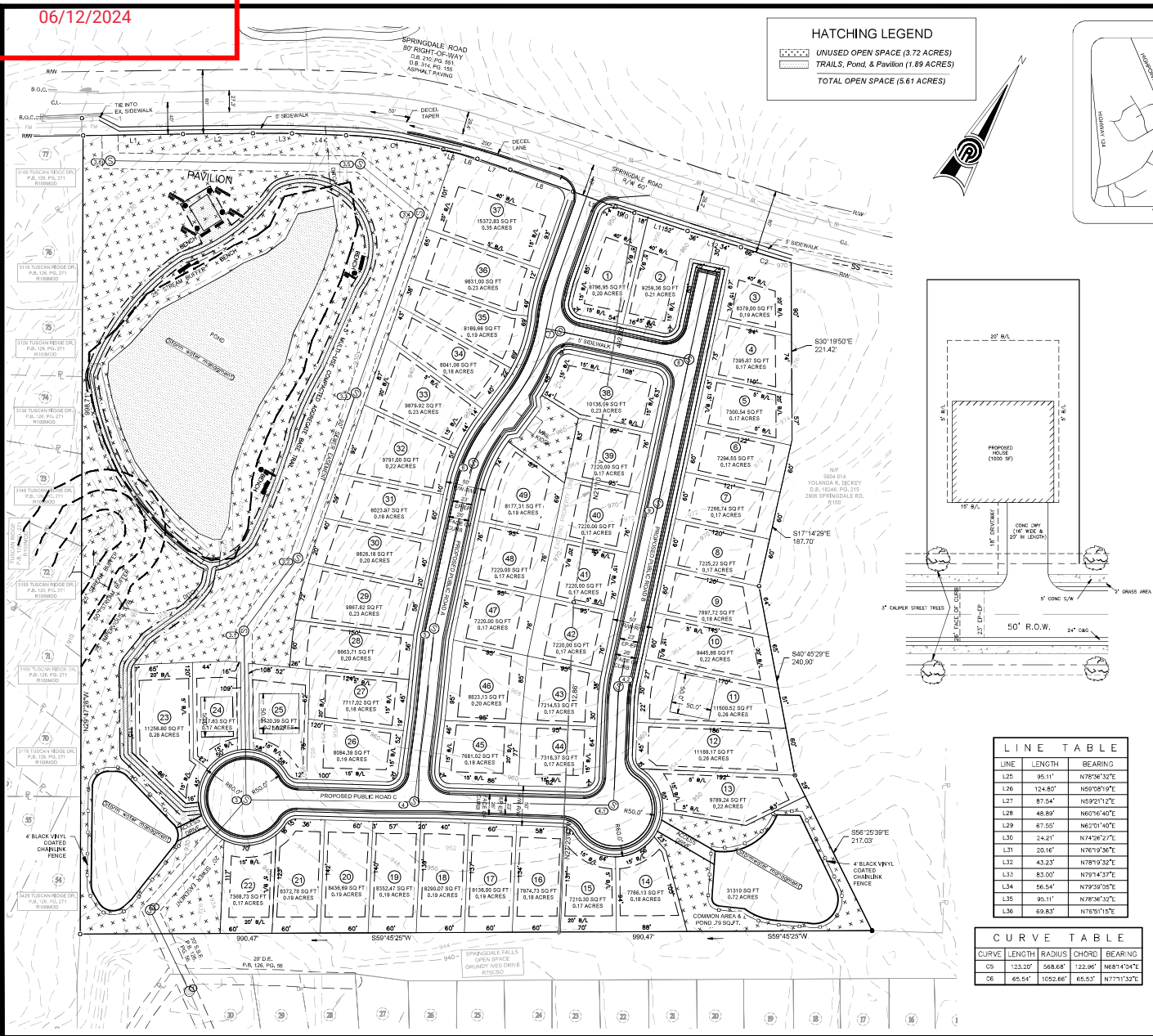
DRAWN: JIM

CHECKED: JIM

RELEASE

R23-189
PROJECT NO.

C1.0



PROJECT SITE DATA:

OVERALL SITE AREA: 19.48 ACRES

NET SITE AREA: 19.48 ACRES

PROPOSED USE: SINGLE-FAMILY RESIDENTIAL SUBDIVISION

EXISTING ZONING: R100

PROPOSED ZONING: R60

PROJECT STANDARDS:

MINIMUM FRONT YARD: 15 FEET

MINIMUM SIDE YARD: 5 FEET

MINIMUM REAR YARD: 20 FEET

MINIMUM LOT AREA: 7,200 SQUARE FEET

MINIMUM LOT WIDTH: 60 FEET

MINIMUM HEATED FLOOR AREA: 1,000 SQUARE FEET

MAXIMUM LOT COVERAGE: 60%

MAXIMUM DENSITY: 4.0 UNITS/ACRE

NET DENSITY: 2.52 UNITS/ACRE

MAXIMUM BUILDING HEIGHT: 35 FEET

PROPOSED LOTS: 48 LOTS

REQUIRED OPEN SPACE: 1.85 ACRES (10.0%)

TOTAL PROVIDED OPEN SPACE: 5.61 ACRES (28.7%)

USEABLE PROVIDED OPEN SPACE: 1.89 ACRES (31.2% OF OPEN SPACE)

OTHER PROVIDED OPEN SPACE: 3.72 ACRES (66.3% OF OPEN SPACE)

MINIMUM REQUIRED PARKING PER LOT: 2 PARKING SPOTS

MAXIMUM REQUIRED PARKING PER LOT: 4 PARKING SPOTS

PROPOSED PARKING PER LOT: 4 PARKING SPOTS (2 CAR GARAGE & 2 CAR DRIVEWAY)

¹STORMWATER PONDS AND SEWER EASEMENT ARE EXCLUDED FROM OPEN SPACE.

²TRAIL AREA INCLUDES AREA OF TRAIL AND 5' ON EITHER SIDE.

- NOTES**
- CURRENT ZONING: R-100, PROPOSED ZONING: R-60
 - PARCEL # 5004.007 AND 5004.008
 - TOPOGRAPHIC INFORMATION IS FROM GWINNETT COUNTY GIS.
 - WETLANDS DO NOT EXIST ON OR WITHIN 200 FEET OF THE PROJECT SITE.
 - STATE WATERS DO NOT EXIST ON OR WITHIN 200 FEET OF THE PROJECT SITE.
 - COMMON SPACE & POND = 31%
 - NO FENCE, PERMANENT STRUCTURE OR OTHER OBSTRUCTION SHALL BE BUILT INSIDE SANITARY SEWER EASEMENTS
 - THIS TRACT OF LAND DOES NOT LIE WITHIN THE 100 YEAR FLOOD INTERMEDIATE FLOOD ZONE AS PER FEMA COMMUNITY PANEL 13135-00137F, LAST REVISED 9/29/2006.

IMPERVIOUS AREA CALCS.

*PAVING AND CURB = 67,892 SQ. FT.

*SIDEWALK = 22,884

*HOUSES = 122,500 (60'x50' HOUSE X 48 LOTS)

*DRIVES = 15,680 (10'x20' DRIVE X 48 LOTS)

TOTAL = 228,156 SQ. FT. (5.4 ACRES)

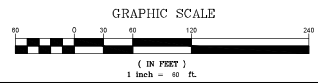
CALCULATIONS ARE ASSUMED. EXACT LOT FIT IS NOT KNOWN AT THIS TIME.

LINE TABLE

LINE	LENGTH	BEARING
L25	95.11'	N78°34'32"E
L26	124.80'	N59°08'19"E
L27	87.54'	N59°21'12"E
L28	48.89'	N60°16'40"E
L29	67.55'	N62°01'40"E
L30	24.21'	N74°26'27"E
L31	20.16'	N76°19'56"E
L32	43.23'	N78°19'32"E
L33	83.00'	N79°42'37"E
L34	56.54'	N79°39'56"E
L35	95.11'	N78°34'32"E
L36	69.83'	N76°19'56"E

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	133.07'	568.68'	123.96'	N88°14'54"E
C6	65.54'	1052.66'	65.53'	N177°13'52"E



RECEIVED

06/12/2024

SPRINGDALE ROAD

SPRINGDALE ROAD

Pavilion

POND

Mail
Kiosk

PROPOSED PUBLIC ROAD A

PROPOSED PUBLIC ROAD B

PROPOSED PUBLIC ROAD C

POND

POND



GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

Architectural Elevations

RECEIVED

06/12/2024

ELEVATION 1
FRONT



Brick Color	SW 7014 Eider White or any other Cool White Expert Picks								
Cement Siding Color	SW 7014 Eider White or any other Cool White Expert Picks								
Trim Color	SW 7005 Pure White or any other Cool White Expert Picks								
Garage Door Color	Urbane Bronze								
Roof Color:	Charcoal								
Metal Roof:	Matte Black								
Gutters:	Pure White								

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

**ELEVATION 1
LEFT**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 1
RIGHT**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 1
REAR**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 2
FRONT**



Brick Color	SW 9561 Guild Grey or any other Cool Neutrals Expert Picks								
Cement Siding Color	SW 9561 Guild Grey or any other Cool Neutrals Expert Picks								
Trim Color	SW 7005 Pure White or any other Cool White Expert Picks								
Garage Door Color	Pure White								
Roof Color:	Charcoal								
Metal Roof:	Matte Black								
Gutters:	Pure White								

RECEIVED

06/12/2024

**ELEVATION 2
LEFT**



FIBER CEMENT LAP SIDING

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

**ELEVATION 2
RIGHT**



FIBER CEMENT LAP SIDING

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

ELEVATION 2
REAR



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 3
FRONT**



Brick Color	SW 9587 Mushroom or any other Cool White Expert Picks				
Cement Siding Color	SW 9587 Mushroom or any other Cool White Expert Picks				
Trim Color	SW 7005 Pure White				
Garage Door Color	Urbane Bronze				
Roof Color:	Charcoal				
Gutters:	Pure White				

RECEIVED

06/12/2024

**ELEVATION 3
LEFT**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 3
RIGHT**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 3
REAR**

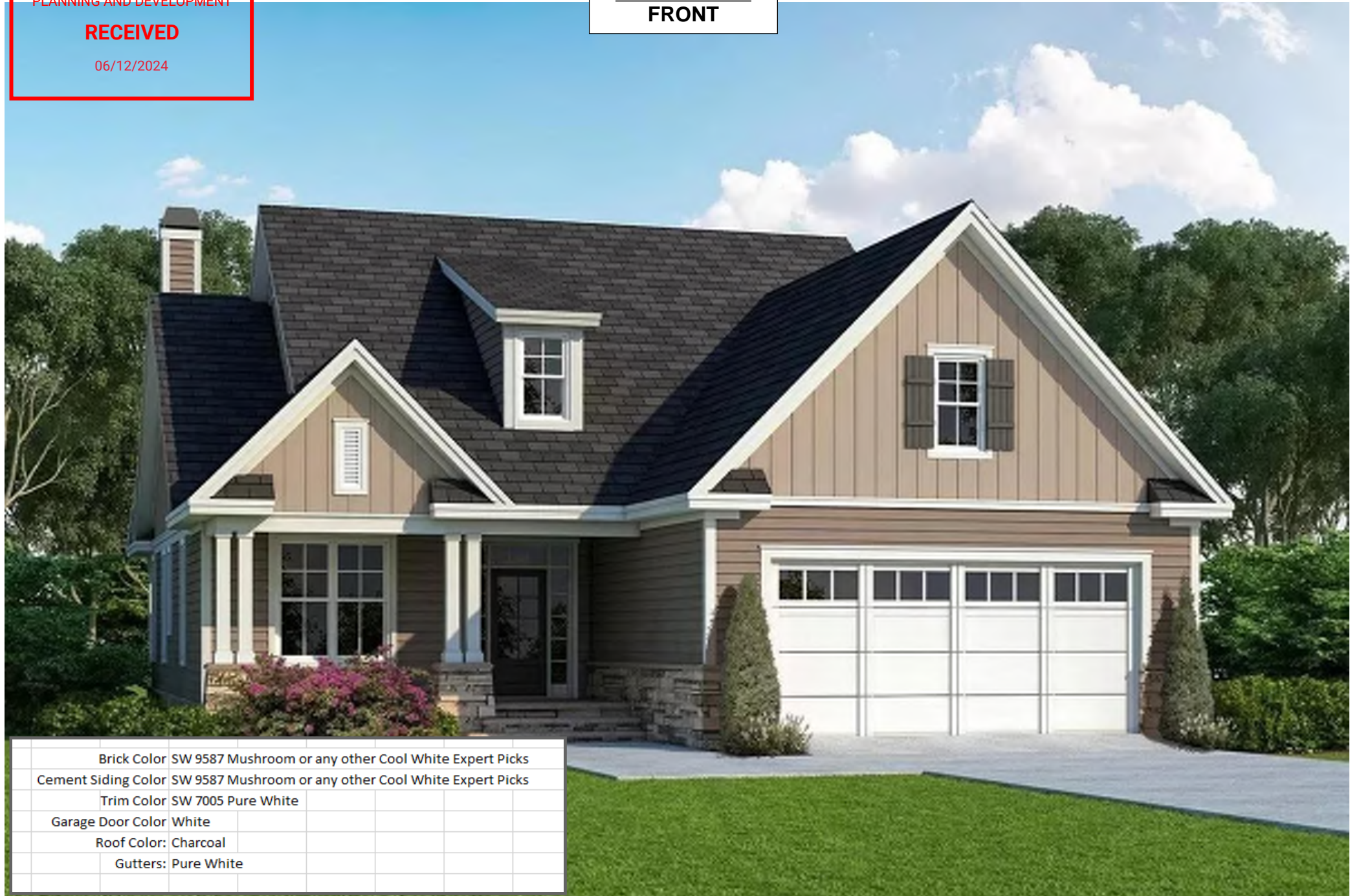


FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 4
FRONT**



Brick Color	SW 9587 Mushroom or any other Cool White Expert Picks				
Cement Siding Color	SW 9587 Mushroom or any other Cool White Expert Picks				
Trim Color	SW 7005 Pure White				
Garage Door Color	White				
Roof Color:	Charcoal				
Gutters:	Pure White				

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

**ELEVATION 4
LEFT**



FIBER CEMENT LAP SIDING

RECEIVED

06/12/2024

**ELEVATION 4
RIGHT**



FIBER CEMENT LAP SIDING

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

**ELEVATION 4
REAR**



FIBER CEMENT LAP SIDING

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

Traffic Study

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

06/12/2024

Level 2 Traffic Impact Study

Springdale Residential Subdivision
Gwinnett County, Georgia

June 11, 2024



in collaboration with



Level 2 Traffic Impact Study
Springdale Residential Subdivision
Gwinnett County, Georgia

prepared for:

REN-MF, LLC
3460 Preston Ridge Road, Suite 150
Alpharetta, Georgia 30005

June 11, 2024



in collaboration with



ACAMPORA TRAFFIC, LLC

858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763

e-mail: acamporatraffic@comcast.net

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Introduction, Project Location, and Project Description

This study assesses the traffic impact of a proposed residential subdivision in Gwinnett County, Georgia. The site is located on the south side of Springdale Road east of Highpoint Road, as shown in Figure 1. The project will consist of a 49 lot detached single family home residential subdivision. Vehicular access will be provided at one full-movement access on Springdale Road. Figure 2 presents the site plan for the project.

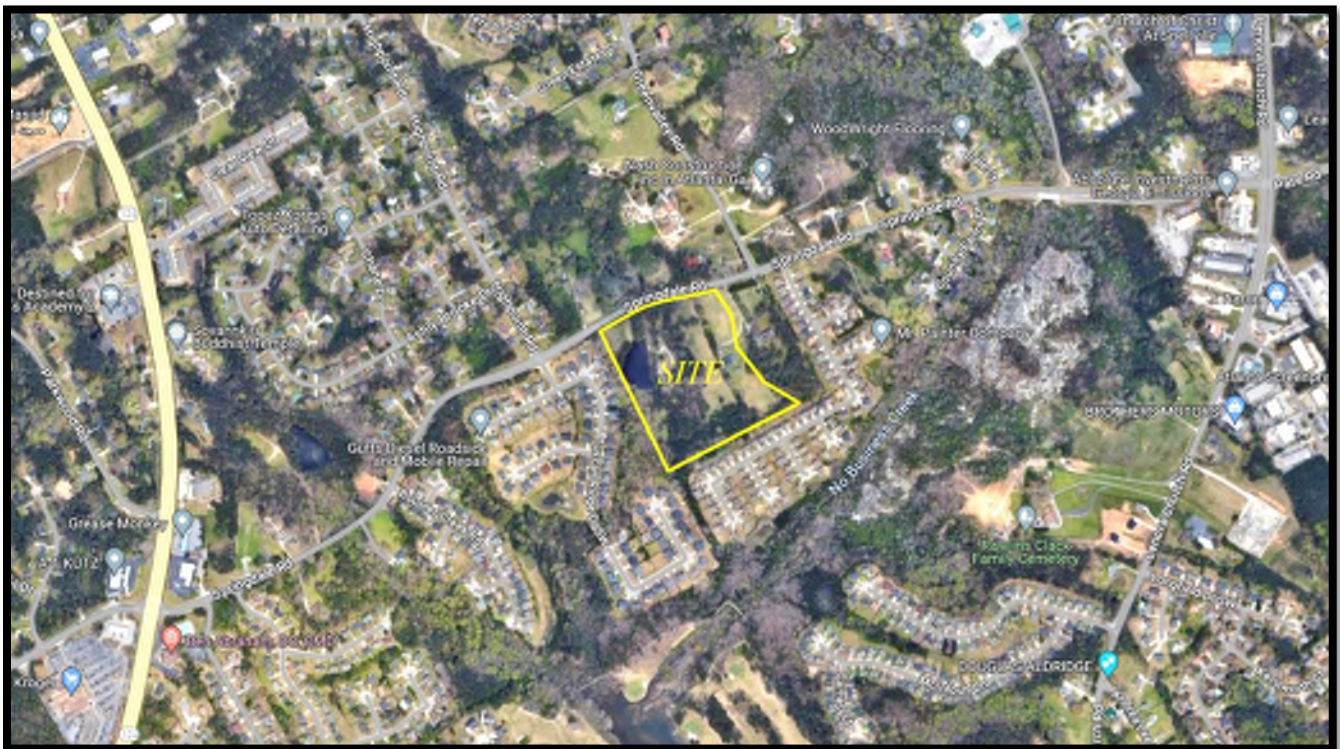


Figure 1 – Site Location Map

This traffic impact study was prepared for the proposed development according to the standards set forth in Gwinnett County's *Traffic Impact Study Guidelines* dated June 30, 2023. Based on peak hour trip projections made using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition), the proposed 49 home subdivision is projected to generate 51 p.m. (the higher of the a.m./p.m.) peak hour trips. Based on those trips, Gwinnett County requires a Level 2 Traffic Study (required for projects that will generate 21 to 249 peak hour trips). This traffic impact study includes the tasks for a Level 2 Study, as set forth in the County's Guidelines, Table 1: Traffic Impact Study Scope.

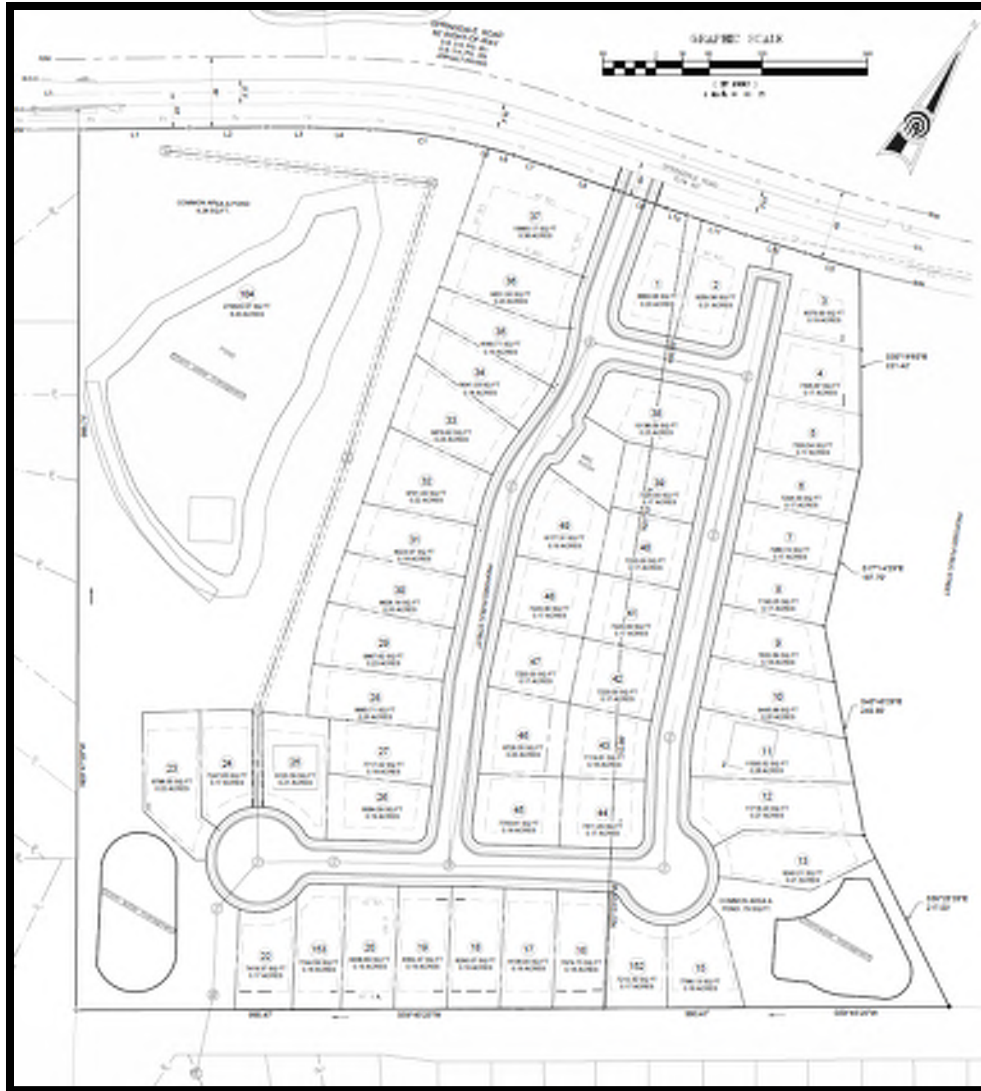


Figure 2 – Site Plan

Existing and Proposed Land Use

The subject property is currently zoned R-100 – Single Family Residence District. The proposed zoning is R-60 – Single Family Residence District.

Trip Generation Estimate

The volume of traffic that will be generated by the subdivision was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (the current edition). ITE Land Use 210 – Single Family Detached Housing was chosen as representative of the project. The trip generation is summarized in Table 1.

Table 1 – Proposed Subdivision Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24 Hour
			In	Out	2-Way	In	Out	2-Way	2-Way
Single Family Detached Housing	210	49 homes	10	29	39	32	19	51	524

The proposed subdivision will generate 39 trips in the morning peak hour, 51 trips in the evening peak hour, and 524 two-way daily trips.

Description of Existing Transportation Facilities

Springdale Road is a two lane collector that begins at a signalized intersection at SR 124 (west of which it is named Everson Road), passes the subject site, then terminates at a signalized intersection at Lenora Church Road (east of which the road is named Pate Road). The terrain along Springdale Road is gently rolling and the posted speed limit in the vicinity of the site is 35 mph. The road primarily provides access to single family homes and residential subdivisions, with small commercial developments near the SR 124 and Lenora Church Road intersections. Gwinnett County estimated an Average Daily Traffic (ADT) volume of 9,104 vehicles per day (vpd) on Springdale Road between SR 124 and Lenora Church Road, based on a 24-hour traffic volume count collected in June 2021.

Pedestrian, Bicycle, and Transit Accessibility

Springdale Road has a rural cross-section adjacent to the site, with no shoulder, curb-and-gutter, or sidewalk. There is curb-and-gutter on both sides of the road and a sidewalk on the south side of the road just west of the subject site, and there are other sporadic sections with sidewalk along the frontages of newer developments. There are no dedicated bicycle lanes along area roadways. There is no regularly scheduled mass transit service in the walkable area. The proposed subdivision site plan includes sidewalks along both sides of all internal streets.

Adjacent Access Spacing

The adjacent access spacing was measured along Springdale Road in each direction from the proposed access location. There are individual single family homes' private driveways approximately 280 feet to the east of the proposed access, with the next intersection being Greenvalley Road located approximately 460 feet to the east. West of the proposed access there is one single family home private driveway at approximately 260 feet that will be eliminated as the property is incorporated into the proposed development. There is one additional single family house private driveway at approximately 665 feet and the next intersection to the west is at Highpoint Road, at approximately 1,010 feet. The Gwinnett County Unified Development Ordinance (UDO) Table 900.3 provides the minimum separation requirements for driveways, public roads, and side streets. That table is reproduced below as Table 2. For a road with a posted speed limit of 35 mph, the minimum driveway spacing is 244 feet. All of the private driveways and adjacent intersections identified above are located at distances greater than 244 feet from the proposed access location.

Table 2 – Gwinnett UDO Minimum Separation for Driveways, Public Roads, and Side Streets

Table 900.3. Minimum Separation for Driveways, Public Roads, and Side Streets.

Posted Speed MPH	Minimum Driveway Spacing
25	125
30	219
35	244
40	294
45	369
50	419
55	444
60	494
65	550

Figure 3 presents an aerial photograph of the subject section of Springdale Road with the distances scaled from the proposed access location to the next adjacent intersections to the east and west.



Figure 3 – Aerial Photograph of Springdale Road Showing Distances to Adjacent Intersections

Intersection Sight Distance

The available intersection sight distance from the location of the proposed project access to the west is approximately 390 feet. To the east, the available intersection sight distance is also approximately 390 feet. Table 900.2 – Sight Distance, from the Gwinnett County UDO, is reproduced below as Table 3.

Table 3 – Gwinnett UDO Sight Distance Standards

Table 900.2. Sight Distance.

SPEED, MPH	SIGHT DISTANCE (FEET)						
	2 Lane SDL=SDR	3 Lanes		4 Lanes		5 Lanes	
	SDL	SDR	SDL	SDR	SDL	SDR	SDL
25	280	280	295	280	310	295	335
30	335	335	355	335	375	355	400
35	390	390	415	390	440	415	465
40	445	445	475	445	500	475	530
45	500	500	530	500	565	530	600
50	555	555	590	555	625	590	665
55	610	610	650	610	690	650	730
60	665	665	710	665	750	710	795
65	720	720	765	720	815	765	860

Table 3 reveals that the minimum required intersection sight distance at the project access on two-lane Springdale Road, with a posted speed limit of 35 mph, is 390 feet to the left and to the right. The available sight distance in each direction is right at the minimum standard. To the west, the limiting factor for the sight distance is the curvature of the road coupled with vegetation along the south side of the road. To the east, the limiting factor is a slight crest of a hill between the proposed access location and Greenvalley Road. The measurements of the sight distances are not exact because the proposed access is not constructed yet. From these approximate measurements, it appears that sufficient sight distance can be achieved in both directions at the project access. It is recommended that the project site/civil engineer locate and design the access to ensure that the required sight distances are achieved.

Programmed Improvements

Programmed (scheduled and funded) and planned (anticipated) transportation infrastructure projects in the vicinity of the proposed development were researched. No projects were identified that could affect traffic patterns, volumes, or capacity at the study intersections or project access by the buildout of the proposed development.

Internal Site Circulation Review

The proposed internal site roadway plan is very basic and consists of one entry roadway that will make a single loop through the small subdivision. There will be one short cul-de-sac connecting to the loop. The design of the street system is expected to function well. All entering vehicles are anticipated to flow into the site with no impediment. The main linear roadway is expected to comfortably accommodate exiting queues.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Springdale Road at Highpoint Road
2. Springdale Road at Greenvalley Road

The locations of the traffic counts are presented in Figure 4.

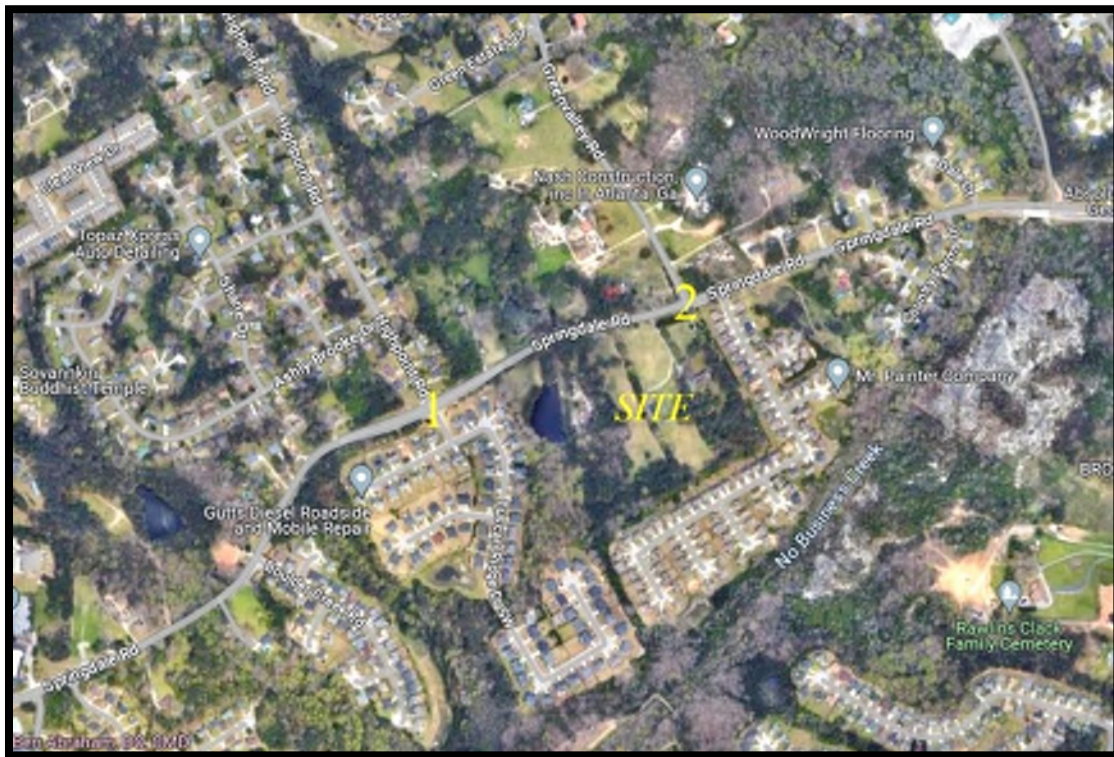


Figure 4 – Traffic Volume Count Locations

The intersection counts were collected on Tuesday, June 4, 2024 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. The counts were collected during summer recess in area schools, which could affect typical volumes and travel patterns. The Georgia DOT provides recommended adjustment factors by month in their publication *Georgia's Traffic Monitoring Guide, 2018*. Table 7: Factor Groups, in that document, assigns a Factor Group of 4 to the area roadways, based on the description "urban/small urban major collectors, minor collectors, and locals". Table 4 in that document recommends a monthly adjustment factor 1.00 for June, which would not change the counted volumes. These existing counts are shown in Figure 5. The raw count data is found in Appendix A.

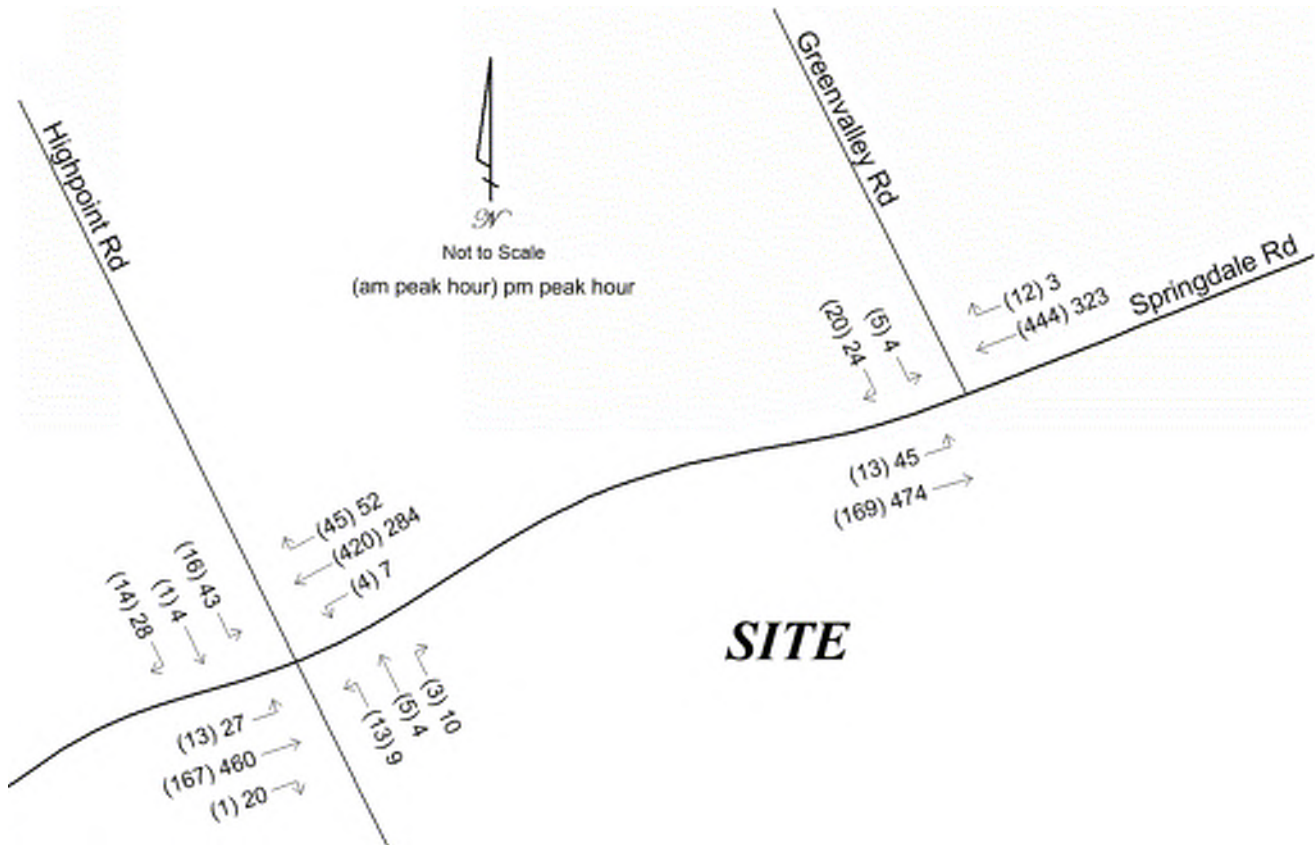


Figure 5 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12, in accordance with the methodology presented in the Transportation Research Board’s 2022 *Highway Capacity Manual 7th Edition (HCM 7)*. This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 4. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 4 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Springdale Road at Highpoint Road (side street stop sign)	A	1.6	A	3.0
northbound approach	C	16.1	C	18.8
southbound approach	C	15.2	C	24.6
eastbound left turn	A	8.5	A	8.2
westbound left turn	A	7.7	A	8.6
2. Springdale Road at Greenvalley Road (side street stop sign)	A	0.8	A	0.9
southbound approach	B	12.6	B	12.0
eastbound left turn	A	8.5	A	8.2

The existing analysis reveals acceptable operating conditions at all study intersections and controlled approaches or movements. No mitigation or improvements are identified for either intersection.

Project Trip Distribution and Assignment

The trips that will be generated by the proposed subdivision were distributed and assigned to the roadway network. The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the subdivision were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and the major routes of travel in the area. The new project trips, presented previously in this report in Table 1, were assigned to the roadway network based on the distribution percentages. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the proposed subdivision are shown in Figure 6.

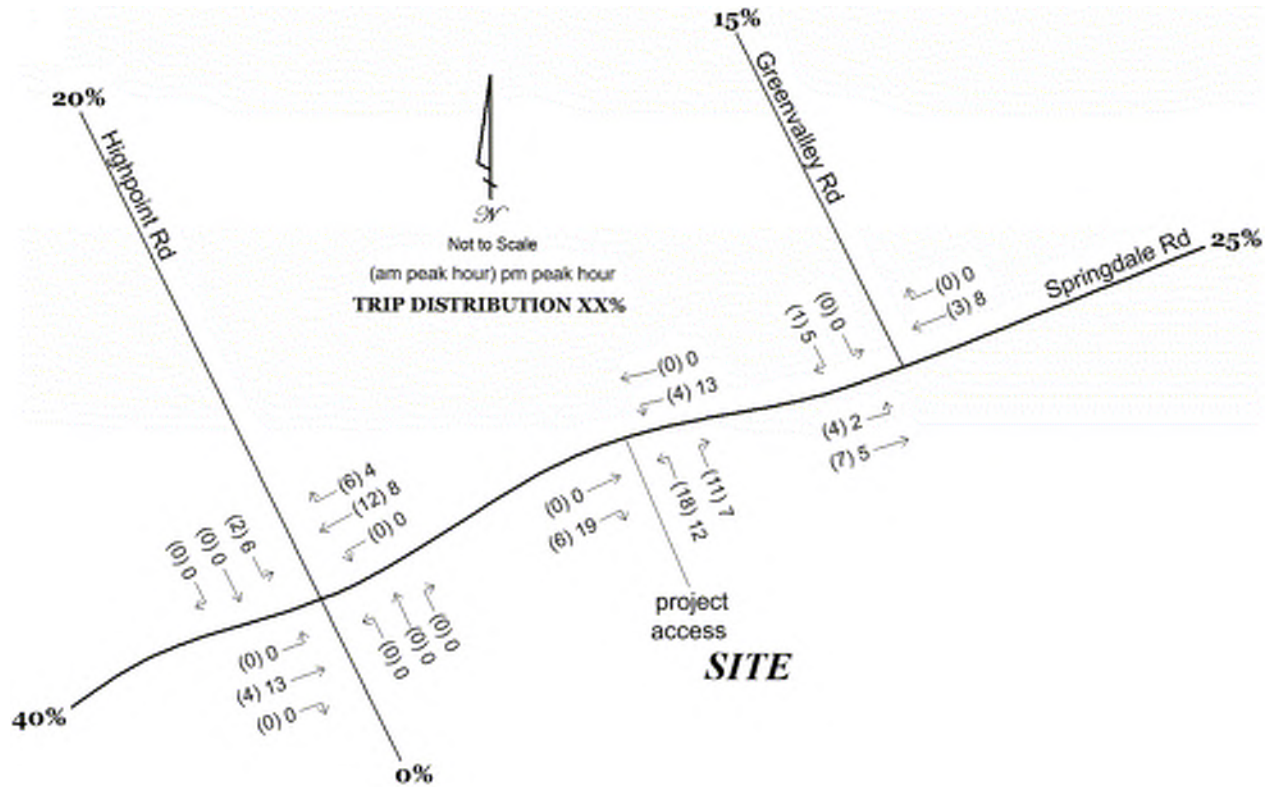


Figure 6 – Proposed Subdivision A.M. and P.M. Peak Hour Trips and Distribution Percentages

Auxiliary Lane Requirements at Project Access

The project access on Springdale Road is under the jurisdiction of Gwinnett County. Therefore, in order to determine if an eastbound right turn lane or a westbound left turn lane is required on Springdale Road at the subdivision access, the requirements set forth in the Gwinnett County Unified Development Ordinance, Section 900-30. Project Access Improvements, were evaluated. The Code states:

900-30.1 Project access improvements for single-family detached, single-family attached, and duplex residential subdivisions.

- A. When property that abuts upon an existing or proposed County road is to be developed or redeveloped as a single-family detached, attached, or duplex subdivision and the County street will provide access to the property, project access improvements to the County road (deceleration lanes, turn lanes, etc.) shall be provided by the developer as required herein.
- B. A deceleration lane shall be required to be provided at each project driveway or subdivision street entrance that is provided street access to a Minor Collector Street or Major Thoroughfare. In the event a street has an existing or proposed median, and the developer desires to construct a median break to serve the subdivision, a left turn lane leading to the median break shall be required to be provided by the developer

if approved by the Department of Transportation and shall meet the standards contained herein. [details regarding median breaks removed, not applicable]. Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.

- C. Deceleration lanes shall have a length of 200 feet, with an additional 50 foot taper length, a pavement width of 12 feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an 11 foot shoulder measured from back of curb shall be dedicated by the developer to Gwinnett County at no cost. Associated stormwater infrastructure as deemed necessary by the construction of the deceleration lane shall also be required.
- D. A left turn lane shall be provided into each project driveway or subdivision street that accesses a Minor Collector or Major Thoroughfare in accordance with the Department of Transportation’s “Criteria and Guidelines for Left Turn Lanes.”
- E. Other project access improvements may be required by the Department upon the recommendation of the Department of Transportation in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.
- F. The developer shall be responsible for the relocation of public or private utilities and stormwater infrastructure, as may be occasioned by the required Project Access Improvements.

Springdale Road is a collector and, therefore, according to the Code, an eastbound right turn lane is required on Springdale Road at the subdivision access.

In order to determine the need for a westbound left turn lane, the standards for providing those lanes were reviewed in Gwinnett County DOT’s *Criteria and Guidelines for Left Turn Lanes*. Table 1 in that standard, which provides the criteria for left turn lanes for residential developments, is reproduced below as Table 5.

Table 5 – Gwinnett County’s Left Turn Lane Criteria for Residential Developments

Gwinnett County – Residential Developments * **TABLE I**

Left Turn Lane Criteria

Posted Speed Limit (mph)	2 Lane Routes -----ADT-----		More Than 2 Lanes on Main Road -----ADT-----	
	<6000	>=6000	<10,000	>=10,000
30 to 35	120 Lots	75 Lots	160 Lots	120 Lots
40 to 50	100 Lots	65 Lots	130 Lots	100 Lots
>= 55	75 lots	55 Lots	100 Lots	75 Lots

* Zoning Districts R-XX(X)

For a two lane road with a posted speed limit of 35 mph and an ADT greater than 6,000 vpd (9,104 vpd in 2021), the number of lots above which a left turn lane is required is 75 lots. The proposed subdivision consists of 49 lots. This is below the 75 lot threshold and, therefore, a westbound left turn lane is not required on Springdale Road at the subdivision access.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential subdivision in Gwinnett County. The site is located on the south side of Springdale Road east of Highpoint Road and the project will consist of a 49 lot detached single family home residential subdivision. Vehicular access will be provided at one full-movement access on Springdale Road.

This traffic impact study was prepared for the proposed development according to the standards set forth in Gwinnett County's *Traffic Impact Study Guidelines* dated June 30, 2023. Based on the projected 51 trip peak hour project trip generation, Gwinnett County requires a Level 2 Traffic Study. The following are the findings and recommendations of this study:

1. The proposed subdivision will generate 39 trips in the morning peak hour, 51 trips in the evening peak hour, and 524 two-way daily trips.
2. The Gwinnett County DOT recorded an AADT volume of 9,104 vpd on Springdale Road in 2021.
3. There are no sidewalks on Springdale Road adjacent to the site, but there are sidewalks along sporadic sections of Springdale Road along newer development frontages. There are no dedicated bicycle lanes along area roadways. There is no regularly scheduled mass transit service in the walkable area. The proposed subdivision site plan includes sidewalks along both sides of all internal streets.
4. For a road with a posted speed limit of 35 mph, the minimum driveway spacing is 244 feet. All of the private driveways and adjacent intersections are located along Springdale Road at distances greater than 244 feet from the proposed access location.
5. The available intersection sight distance from the location of the proposed project access to the west is approximately 390 feet. To the east, the available intersection sight distance is also approximately 390 feet. The minimum required intersection sight distance at the project access on two-lane Springdale Road, with a posted speed limit of 35 mph, is 390 feet to the left and to the right. It appears that sufficient sight distance can be achieved in both directions at the project access. It is recommended that the project site/civil engineer locate and design the access to ensure that the required sight distances are achieved.
6. The existing analysis reveals acceptable operating conditions at all study intersections and controlled approaches or movements. Therefore, no mitigation or improvements are identified for either study intersection.
7. The County UDO requires an eastbound exclusive right turn lane on Springdale Road at the project access.
8. The analysis of the County's left turn lane criteria determined that a westbound exclusive left turn lane is not required on Springdale Road at the project access.

9. One entering lane and one exiting lane are recommended in the project access roadway, with the exiting approach controlled by side street stop sign and accompanying stop bar.
10. The project civil/site engineer should comply with all applicable design standards at the project access and all internal roadways, including sight distances, driveway spacing, turn lane storage and taper lengths (when required), turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data
 Springdale Rd @ Highpoint Rd
 Snellville, GA
 7-9 AM | 4-6 PM

File Name : 49020001
 Site Code : 49020001
 Start Date : 6/4/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Highpoint Rd Northbound					Highpoint Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	2	2	0	6	1	0	5	0	6	2	38	0	0	40	2	115	10	0	127	179
07:15 AM	5	1	0	0	6	5	1	5	0	11	4	28	0	0	32	1	112	10	0	123	172
07:30 AM	5	1	1	0	7	5	0	1	0	6	1	48	0	0	49	0	95	15	0	110	172
07:45 AM	1	1	0	0	2	5	0	3	0	8	6	53	1	0	60	1	98	10	0	109	179
Total	13	5	3	0	21	16	1	14	0	31	13	167	1	0	181	4	420	45	0	469	702
08:00 AM	2	1	0	0	3	9	0	5	0	14	3	38	0	0	41	0	76	16	0	92	150
08:15 AM	2	1	0	0	3	3	3	4	0	10	2	43	0	0	45	0	89	15	0	104	162
08:30 AM	4	2	1	0	7	13	1	3	0	17	0	55	0	0	55	0	79	14	0	93	172
08:45 AM	3	1	2	0	6	7	0	3	0	10	0	39	1	0	40	2	77	7	0	86	142
Total	11	5	3	0	19	32	4	15	0	51	5	175	1	0	181	2	321	52	0	375	626
*** BREAK ***																					
04:00 PM	5	2	0	0	7	7	0	3	0	10	4	91	2	0	97	2	67	13	0	82	196
04:15 PM	1	0	2	0	3	18	3	2	0	23	2	114	2	0	118	3	59	8	0	70	214
04:30 PM	2	0	0	0	2	15	0	8	0	23	8	115	5	0	128	1	61	13	0	75	228
04:45 PM	2	1	0	0	3	17	0	2	0	19	12	93	3	0	108	1	73	9	0	83	213
Total	10	3	2	0	15	57	3	15	0	75	26	413	12	0	451	7	260	43	0	310	851
05:00 PM	2	0	3	0	5	9	0	10	0	19	3	106	6	0	115	2	68	12	0	82	221
05:15 PM	1	1	1	0	3	8	1	5	0	14	4	138	8	0	150	0	83	18	0	101	268
05:30 PM	1	2	5	0	8	18	0	7	0	25	9	108	2	0	119	2	74	9	0	85	237
05:45 PM	5	1	1	0	7	8	3	6	0	17	11	108	4	0	123	3	59	13	0	75	222
Total	9	4	10	0	23	43	4	28	0	75	27	460	20	0	507	7	284	52	0	343	948
Grand Total	43	17	18	0	78	148	12	72	0	232	71	1215	34	0	1320	20	1285	192	0	1497	3127
Apprch %	55.1	21.8	23.1	0		63.8	5.2	31	0		5.4	92	2.6	0		1.3	85.8	12.8	0		
Total %	1.4	0.5	0.6	0	2.5	4.7	0.4	2.3	0	7.4	2.3	38.9	1.1	0	42.2	0.6	41.1	6.1	0	47.9	

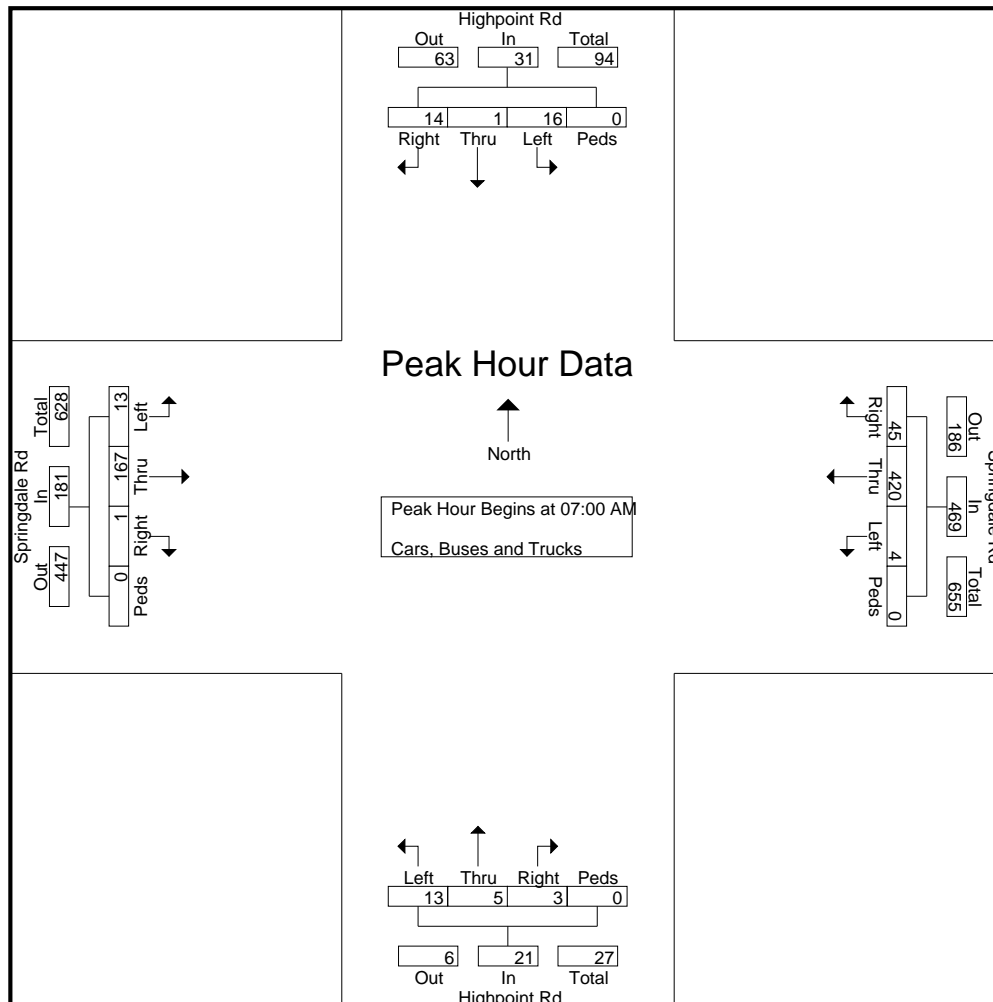
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TMC Data
 Springdale Rd @ Highpoint Rd
 Snellville, GA
 7-9 AM | 4-6 PM

File Name : 49020001
 Site Code : 49020001
 Start Date : 6/4/2024
 Page No : 2

Start Time	Highpoint Rd Northbound					Highpoint Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	2	2	0	6	1	0	5	0	6	2	38	0	0	40	2	115	10	0	127	179
07:15 AM	5	1	0	0	6	5	1	5	0	11	4	28	0	0	32	1	112	10	0	123	172
07:30 AM	5	1	1	0	7	5	0	1	0	6	1	48	0	0	49	0	95	15	0	110	172
07:45 AM	1	1	0	0	2	5	0	3	0	8	6	53	1	0	60	1	98	10	0	109	179
Total Volume	13	5	3	0	21	16	1	14	0	31	13	167	1	0	181	4	420	45	0	469	702
% App. Total	61.9	23.8	14.3			51.6		45.2			92.3					89.6					
PHF	.650	.625	.375	.000	.750	.800	.250	.700	.000	.705	.542	.788	.250	.000	.754	.500	.913	.750	.000	.923	.980



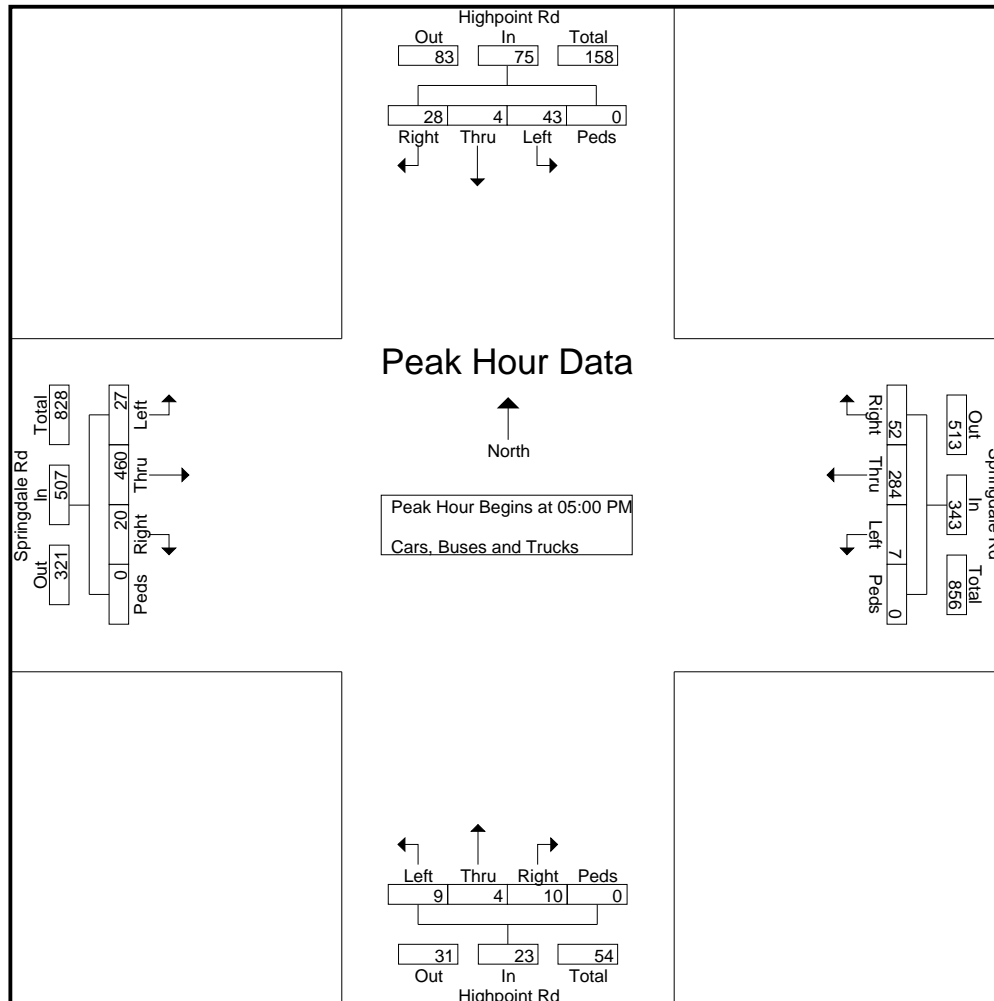
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TMC Data
 Springdale Rd @ Highpoint Rd
 Snellville, GA
 7-9 AM | 4-6 PM

File Name : 49020001
 Site Code : 49020001
 Start Date : 6/4/2024
 Page No : 3

Start Time	Highpoint Rd Northbound					Highpoint Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	0	3	0	5	9	0	10	0	19	3	106	6	0	115	2	68	12	0	82	221
05:15 PM	1	1	1	0	3	8	1	5	0	14	4	138	8	0	150	0	83	18	0	101	268
05:30 PM	1	2	5	0	8	18	0	7	0	25	9	108	2	0	119	2	74	9	0	85	237
05:45 PM	5	1	1	0	7	8	3	6	0	17	11	108	4	0	123	3	59	13	0	75	222
Total Volume	9	4	10	0	23	43	4	28	0	75	27	460	20	0	507	7	284	52	0	343	948
% App. Total	39.1	17.4	43.5			57.3		37.3			90.7					82.8		15.2			
PHF	.450	.500	.500	.000	.719	.597	.333	.700	.000	.750	.614	.833	.625	.000	.845	.583	.855	.722	.000	.849	.884



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TMC Data
 Springdale Rd @ Greenvalley Rd
 Snellville, GA
 7-9 AM | 4-6 PM

File Name : 49020002
 Site Code : 49020002
 Start Date : 6/4/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Private Drwy Northbound					Greenvalley Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	4	0	4	2	32	0	0	34	0	124	5	0	129	167
07:15 AM	0	0	0	0	0	1	0	5	0	6	2	38	0	0	40	0	115	4	0	119	165
07:30 AM	0	0	0	0	0	2	0	7	0	9	5	45	0	0	50	0	101	1	0	102	161
07:45 AM	0	0	0	0	0	2	0	4	0	6	4	54	0	0	58	0	104	2	0	106	170
Total	0	0	0	0	0	5	0	20	0	25	13	169	0	0	182	0	444	12	0	456	663
08:00 AM	0	0	0	0	0	3	0	8	0	11	1	46	0	0	47	0	82	1	0	83	141
08:15 AM	0	0	0	0	0	2	0	5	0	7	2	43	0	0	45	0	99	2	0	101	153
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	61	0	0	63	0	97	1	0	98	161
08:45 AM	0	0	0	0	0	2	0	6	0	8	3	49	0	0	52	0	81	2	0	83	143
Total	0	0	0	0	0	7	0	19	0	26	8	199	0	0	207	0	359	6	0	365	598
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	0	10	0	12	7	86	0	0	93	0	71	1	0	72	177
04:15 PM	0	0	0	0	0	2	0	0	0	2	10	128	0	0	138	0	68	3	0	71	211
04:30 PM	0	0	0	0	0	2	0	7	0	9	4	122	0	0	126	0	68	2	0	70	205
04:45 PM	0	0	0	0	0	0	0	5	0	5	11	106	0	0	117	0	78	0	0	78	200
Total	0	0	0	0	0	6	0	22	0	28	32	442	0	0	474	0	285	6	0	291	793
05:00 PM	0	0	0	0	0	2	0	6	0	8	10	111	0	0	121	0	75	0	0	75	204
05:15 PM	0	0	0	0	0	2	0	7	0	9	13	131	0	0	144	0	92	1	0	93	246
05:30 PM	0	0	0	0	0	0	0	6	0	6	11	126	0	0	137	0	78	2	0	80	223
05:45 PM	0	0	0	0	0	1	0	5	0	6	4	112	0	0	116	0	71	4	0	75	197
Total	0	0	0	0	0	5	0	24	0	29	38	480	0	0	518	0	316	7	0	323	870
Grand Total	0	0	0	0	0	23	0	85	0	108	91	1290	0	0	1381	0	1404	31	0	1435	2924
Apprch %	0	0	0	0	0	21.3	0	78.7	0		6.6	93.4	0	0		0	97.8	2.2	0		
Total %	0	0	0	0	0	0.8	0	2.9	0	3.7	3.1	44.1	0	0	47.2	0	48	1.1	0	49.1	

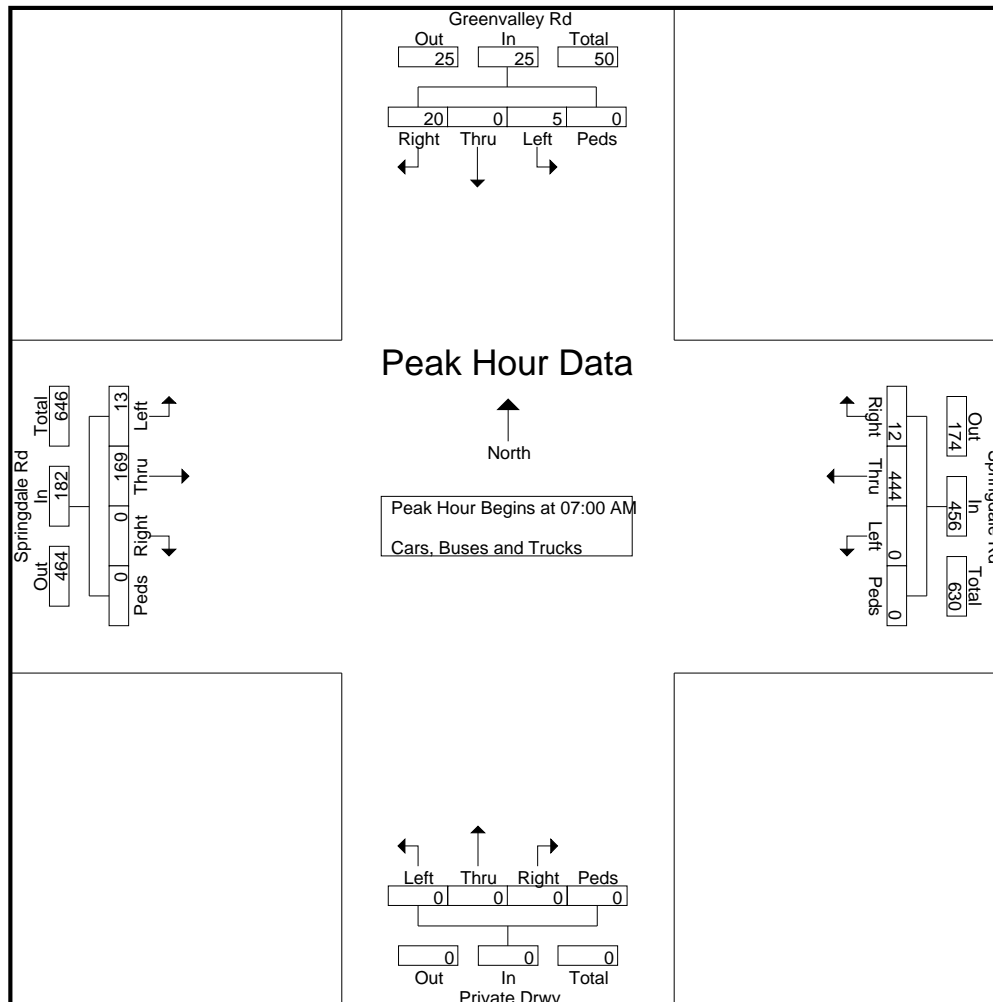
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TMC Data
Springdale Rd @ Greenvalley Rd
Snellville, GA
7-9 AM | 4-6 PM

File Name : 49020002
Site Code : 49020002
Start Date : 6/4/2024
Page No : 2

Start Time	Private Drwy Northbound					Greenvalley Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	4	0	4	2	32	0	0	34	0	124	5	0	129	167
07:15 AM	0	0	0	0	0	1	0	5	0	6	2	38	0	0	40	0	115	4	0	119	165
07:30 AM	0	0	0	0	0	2	0	7	0	9	5	45	0	0	50	0	101	1	0	102	161
07:45 AM	0	0	0	0	0	2	0	4	0	6	4	54	0	0	58	0	104	2	0	106	170
Total Volume	0	0	0	0	0	5	0	20	0	25	13	169	0	0	182	0	444	12	0	456	663
% App. Total											92.9					97.4					
PHF	.000	.000	.000	.000	.000	.625	.000	.714	.000	.694	.650	.782	.000	.000	.784	.000	.895	.600	.000	.884	.975



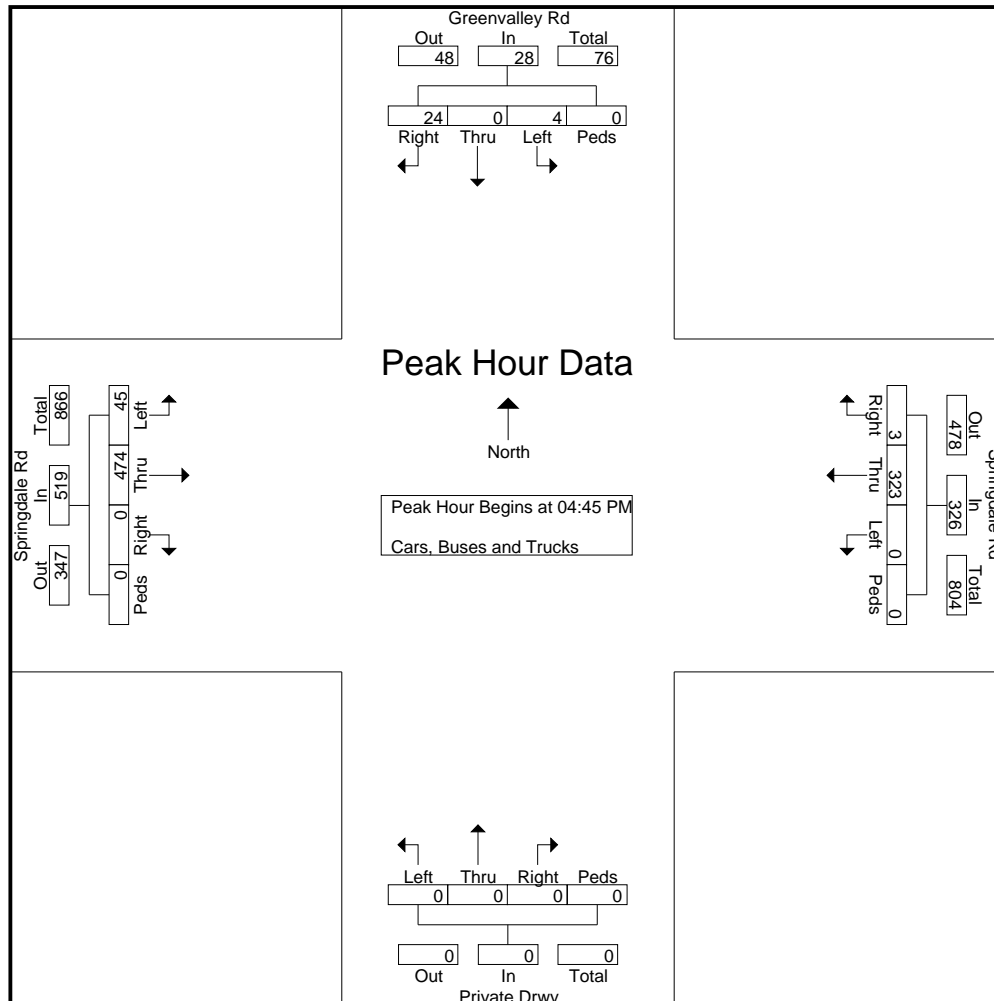
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TMC Data
Springdale Rd @ Greenvalley Rd
Snellville, GA
7-9 AM | 4-6 PM

File Name : 49020002
Site Code : 49020002
Start Date : 6/4/2024
Page No : 3

Start Time	Private Drwy Northbound					Greenvalley Rd Southbound					Springdale Rd Eastbound					Springdale Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	5	0	5	11	106	0	0	117	0	78	0	0	78	200
05:00 PM	0	0	0	0	0	2	0	6	0	8	10	111	0	0	121	0	75	0	0	75	204
05:15 PM	0	0	0	0	0	2	0	7	0	9	13	131	0	0	144	0	92	1	0	93	246
05:30 PM	0	0	0	0	0	0	0	6	0	6	11	126	0	0	137	0	78	2	0	80	223
Total Volume	0	0	0	0	0	4	0	24	0	28	45	474	0	0	519	0	323	3	0	326	873
% App. Total						14.3		85.7			91.3					99.1					
PHF	.000	.000	.000	.000	.000	.500	.000	.857	.000	.778	.865	.905	.000	.000	.901	.000	.878	.375	.000	.876	.887



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board’s 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Springdale Subdivision, Gwinnett
1: Highpoint Rd & Springdale Rd

existing a.m.

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	167	1	4	420	45	13	5	3	16	1	14
Future Vol, veh/h	13	167	1	4	420	45	13	5	3	16	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	75	75	75	71	71	71
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	17	223	1	4	457	49	17	7	4	23	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	505	0	0	224	0	0	723	771	223	750	748	481
Stage 1	-	-	-	-	-	-	257	257	-	490	490	-
Stage 2	-	-	-	-	-	-	466	514	-	261	259	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1059	-	-	1345	-	-	341	330	817	327	341	585
Stage 1	-	-	-	-	-	-	747	695	-	560	549	-
Stage 2	-	-	-	-	-	-	577	535	-	744	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1345	-	-	322	324	817	313	334	585
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	324	-	313	334	-
Stage 1	-	-	-	-	-	-	735	683	-	558	547	-
Stage 2	-	-	-	-	-	-	554	534	-	721	682	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.61			0.07			16.07			15.18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	1059	-	-	1345	-	-	397
HCM Lane V/C Ratio	0.079	0.016	-	-	0.003	-	-	0.11
HCM Control Delay (s/veh)	16.1	8.5	-	-	7.7	-	-	15.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.4

Springdale Subdivision, Gwinnett
2: Springdale Rd & Greenvalley Rd

existing a.m.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	13	169	444	12	5	20
Future Vol, veh/h	13	169	444	12	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	88	88	69	69
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	17	217	505	14	7	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	518	0	-	0	761
Stage 1	-	-	-	-	511
Stage 2	-	-	-	-	250
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1048	-	-	-	373
Stage 1	-	-	-	-	602
Stage 2	-	-	-	-	792
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	366
Stage 1	-	-	-	-	591
Stage 2	-	-	-	-	792

Approach	EB	WB	SB
HCM Control Delay, s/v	0.61	0	12.63
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	508
HCM Lane V/C Ratio	0.016	-	-	-	0.071
HCM Control Delay (s/veh)	8.5	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Springdale Subdivision, Gwinnett
1: Highpoint Rd & Springdale Rd

existing p.m.

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	460	20	7	284	52	9	4	10	43	4	28
Future Vol, veh/h	27	460	20	7	284	52	9	4	10	43	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	72	72	72	75	75	75
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	32	541	24	8	334	61	13	6	14	57	5	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	565	0	0	958	1016	541	989	1009	365
Stage 1	-	-	-	-	-	-	605	605	-	381	381	-
Stage 2	-	-	-	-	-	-	353	412	-	607	628	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1163	-	-	1007	-	-	237	238	541	226	240	680
Stage 1	-	-	-	-	-	-	485	487	-	641	613	-
Stage 2	-	-	-	-	-	-	664	594	-	483	476	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1163	-	-	1007	-	-	211	229	541	207	232	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	229	-	207	232	-
Stage 1	-	-	-	-	-	-	472	474	-	636	608	-
Stage 2	-	-	-	-	-	-	617	590	-	452	463	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.44			0.18			18.79			24.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	1163	-	-	1007	-	-	282
HCM Lane V/C Ratio	0.109	0.027	-	-	0.008	-	-	0.354
HCM Control Delay (s/veh)	18.8	8.2	-	-	8.6	-	-	24.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.5

Springdale Subdivision, Gwinnett
2: Springdale Rd & Greenvalley Rd

existing p.m.

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	45	474	323	3	4	24
Future Vol, veh/h	45	474	323	3	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	88	88	78	78
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	50	527	367	3	5	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	370	0	-	0	995 369
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	627 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1188	-	-	-	271 677
Stage 1	-	-	-	-	700 -
Stage 2	-	-	-	-	533 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	255 677
Mov Cap-2 Maneuver	-	-	-	-	255 -
Stage 1	-	-	-	-	658 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.71	0	12.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	156	-	-	-	547
HCM Lane V/C Ratio	0.042	-	-	-	0.066
HCM Control Delay (s/veh)	8.2	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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Sewer Capacity Certification



March 18, 2023

Luke Rozanski
Ren-MF, LLC
3460 Preston Ridge Rd., Suite 150
Alpharetta, Ga. 30005

<input checked="" type="checkbox"/>	APPROVED
<input type="checkbox"/>	DENIED
<input type="checkbox"/>	CONDITIONALLY APPROVED
Sewer Capacity Request #C2024-047-03	
Expiration Date: 03/18/2025	
Tie-In Manhole FID: 778403	

RE: Sewer Availability for Proposed Development – Springdale Subdivision
Parcel ID 5004 007, 5004 006

Dear Mr. Rozanski:

Gwinnett County Department of Water Resources (GCDWR) has reviewed the impact of the proposed development consisting of 51 single-family homes on the above parcels and determined:

Gwinnett County has adequate sewer capacity to serve the proposed development.

This confirmation is based on your anticipated annual average daily flow of **8.9 gpm** discharging to the sewer tie-in manhole at Facility ID **778403**.

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

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

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

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

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06/12/2024

Gwinnett

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

Sincerely,

GWINNETT COUNTY DEPARTMENT OF WATER RESOURCES



Tai Yi Su, PE
Division Director, Infrastructure Support
678.376.2104

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



SEWER CAPACITY CERTIFICATION REQUEST

Submit completed, signed, sealed form, and documents to: DWRCapacityCertification@GwinnettCounty.com

Select Request Type:

- New Request
- Revise Existing Request
SCC # _____
- Renew Request
SCC # _____

DWR Use Only:

Capacity Certification Request No. _____

- Approved*
 Conditionally Approved*
 Denied*
*(See page 3 for details.)

Printed Name: _____

Signature: Jaiyi Su

Gwinnett County Planning and Development Permit No.: _____

Check if development/project requires public or private pump station:

Development/Project Name: _____

Development Address: _____ (City) _____ (Zip) _____

Parcel Number(s): _____

Project Description: _____

Total Area of Development: _____ acres

If residential, total number of units: _____ Density: _____ units/acre

Property Owner Name: _____

Property Owner Email: _____ Phone #: _____

Developer Name: _____ Company: _____

Address: _____

Contact Name: _____

Developer Email: _____ Phone #: _____

Engineering Firm: _____

Contact Name: _____

Engineer Email: _____ Phone #: _____

Additional Recipients: _____

Recipient(s) Email(s): _____

RECEIVED Only

Capacity Certification Request No.: C2024-047-03
Development/Project Name: Springdale Subdivision
Gwinnett County Planning and Development Permit No.: _____ (if available)

Total requested flow for development in gallons per minute (gpm): 8.9

Flow (gpm) 8.9 to tie-in manhole facility ID: 778403
Flow (gpm) _____ to tie-in manhole facility ID: _____
Flow (gpm) _____ to tie-in manhole facility ID: _____
Flow (gpm) _____ to tie-in manhole facility ID: _____

Estimated Dates for:

DWR Received
February 22, 2024

Rezoning: 5/24
Begin Construction: _____
Completion/Occupancy: _____

Include the following in the submittal package:

GIS map showing proposed development, surrounding utilities, and location of tie-in manhole
<https://gis.gwinnettcountry.com/GISDataBrowser>

Detailed flow calculations for proposed development project based on attached guidelines
(page 4-11)

- Average annual daily flow (gpm)
- Peak flow (gpm) for all commercial, and mixed-use projects
- Instantaneous peak flow (gpm) for all industrial projects
- Batch discharges from processing facilities
- Private pump station flow rates

Proposed utility plan

Design Professional sign/seal: *Michael Todd Parker* Date: 2.22.24



Submit completed, signed, sealed form, and documents to:
DWRCapacityCertification@GwinnettCounty.com
678.376.7026

**PLEASE ALLOW A MINIMUM OF 10
BUSINESS DAYS FOR PROCESSING.**

DWR Use Only

Capacity Certification Request No.: _____

Development/Project Name: _____

Gwinnett County Planning and Development Permit No.: _____ (if available)

Name of downstream pump station: _____

Name of sewer sub-basin: _____

Gwinnett County Department of Water Resources Recommendations

Approved – Downstream sewer facilities have adequate capacity to accommodate flows.

Conditionally Approved – Downstream sewer facilities can serve the proposed development/project under the following conditions:

Denied – Due to the following:



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GWINNETT COUNTY WASTEWATER FLOW ESTIMATION

Job No:	SPRINGDALE
Pages:	X of X
Designed:	PPI
Date:	2/22/2024
Checked:	TP
Date:	2/22/2024

Land Use Category and Facility Type (Column A)	Annual Average Daily Unit Flow (gpd) (Column B)	Per Unit (Column C)		No. of Units		Estimated AADF (gpd)	"Additional Categories" that apply (included on table) (Column D)
Single Family Home	250	per unit	x	51	=	12,750	

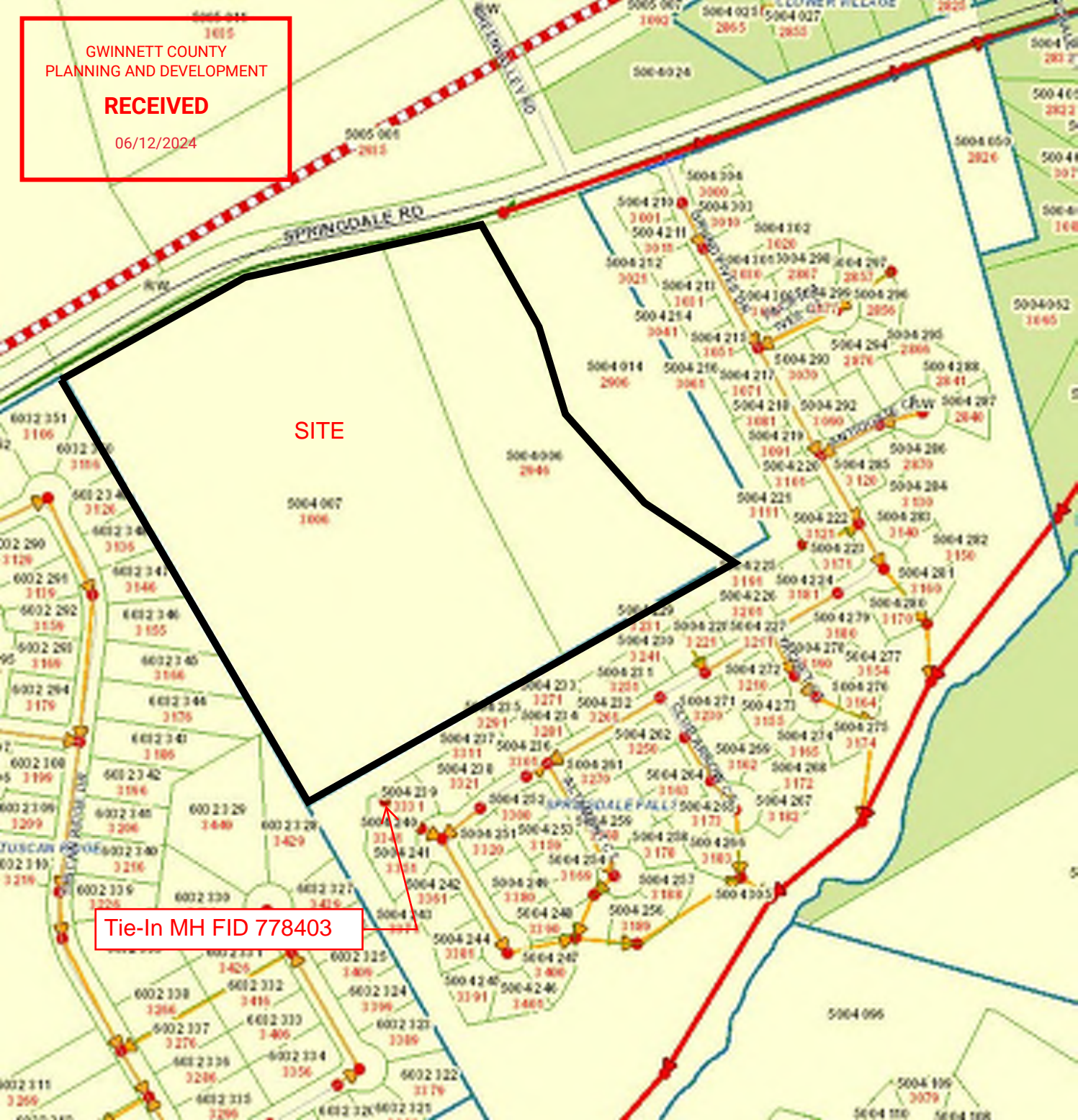
Total AADF = 12,750 gpd

AADF (gpd) / 1440 = 8.9 gpm

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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SITE

Tie-In MH FID 778403

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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Public Participation Plan

Public Participation Plan

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

The applicant will notify all property owners within 1,000 feet of the subject property utilizing addresses provided by the Gwinnett County Planning Department provided at the conclusion of the pre application meeting.

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

Upon confirmation, the meeting will be located at Briscoe Park, Sawyer PKWY, Snellville, GA 30078

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

Upon confirmation, the meeting will be held on 6/21/24 at 6:30pm.

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

A brief presentation providing all facets of the project with a Q&A portion to answer any questions from the community members.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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Wetlands Delineation

RECEIVED

06/12/2024

SPRINGDALE ROAD PROPERTY

GWINNETT COUNTY, GEORGIA

SITE RECONNAISSANCE FOR WETLANDS, STREAMS, AND STREAM BUFFERS

PREPARED: DECEMBER 8, 2023 FOR: REN-MF CONSTRUCTION, LLC

On December 6, 2023, NEI reviewed “Springdale Road Property” to determine the extent of aquatic areas we believe would be jurisdictional under *Section 404 of the Clean Water Act* and to identify waters of the State where we believe the Georgia Department of Environmental Protection Division (GAEPD) would regulate land disturbance in the “stream buffers.” The study area is approximately 20 acres in size and is located 0.70 miles northeast of the intersection of GA-124 and Springdale Road in Snellville, Gwinnett County, Georgia.

SUMMARY OF FINDINGS

TOTAL STUDY AREA	20 AC
Wetland (a)(4)	~ 50 SF
Intermittent Stream (a)(3)	~ 104 LF
Pond (a)(2)	~ 1.29 AC
Drainage Channel	~ 202 LF

PROPERTY DESCRIPTION

At the time of on-site reconnaissance, most of the west portion of the study area was covered by mixed hardwood/pine forest with moderately dense understory. The east portion of the study area was partially cleared and contained a single-family home. The topography of the property was consistent with the Southern Outer Piedmont ecoregion with slopes ranging up to 45 percent. Springdale Road borders the study area to the north. Residential subdivisions are located west, south, and east of the study area.

ON-SITE AQUATIC RESOURCES

- A **Wetland** ((a)(4) water) was identified on the west portion of the study area. It was characterized by surface water and hydric soils but lacked vegetation due to inundation.
- An **Intermittent Stream** ((a)(3) water) was identified on the west portion of the study area. The stream originated at the location of the pond outflow culvert and generally flowed south before exiting the study area. It was up to approximately two and a half feet wide, entrenched up to approximately two feet, and contained silt as the primary substrate.
- A **Pond** ((a)(2) water) was located on the northwest portion of the study area.
- A drainage channel was identified originating near the southwest portion of the aforementioned pond. As this channel serves as the secondary pond outflow and did not have an ordinary highwater mark, wetland vegetation, or hydric soils, it was assessed to be non-jurisdictional to the USACE.

RESULTS OF SITE RECONNAISSANCE

- **Mapping:** As part of this site review, the accompanying mapping and illustrations were prepared: a location map; USGS quad map; aerial photograph; USDA NRCS soils map; USFWS wetlands map; FEMA floodplains map; USGS Stream Stats; and approximate photo locations.
- **GPS:** While on-site, Trimble DA2 GPS antennas equipped with Trimble Terra Flex Software were used to log the location of aquatic resources and other notable features as appropriate. The location and area(s) of aquatic resources reported herein is based partly on GPS data that was collected using Trimble antenna(s), post-processed with Trimble Terra Flex software, and alignments and measurements were accomplished in Google Earth. While the data shown herein is presumed to be accurate, actual stream alignments and aquatic resource boundaries found in the field can vary somewhat from that which is mapped. This mapping grade GPS data is known to be sub-meter accurate and suitable for acceptance by the regulatory agencies but can vary in precision depending upon several variables. If a greater level of precision for the aquatic resource location is required, please let us know.

SUMMARY OF OUR WORK ACTIVITY AND PERTINENT REGULATIONS

After reviewing available remote data including aerial photography, USGS topography, the National Wetlands Inventory mapping, the USDA soils survey, the FEMA flood hazards mapping, and other available data as appropriate, field reconnaissance was conducted to locate onsite aquatic resources. The typical field reconnaissance generally commences along the lower elevation areas of the study area, then continues up-valley until no further evidence of aquatic resources is found.

Waters of the United States

Wetlands and waters of the US are under the jurisdiction of the US Army Corps of Engineers (USACE) per Section 404 of the Clean Water Act. The USACE jurisdiction is established in *Title 33 Code of Federal Regulations Part 328.3*, as published in the *Federal Register*, effective September 8, 2023. The USACE jurisdiction in the North Georgia region includes freshwater ponds, lakes, rivers, streams, and wetlands. The USACE would regulate the discharge of fill material into the intermittent stream, wetland, and pond identified herein. The USACE would not regulate the discharge of fill material into the drainage channel identified herein.

WOTUS DESIGNATIONS

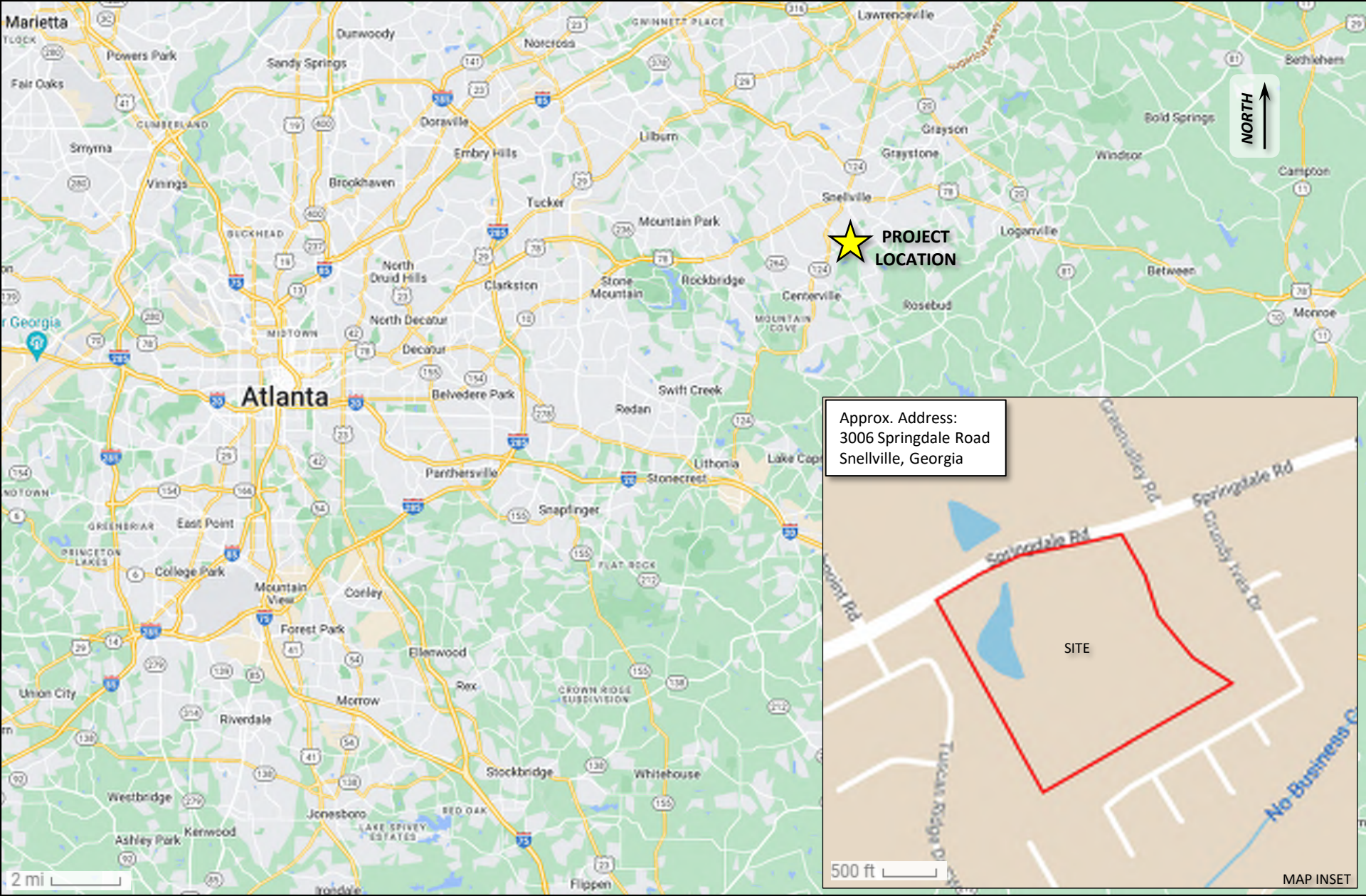
- **(a)(1)** – includes traditional navigable waters, the territorial seas, and interstate waters.
- **(a)(2)** – includes impoundments of “waters of the United States.”
- **(a)(3)** – includes tributaries of traditionally navigable waters and impoundments of “waters of the United States” that are relatively permanent, standing, or continuously flowing bodies of water.
- **(a)(4)** – includes aquatic resources that meet the 2023 “waters of the United States” definition of “wetlands” and maintain a “continuous surface connection” to other jurisdictional waters.
- **(a)(5)** – includes intrastate lakes and ponds not identified in paragraphs (a)(1) through (a)(4) that are relatively permanent, standing or continuously, flowing bodies of water with a continuous surface connection to other jurisdictional waters.

GAEPD BUFFERED STATE WATERS

Through the Erosion and Sedimentation Act of 1975, the GAEPD regulates land disturbance in buffers extending horizontally from the point of wrested vegetation. Drainage from the site leads to No Business Creek, which is in the Upper Ocmulgee watershed, USGS HUC 03070103. Based on the list of trout streams found in GADNR 391-3-6-.03, the streams in this area are not listed as “trout streams,” and therefore would be considered “warm water streams.” The intermittent stream and pond identified herein would be considered a “Buffered Water of the State”, where GAEPD would regulate land disturbance in 25-foot “stream buffers.”

CLOSING

The information and data provided herein is sufficient for planning purposes but is not necessarily sufficient for agency verification. Our field reconnaissance for wetlands and streams is based on our over 30 years of experience, but please note that the USACE and GAEPD have the ultimate discretionary authority in the determination of their respective jurisdiction. If you would like for us to pursue official jurisdictional determination with the USACE and/or the GAEPD, please let us know.



Approx. Address:
3006 Springdale Road
Snellville, Georgia

500 ft

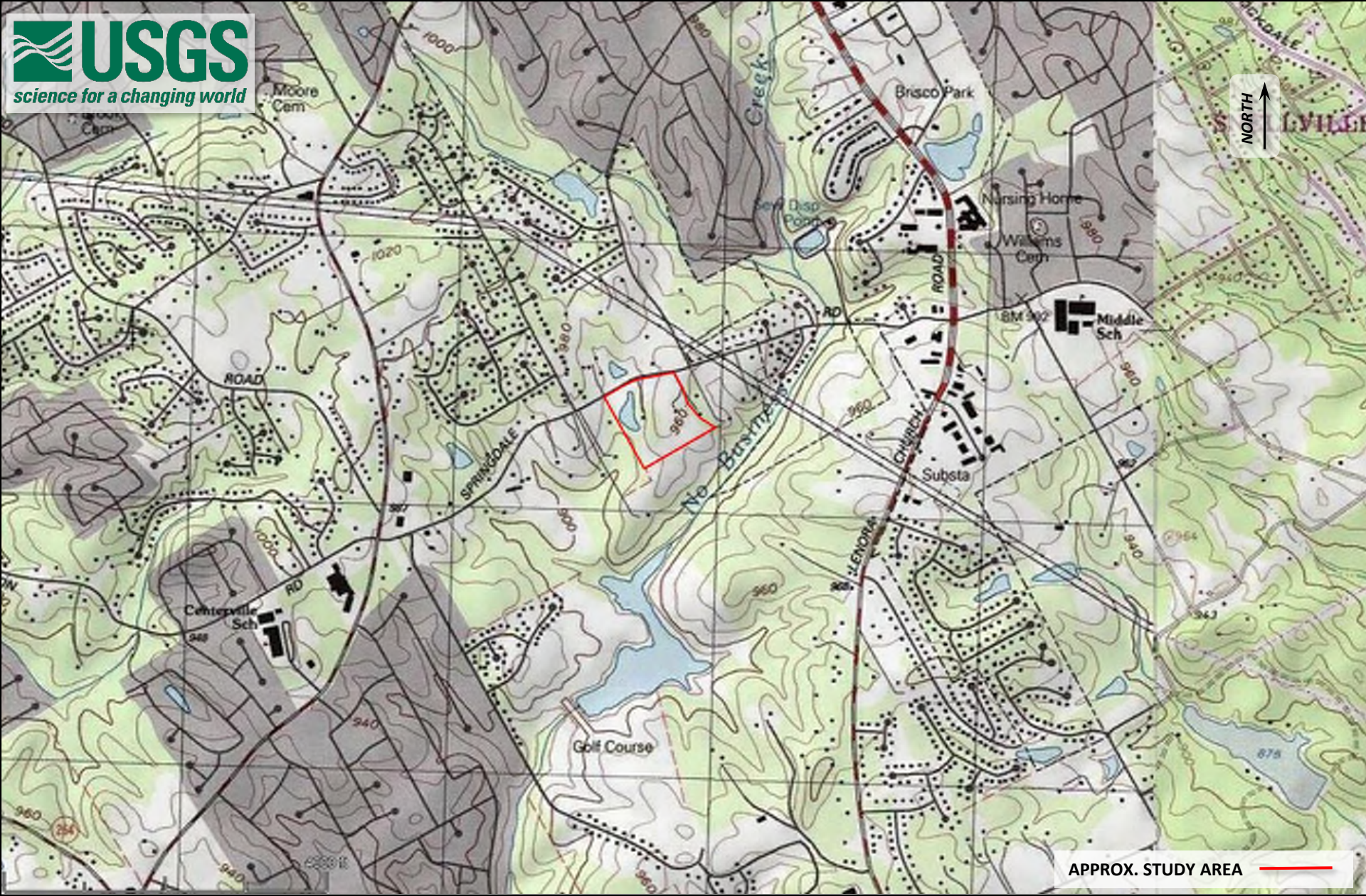
MAP INSET


VICINITY MAP

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 1
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION FIRM
www.NelsonEnvironmental.us PH:404/862-1665



APPROX. STUDY AREA 

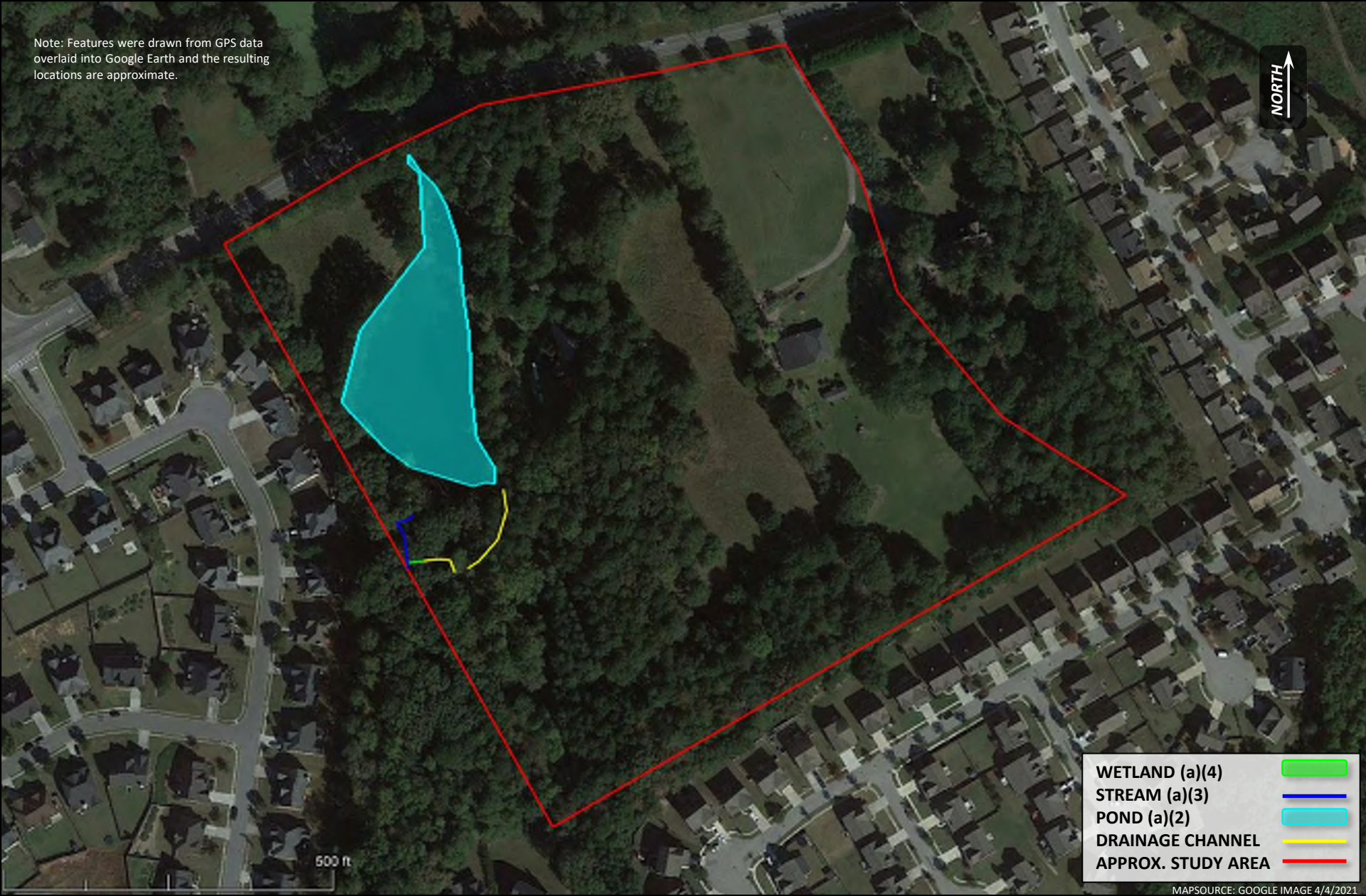
USGS QUADRANGLE MAP






**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 2
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665

Note: Features were drawn from GPS data overlaid into Google Earth and the resulting locations are approximate.



WETLAND (a)(4)	
STREAM (a)(3)	
POND (a)(2)	
DRAINAGE CHANNEL	
APPROX. STUDY AREA	

MAPSOURCE: GOOGLE IMAGE 4/4/2021

AERIAL PHOTO W/ AQUATIC RESOURCE LOCATIONS

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 3
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.

www.NelsonEnvironmental.us PH:404/862-1665



APPROX. STUDY AREA ———

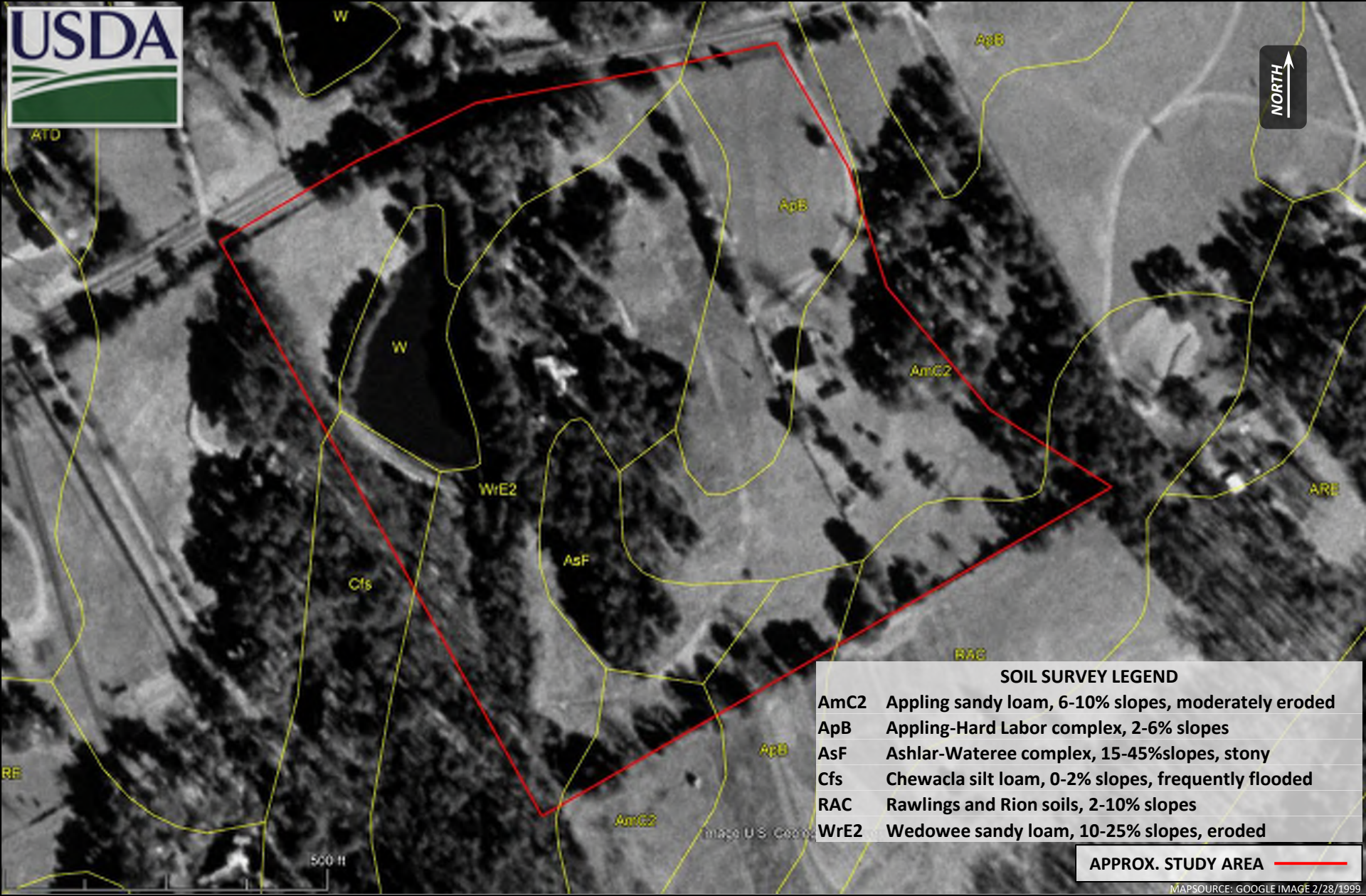
MAPSOURCE: GOOGLE IMAGE 8/24/2015

AERIAL PHOTOGRAPH

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 4
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665



SOIL SURVEY LEGEND	
AmC2	Appling sandy loam, 6-10% slopes, moderately eroded
ApB	Appling-Hard Labor complex, 2-6% slopes
AsF	Ashlar-Wateree complex, 15-45% slopes, stony
Cfs	Chewacla silt loam, 0-2% slopes, frequently flooded
RAC	Rawlings and Rion soils, 2-10% slopes
Wre2	Wedowee sandy loam, 10-25% slopes, eroded

APPROX. STUDY AREA

MAPSOURCE: GOOGLE IMAGE 2/28/1999

USDA SOILS SURVEY

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
 SPRINGDALE ROAD PROPERTY
 GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
 REN-MF CONSTRUCTION, LLC

EXHIBIT 5
 PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665

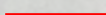


PUBHh



500 ft

ACCORDING TO FWS NWI DATA, AQUATIC RESOURCES ARE MAPPED IN THE STUDY AREA

APPROX. STUDY AREA 

MAPSOURCE: GOOGLE IMAGE 4/4/2021

USFWS NWI MAP

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

EXHIBIT 6
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.

www.NelsonEnvironmental.us PH:404/862-1665



**ACCORDING TO USGS STREAM STATS DATA,
A STREAM IS MAPPED IN THE STUDY AREA.**

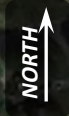
APPROX. STUDY AREA ———

USGS STREAM STATS MAP




**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

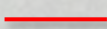
PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 7
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665



ACCORDING TO FEMA FLOOD HAZARD DATA, FLOOD HAZARD AREAS ARE NOT MAPPED IN THE STUDY AREA

SPECIAL FLOOD HAZARD AREAS	
	0.2% Annual Chance Flood Hazard
	1% Annual Chance Flood Hazard
	Regulatory Floodway

APPROX. STUDY AREA 

MAPSOURCE: GOOGLE IMAGE 10/22/2021

FEMA FLOOD HAZARD MAP

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 8
PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665



PHOTO 1 








PHOTO 2 

PHOTO 3 

500 ft

SEE FOLLOWING EXHIBIT FOR SITE PHOTOS

WETLAND (a)(4)	
STREAM (a)(3)	
POND (a)(2)	
DRAINAGE CHANNEL	
APPROX. STUDY AREA	

MAPSOURCE: GOOGLE IMAGE 4/4/2021

PHOTO LOCATIONS

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
 SPRINGDALE ROAD PROPERTY
 GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
 REN-MF CONSTRUCTION, LLC

EXHIBIT 9
 PREPARED 12/8/2023 BY:
NELSON ENVIRONMENTAL, INC.
www.NelsonEnvironmental.us PH:404/862-1665



PHOTO 1: POND

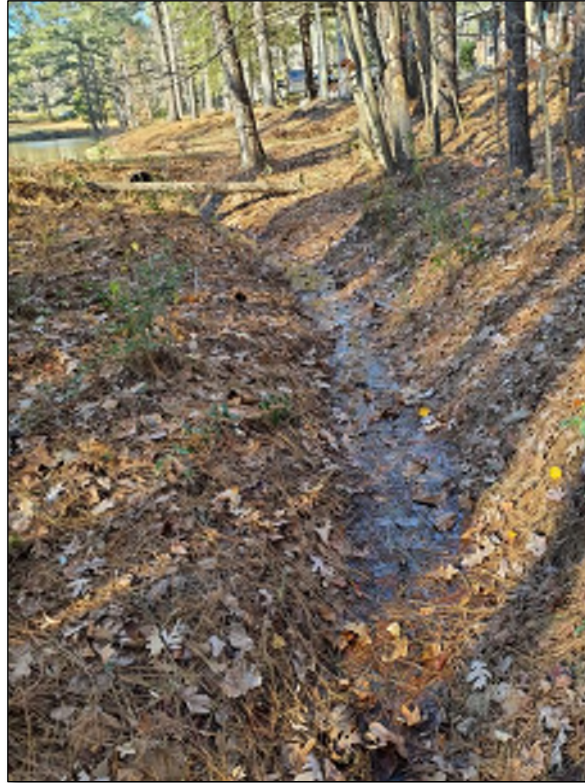


PHOTO 2: DRAINAGE CHANNEL



PHOTO 3: INTERMITTENT STREAM

SEE PRECEDING EXHIBIT FOR PHOTO LOCATIONS

PHOTOS TAKEN: 12/6/2023

SITE PHOTOS

**FIELD RECONNAISSANCE FOR STREAMS AND WETLANDS
SPRINGDALE ROAD PROPERTY
GWINNETT COUNTY, GEORGIA**

PREPARED FOR:
REN-MF CONSTRUCTION, LLC

EXHIBIT 10
PREPARED 12/8/2023 BY:

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