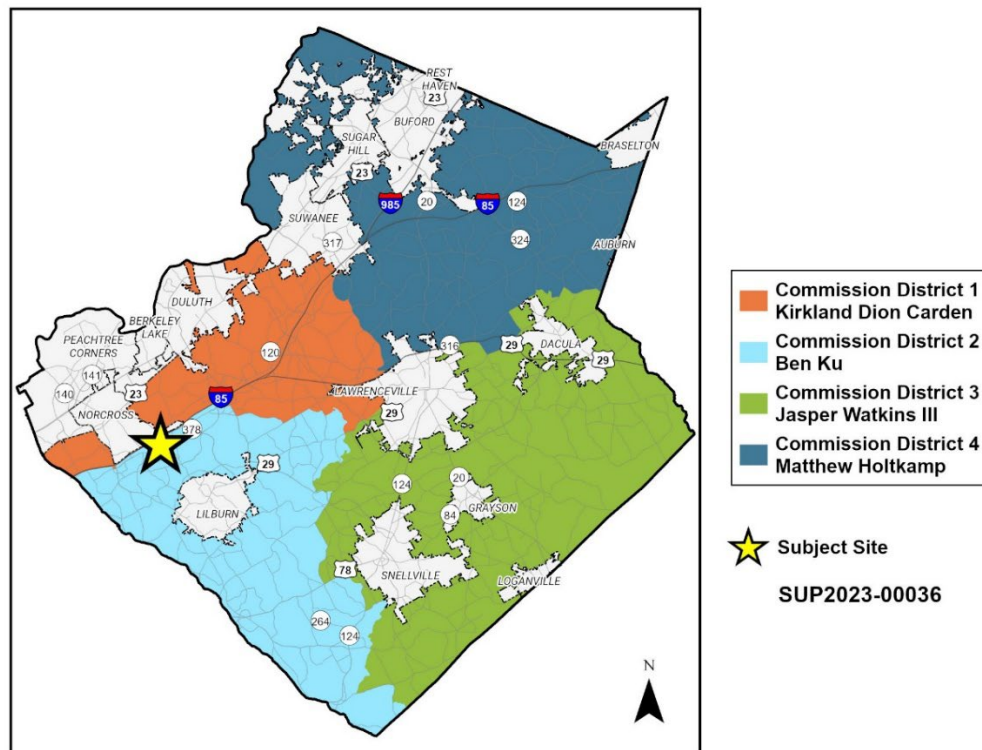


## PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

**Case Number:** SUP2023-00036  
**Current Zoning:** C-2 (General Business District)  
**Request:** Special Use Permit  
**Overlay District:** Gateway 85  
**Additional Requests:** Variances  
**Address:** 1725 Indian Trail Lilburn Road  
**Map Number:** R6198 064  
**Site Area:** 1.1  
**Square Feet:** 3,925  
**Proposed Development:** Car Wash  
**Commission District:** District 2 – Commissioner Ku  
**Character Area:** Community Node

**Staff Recommendation:** DENIAL

**Planning Commission  
Recommendation:** DENIAL



**Applicant:** Brandon Kublanow  
1962 Howell Mill Road, Suite 210  
Atlanta, GA 30318

**Owners:** First-Citizens Bank & Trust Company  
100 E. Tryon Road,  
Raleigh, NC 27603

**Contact:** Brad Horbal, PE

**Contact Phone:** 678.533.3922

## **Zoning History**

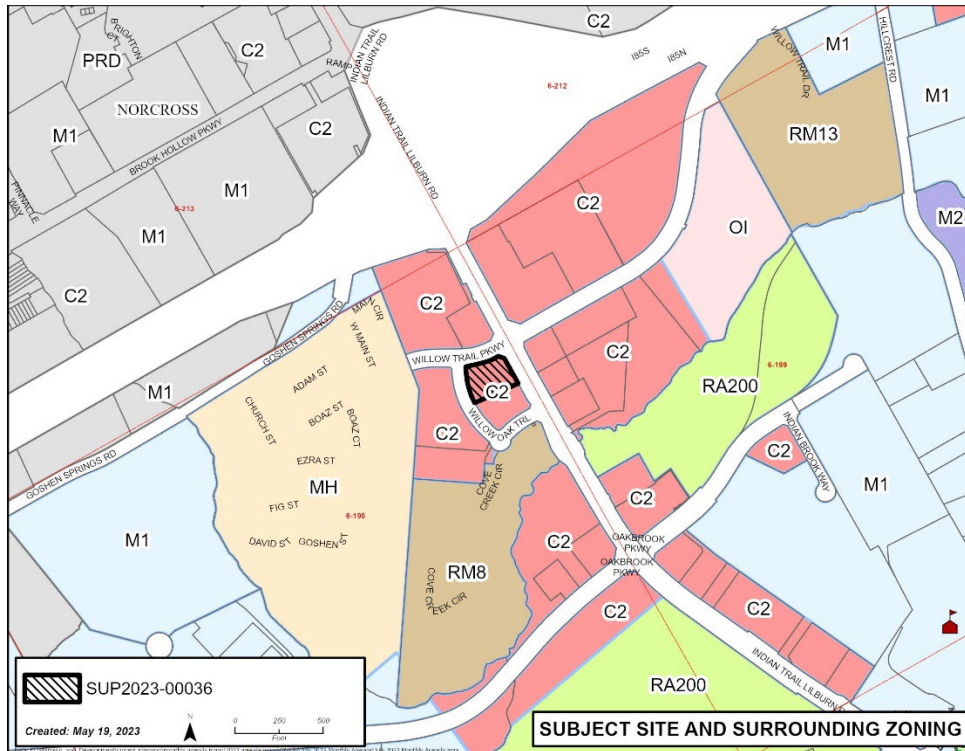
The subject property is zoned C-2 (General Business District). There are no prior zoning requests on file for this property. The subject property is located within the Gateway 85 Overlay District.

## **Existing Site Condition**

The subject property is a 1.1-acre parcel located at the southwest quadrant of the Indian Trail Lilburn Road and Willow Trail Parkway intersection. The property contains an 11,348 square-foot multi-story commercial building constructed in 1983 and includes drive-thru aisles and surface parking lot. The site can be accessed via a driveway from Willow Oak Trail. There are sidewalks along Indian Trail Road and Willow Trail Parkway and overhead power lines are located along Indian Trail Lilburn Road. The site is relatively flat but the right-of-way slopes downward from Indian Trail Lilburn Road and Willow Trail Parkway intersection. The nearest Gwinnett County Transit stop is approximately 125-feet from the subject property.

## **Surrounding Use and Zoning**

The subject site is surrounded by commercial uses. A freestanding restaurant is located south of the site. A convenience store with pumps is located across Willow Trail Parkway north of the site. A hotel is located across Willow Oak Trail, west of the site. Restaurants and automobile related uses are located across Indian Trail Lilburn Road, east of the site. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Car Wash	C-2	N/A
North	Commercial	C-2	N/A
East	Commercial	C-2	N/A
South	Commercial	C-2	N/A
West	Commercial	C-2	N/A

## Project Summary

The applicant requests a special use permit for a full service car wash on a 1.1-acre property zoned C-2, including:

- The demolition of the existing 11,384 square-foot bank building.
- A 3,925 square-foot drive-through car wash building with 20 self-service vacuum stalls on the south side of the building and five employee parking spaces located in an area that is parallel to the entrance driveway for the car wash.
- Two stacking lanes with three pay stations on the property frontage of Indian Trail Lilburn Road.
- Restricted access via Willow Oak Trail with striping directing customers to enter the car wash drive aisles towards the pay stations.
- A 5-foot-wide proposed sidewalk along Willow Oak Trail, connecting the existing 5-foot-wide sidewalks along Indian Trail Lilburn Road and Willow Trail Parkway.
- A 10-foot-wide landscape strip along all road frontages.
- An underground stormwater detention facility located under the proposed stacking lanes.
- A dumpster enclosure located southwest of the car wash building adjacent to the entrance of the car wash stacking lanes.

## Zoning and Development Standards

The applicant is requesting a Special Use Permit for a car wash in the C-2, General Business District. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Building Height	Maximum 45'	≤45'	YES
Front Yard Setback	Minimum 15'	15'	YES
Side Yard Setback	Minimum 10'	>10'	YES
Parking Spaces	Minimum: 8 spaces and 4 stacking spaces Maximum: 16 spaces and 10 stacking spaces	25 spaces 13 stacking spaces	NO*
Landscape Strip	Minimum 10'	10'	YES

\*The applicant has requested a variance to exceed the maximum number of permitted parking spaces.

In addition, the following standards apply to development in the Gateway 85 Overlay District.

Standard	Meets Standard?
Streetscapes shall be installed along public rights-of-way as specified in Table 220.4: Streetscape Table, except as provided in "B" immediately below for an alternative multi-use trail. Streetscapes shall include a sidewalk landscape strip adjacent to the roadway, a sidewalk, and a landscape strip at the back of the sidewalk on private property. Sidewalks located along major arterials shall be a minimum of 8-foot-wide	NO

The property is located within the Gateway 85. Overlay District which has additional requirements over and above the base zoning requirements. Items such as streetscape, lighting, pedestrian access, access management, and building design all have additional requirements. The site plan does not indicate compliance with these standards.

## Variance Requests

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

1. *Section 220-50.5.A Streetscape Standards.*

**Streetscapes shall include a sidewalk landscape strip adjacent to the roadway, a sidewalk, and a landscape strip at the back of the sidewalk on private property. Sidewalks located along major arterials shall be a minimum of 8-foot-wide.**

The applicant is not proposing any modifications to the existing 5-foot-wide sidewalk along Indian Trail Lilburn Road which is designated as a major arterial and requires an 8-foot-wide sidewalk according to the Overlay District.

2. *Section 230-120.13.A Dumpsters*

**Dumpsters shall be located in the rear or side yard. Dumpsters are not allowed in front yards. Dumpsters, including the enclosure structure, shall be located a minimum of 5 feet from property lines and buffers.**

The applicant is proposing to locate the dumpster in the front yard on Willow Oak Trail.

3. *Section 240-20.1; Table 240.1 Minimum Parking Requirements*

**Full service car washes shall have a maximum of 1 parking space per 500 square feet of building square footage and a maximum of 10 stacking spaces per line.**

The applicant is proposing to exceed the maximum allowed off-street parking spaces and stacking spaces by providing 20 vacuum stall parking spaces, 5 employee parking spaces, and up to 13 stacking spaces per drive aisle.

4. *Section 240-70.1.B Interparcel Connection*

**Inter-parcel driveway connection or provision of a future inter-parcel driveway stub shall be required between adjacent non-residential properties.**

The applicant is proposing to maintain the existing conditions of the site and not provide inter-parcel driveway connections to the adjacent non-residential property to the south.

5. *Section 240-70.1.C Interior Driveways.*

**Interior driveways, with or without parking, shall be 10 to 12 feet wide for one-way traffic, and 22 to 24 feet wide for two-way traffic.**

The applicant is proposing a 28-foot-wide, two-way internal driveway for the vacuum stall area of the car wash.

## **Internal and External Agency Review**

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

## **Staff Analysis**

**Special Use Permit Analysis:** According to the UDO, the staff analysis and recommendation on each application for a Special Use Permit shall follow the same procedures as those contained in Section 270-20. Emphasis shall be given to the evaluation of characteristics of the proposed use in relationship to neighboring properties and the compatibility of the proposed use with its surroundings. For Special Use Permits, the Department shall evaluate the request and make a recommendation with respect to the standards governing exercise of zoning power as defined in Section 270-20.5. After the evaluation,

staff makes the following findings based on the standards of the UDO:

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

The proposed car wash would be located along a commercial corridor close to Interstate-85 and surrounded by other commercial buildings. Although the use is similar to the existing commercial retail uses in the area that include drive-throughs and a convenience store with fuel pumps, it is solely automobile dependent and vehicular in nature. Further, the visibility of this site and its proximity to the interstate provides an opportunity for redevelopment to include a mixture of uses in a vertical building or a commercial use providing additional service to the immediate area. The proposed car wash would not be suitable for the redevelopment of the site.

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

The proposed car wash provides one entrance located along Willow Oak Trail that would require customers to enter via Indian Trail Lilburn Road, at the Intersection of Indian Trail Road and Willow Trail Parkway. The automobile dependency of this use would increase traffic at the intersection. In addition, the site requires multiple variances indicating that the site cannot accommodate the proposed use.

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

The property has a reasonable economic use as currently zoned.

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

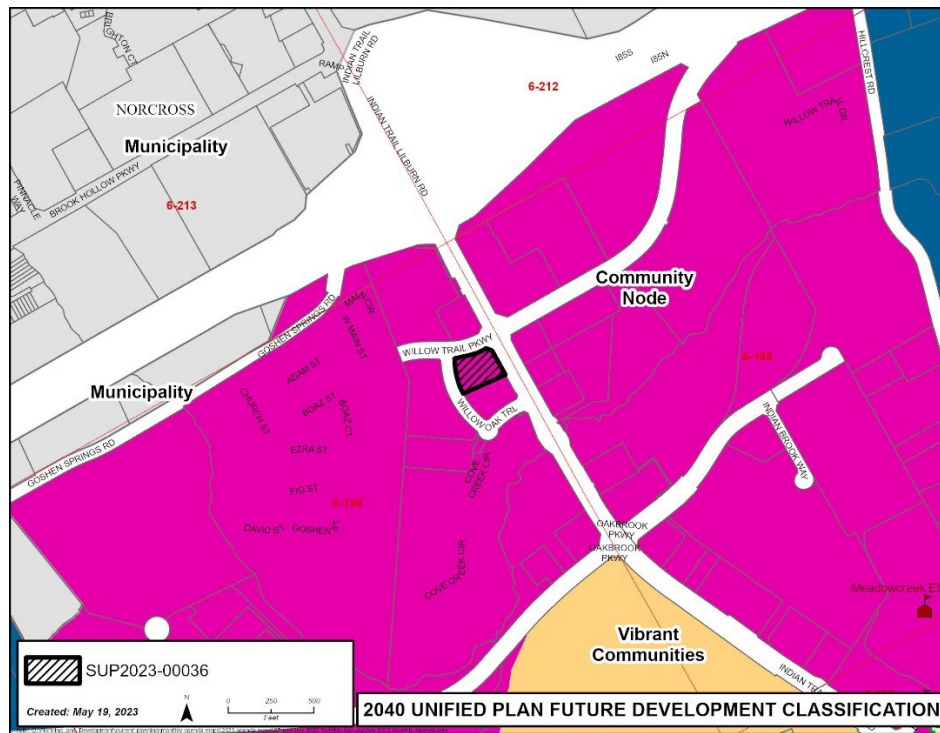
An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. No impact on school enrollment is anticipated. Agency review comments related to any potential improvements concerning this special use permit request are attached (Exhibit E).

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

The subject property is located within the Community Node Character Area, which is characterized by high-density mixed-use developments incorporating commercial, office, live-work, and similar ground floor uses with high-density residential uses located at major intersections throughout the County. The Character Area intends future development and redevelopment to focus on making these nodes more pedestrian-oriented to serve surrounding residential communities and County residents by providing shopping, dining, and entertainment venues.

The proposed car wash would not further the intent of the Community Node Character Area, as the proposed use is inherently vehicle-oriented, and single-use. The development would not

complement the adjacent restaurant and hotels, nor would it create a synergy between adjoining uses. The proposed special use permit for a car wash is not in conformity with the policy and intent of the Unified Plan and Future Development Map.



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

Although this is an established and mature commercial area, it has not yet experienced the redevelopment activity anticipated by the Community Node Character Area. The development would not encourage service commercial/high-density mixed-use or coordinated redevelopment. The opportunity exists for this parcel to be redeveloped as a small mixed-use building to include restaurant, retail, and office space benefiting the community. Guests of the nearby hotels and office building across Indian Trail Lilburn Road, as well as commuters traveling from Interstate 85 could benefit more from pedestrian-oriented establishments rather than a car wash. The additional variance requests to not meet the requirements of the UDO including the Gateway 85 Overlay District further supports the recommendation of denial for the special use permit.

**Variance Request Analysis:** When considering variances from Title II of the UDO, staff is required to review whether an undue hardship may result from strict compliance with the regulations and that approval would not adversely affect the general public welfare or nullify the intent of the Development Regulations. In addition, there must be a determination that there are unusual topographical or other exceptional conditions. Staff makes the following findings related to the variance requests:

Due to its limited size and location, the proposed car wash is requesting a significant number of variances for interparcel connection, dumpster location, driveway width, and the reduction of the 8-foot-wide sidewalk along Indian Trail Lilburn Road. The location of the car wash’s stacking

lanes does not allow interparcel connection with the southern nonresidential parcel. In addition, the property is surrounded by three roads which results in the applicant placing the proposed dumpster in one of the site's front yards. These variances are only necessary to facilitate the current site design and circulation, which as noted above, is very automobile centric. These variances reduce UDO standards, which are intended to integrate the site into the larger community (i.e. sidewalks and inter-parcel connection).

## Staff Recommendation

Based on the staff's evaluation of the request and the standards governing the exercise of zoning power, the Department of Planning and Development recommends **DENIAL** of the special use permit request.

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

1. To not provide the required 8-foot-wide sidewalk along Indian Trail Lilburn Road.
2. To place the dumpster in the front yard of the subject property.
3. To exceed the maximum allowed number of off-street parking spaces and stacking spaces to 25 parking spaces and up to 13 stacking spaces.
4. To not provide inter-parcel connection to the adjacent non-residential property south of the site.
5. To construct a 28-foot-wide internal driveway that exceeds the maximum width allowed for two-way internal-driveways.

## Staff Recommended Conditions

NOTE: The following conditions are provided as a guide should the Board of Commissioners choose to approve this petition.

Approval of a Special Use Permit for a Car Wash, subject to the following conditions:

1. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan dated received April 27, 2023, by the Department of Planning and Development, with revisions required by conditions and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
2. The building shall adhere to Category 3 of the architectural design standards of non-residential buildings.
3. All grassed areas shall be sodded.
4. All mechanical equipment including compressor units on or around the building must be screened from view from all sides. Screening materials shall be subject to review and approval by the Director of Planning and Development.
5. Outdoor loudspeakers shall be prohibited.



6. No tents, canopies, temporary banners, streamers or roping decorated with flags, tinsel, or other similar material shall be displayed, hung, or stung on site. No decorative balloons or hot-air balloons shall be displayed on the site. Yard and/or bandit signs, sign-walkers and sing-twirlers shall be prohibited.
7. Hours of Operation shall be 8:00 a.m. to 8:00 p.m. daily.

### **Planning Commission Recommendation**

Based on staff's evaluation of the request, information presented at the public hearing, and the Planning Commission's consideration of the standards governing the exercise of zoning power related to this application, the Planning Commission recommends **DENIAL** of the special use permit request.

In addition, the Planning Commission recommends **DENIAL** of the following variance requests:

1. To not provide the required 8-foot-wide sidewalk along Indian Trail Lilburn Road.
2. To place the dumpster in the front yard of the subject property.
3. To exceed the maximum allowed number of off-street parking spaces and stacking spaces to 25 parking spaces and up to 13 stacking spaces.
4. To not provide inter-parcel connection to the adjacent non-residential property south of the site.
5. To construct a 28-foot-wide internal driveway that exceeds the maximum width allowed for two-way internal-driveways.

**Exhibits:**

- A. Site Visit Photos
- B. Site Plan
- C. Letter of Intent and Applicant's Response to Standards
- D. Application and Disclosure of Campaign Contributions
- E. Internal and External Agency Review Comments
- F. Maps

**Exhibit A: Site Visit Photos**



**View of Existing Building from Indian Trail**



**View of Existing Building from Willow Oak Trail**



**View of Existing Parking Lot**



**View of Existing Site Entrance**

**Exhibit A: Site Visit Photos**



**View of Existing Building from Indian Trail**



**View of Existing Building from Willow Oak Trail**



**View of Existing Parking Lot**



**View of Existing Site Entrance**

**Exhibit B: Site Plan**

**[attached]**





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

**[attached]**

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4/27/2023

**LETTER OF INTENT FOR  
SPECIAL USE PERMIT APPLICATION OF  
TRACK WEST PARTNERS, LLC**

Track West Partners, LLC (the “Applicant”) submits this Letter of Intent and the attached Special Use Permit application (the “Application”) relative to an approximately 1.1-acre tract of land located along the westerly side of Indian Trail Lilburn Road at its intersection with Willow Trail Parkway (the “Property”). The Property is currently zoned C-2 (General Business District) and is located in the Community Node Character Area as set forth on the Gwinnett 2040 Unified Plan (the “2040 Plan”) Future Development Map. The Applicant is requesting the approval of the Application in order to permit the redevelopment of the Property for use as a car wash.

The proposed redevelopment would include an approximately 3,925 square foot automatic car wash building with 20 self-service vacuum stalls. Access to the Property would be provided by an existing two-way full access driveway on Willow Oak Trail. The Property is adjacent to an existing restaurant to the south, but is otherwise bounded by right-of-way on all other sides. The proposed development is compatible with surrounding development, which is predominantly commercial at the intersection of Indian Trail Lilburn Road and Willow Trail Parkway with hotels or residential uses located to the rear. To the north across Willow Trail Parkway is a convenience store with fuel pumps and a self-storage facility. To the east across Indian Trail Lilburn are three retail outparcels including an automotive service/oil change business and two drive-through fast food restaurants. The proposed redevelopment is compatible with these commercial uses and would provide additional services to both residents of the surrounding area as well as motorists travelling along Indian Trail Lilburn Road.

While the 2040 Plan encourages high-density mixed-use developments at major intersections, the subject property is not a good candidate for such redevelopment. At only 1.1 acres, the subject property is limited in the type of uses that it can accommodate. Moreover, the intersection of Indian Trail Lilburn Road and Willow Trail Parkway sees substantially less traffic than the intersection of Indian Trail Lilburn Road and Oakbrook Parkway to the south. Approximately 600 feet to the west, Willow Trail Parkway dead-ends into the Jones RV Park and approximately one mile to the east, it dead-ends into the Vulcan Materials quarry. Accordingly, the proposed redevelopment of the existing vacant bank property as an attractive car wash facility is in line with the scale, intensity, and character of surrounding development.

In order to redevelop the Property as set forth in the Applications, the Applicant also requests approval of the variances listed below:

- **Section 240-20.1; Table 240.1** to increase the maximum number of allowed parking spaces and stacking spaces for a car wash. According to a strict interpretation of the UDO, vacuum stalls count towards the number of parking spaces. The Applicant is proposing a total of 25 parking spaces, with 20 being provided in vacuum stalls and 5 provided as “bug prep” or employee parking. However, the use of the vacuum stall spaces differs from the use of a typical retail parking space and typically accommodates more turnover. Additionally, these spaces are often used for a shorter period of time than a traditional retail parking space. A strict interpretation of the UDO would frustrate

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the proposed use and result in a less safe environment on the Property with more vehicle stacking and increased wait times for patrons.

- **Section 220-50.5(A)** to allow the proposed development to maintain the existing streetscape along Indian Trail Lilburn Road as-is. The subject property sits below the right-of-way of Indian Trail Lilburn Road and the construction of an 8-foot wide sidewalk would require extensive grading and fill work and would likely required significant retaining walls.
- **Section 230-120.13(A)** to allow a dumpster in a front/side yard. A strict interpretation of the UDO would result in the Property having three front yards based on the three adjacent rights-of-way. Accordingly, eligible locations for dumpsters are limited. The proposed dumpster location is located in the southwesterly corner of the subject property away from Indian Trail Lilburn Road and Willow Trail Parkway. The proposed dumpster location is also in close proximity to the existing dumpsters for the adjacent restaurant to the south.
- **Section 240-70.1(C)** to increase the maximum driveway width to 15 feet wide for one-way traffic and 28 feet wide for two-way traffic. A strict interpretation of the UDO would require a maximum driveway width of 12 feet for one-way traffic even if the one-way driveway accommodates two lanes of vehicles. At points, the interior driveways exceed 12 feet in width. These driveways are designed to provide ample room for motorists navigating the site and entering/exiting the main car wash building. These vehicular access points are often protected by bollards and other structures which are installed to protect the building and its machinery. Given that a car wash has a different internal vehicular circulation pattern than a typical retail development, a strict interpretation of the UDO would frustrate the use of the Property for a car wash and would create a less safe situation on the Property for patrons as well as attendants.
- **Section 240-70.1(B)** to allow the development to not provide a vehicular interparcel access connection to the commercial property adjacent to the south. The adjacent restaurant parcel is developed with existing curb around the perimeter of its parking lot. Topographical differences between the two parcels also frustrate the construction of an interparcel access driveway. Moreover, Willow Oak Trail, which runs along the Property's western boundary serves the purpose of an interparcel access connection among the subject property, the adjacent restaurant, and other parcels to the west and south. Accordingly, the purpose and intent of the UDO can be achieved with approval of the requested variance.

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

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**SPECIAL USE PERMIT APPLICANT'S RESPONSE**  
**STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER**

PURSUANT TO REQUIREMENT OF THE UNIFIED 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 AN ATTACHMENT AS NECESSARY:

- (A) WHETHER A PROPOSED SPECIAL USE PERMIT WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:  
Yes, the proposed use is suitable based on adjacent properties consisting of commercial uses.
- (B) WHETHER A PROPOSED SPECIAL USE PERMIT WILL ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY:  
No, the proposed development does not adversely affect the use or usability of nearby properties. The site will include its own access, storm water, and utility connections.
- (C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED SPECIAL USE PERMIT HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:  
The previous bank is out of business and the property is currently not being used. This SUP approval would provide economic viability to the property.
- (D) WHETHER THE PROPOSED SPECIAL USE PERMIT WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:  
No, vehicle access to the site is off of a minor road and the proposed site provides over 300' of stacking. No impact to schools and at least 50% of the water used will be recycled.
- (E) WHETHER THE PROPOSED SPECIAL USE PERMIT IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN:  
Yes, the site is within a Community Mixed-Use Activity Center which calls for mixed-use developments incorporating mostly commercial uses.
- (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 SPECIAL USE PERMIT:  
The proposed SUP for the car wash facility is consistent with nearby uses and commercial trends. Also, the land use policy in the area supports the request for SUP approval.

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

**[attached]**

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4/27/2023

Gwinnett County Planning Division  
Special Use Permit Application  
Last Updated 10/2021

**SPECIAL USE PERMIT APPLICATION**

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Brandon Kublanow</u>	NAME: <u>First-Citizens Bank &amp; Trust Company</u>
ADDRESS: <u>1962 Howell Mill Road, Suite 210</u>	ADDRESS: <u>100 E. Tryon Rd., FCB Mail Code DAC 41</u>
CITY: <u>Atlanta</u>	CITY: <u>Raleigh</u>
STATE: <u>GA</u> ZIP: <u>30318</u>	STATE: <u>NC</u> ZIP: <u>27603</u>
PHONE: <u>770-359-9636</u>	PHONE: <u>919-716-8473</u>
EMAIL: <u>Brandon@trackwestpartners.com</u>	EMAIL: <u>Jennea.Lalich@firstcitizens.com</u>
CONTACT PERSON: <u>Brad Horbal, PE</u> PHONE: <u>(678) 533-3922</u>	
CONTACT'S E-MAIL: <u>Brad.Horbal@Kimley-Horn.com</u>	

\*Include any person having a property interest and any person having a financial interest in any business entity having property interest (use additional sheets if necessary).

APPLICANT IS THE:	
<input type="checkbox"/> OWNER'S AGENT	<input type="checkbox"/> PROPERTY OWNER <input checked="" type="checkbox"/> CONTRACT PURCHASER
EXISTING/PROPOSED ZONING: <u>C-2</u>	BUILDING/LEASED SQUARE FEET: <u>3,925 SF</u>
PARCEL NUMBER(S): <u>6198 064</u>	ACREAGE: <u>1.1</u>
ADDRESS OF PROPERTY: <u>1725 Indian Trail rd. Norcross GA 30093</u>	
SPECIAL USE REQUESTED: <u>Car wash facility</u>	

**PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED**

**RECEIVED**

4/27/2023

**SPECIAL USE PERMIT 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 12 MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS.



03/27/23

Signature of Applicant

Date

Brendan Kublenc, Manager

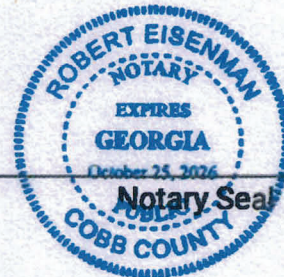
Type or Print Name and Title



03/27/23

Signature of Notary Public

Date



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4/27/2023

**SPECIAL USE PERMIT 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 12 MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS.

Jennea Lalich 3/30/2023  
Signature of Property Owner Date

Jennea Lalich, Vice President - Manager, Portfolio Administration and Transactions

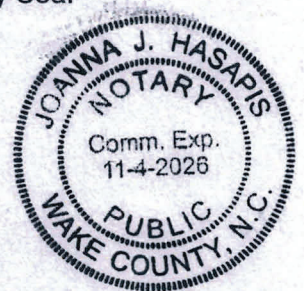
Type or Print Name and Title

Wake County, North Carolina  
I certify that the following person personally appeared before me this day, acknowledging to me that she signed the foregoing document: Jennea Lalich.

Joanna J. Hasapis 3/30/2023  
Signature of Notary Public Date

Notary Seal

My Commission Expires November 4, 2026









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

**[attached]**



Department of Planning and Development  
**TECHNICAL REVIEW COMMITTEE**

<b>TRC Meeting Date:</b>		06.14.2023	
Department/Agency Name:		Transportation	
Reviewer Name:		Brent Hodges	
Reviewer Title:		Construction Manager 1	
Reviewer Email Address:		<a href="mailto:Brent.Hodges@gwinnettcounty.com">Brent.Hodges@gwinnettcounty.com</a>	
Case Number:		SUP2023-00036	
Case Address:		1725 Indian Trail Road, Norcross, 30093	
<b>Comments:</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
		<b>YES</b>	<b>NO</b>
1	Indian Trail-Lilburn Road is a major arterial. ADT = 50,591.		
2	125-feet to the nearest transit facility (#2335003 and #2335004) Indian Trail Road and Willow Trail Parkway.		
3			
4			
5			
6			
7			
<b>Recommended Zoning Conditions:</b>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
		<b>YES</b>	<b>NO</b>
1			
2			
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**Note:** Attach additional pages, if needed

Revised 7/26/2021

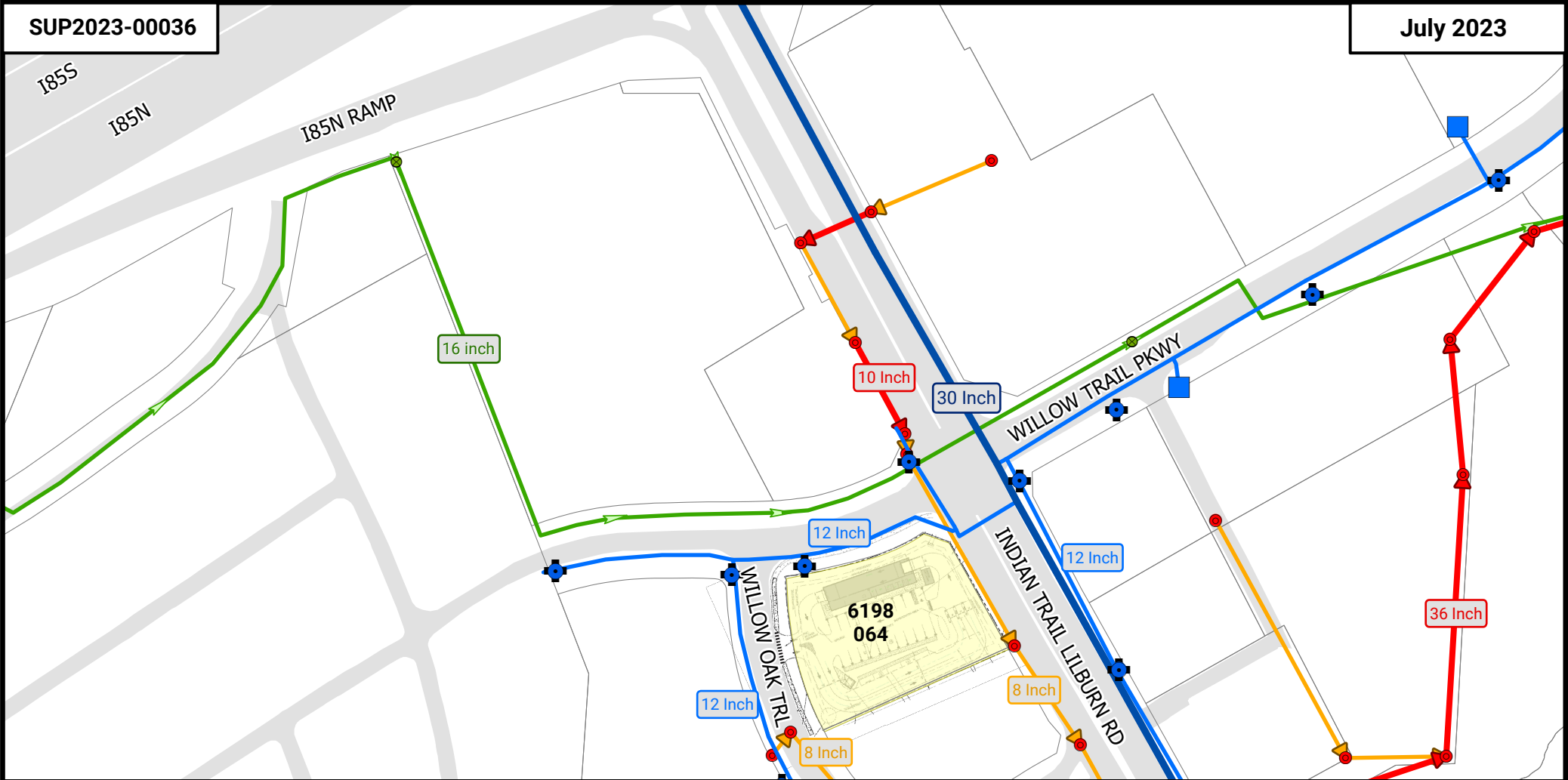


**Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE**

<b>TRC Meeting Date:</b>				
Department/Agency Name:		DWR		
Reviewer Name:		Mike Pappas		
Reviewer Title:		GIS Planning Manager		
Reviewer Email Address:		<a href="mailto:Michael.pappas@gwinnettcountry.com">Michael.pappas@gwinnettcountry.com</a>		
Case Number:		SUP2023-00036		
Case Address:		1725 Indian Trail Road		
<b>Comments:</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1</b>	Water: The proposed redevelopment may connect to an existing 12-inch water main along Willow Oak Trail or the 12-inch water main along Willow Trail Parkway.			
<b>2</b>	Sewer: A Sewer Capacity Certification is required for this redevelopment. Pending available capacity, the proposed redevelopment may connect to an existing 8-inch gravity sewer within the right-of-way of Willow Oak Trail or to the 8-inch sewer to the east along Indian Trail Lilburn Road.			
<b>3</b>				
<b>4</b>				
<b>5</b>				
<b>6</b>				
<b>7</b>				
<b>Recommended Zoning Conditions:</b>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1</b>				
<b>2</b>				
<b>3</b>				
<b>4</b>				
<b>5</b>				
<b>6</b>				
<b>7</b>				

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

*Revised 7/26/2021*

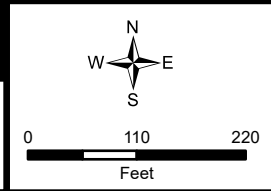


LEGEND

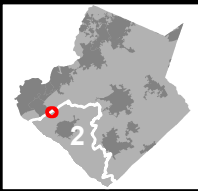
- Water Main
- Hydrant
- Manhole
- Sewer Collector
- Sewer Force Main
- Sewer Interceptor

1725 Indian Trail Rd  
C-2

## Water & Sewer Utility Map



LOCATION



**Water Comments:** The proposed redevelopment may connect to an existing 12-inch water main along Willow Oak Trail or the 12-inch water main along Willow Trail Pkwy.

**Sewer Comments:** A Sewer Capacity Certification is required for this redevelopment. Pending available capacity, the proposed redevelopment may connect to an existing 8-inch gravity sewer within the right-of-way of Willow Oak Trail or to the 8-inch sewer to the east along Indian Trail Lilburn Road.

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

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

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

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

**Exhibit F: Maps**

**[attached]**



WILLOW TRAIL PKWY

INDIAN TRAIL LILBURN RD

INDIAN TRAIL LILBURN RD

W MAIN ST

WILLOW OAK TRL

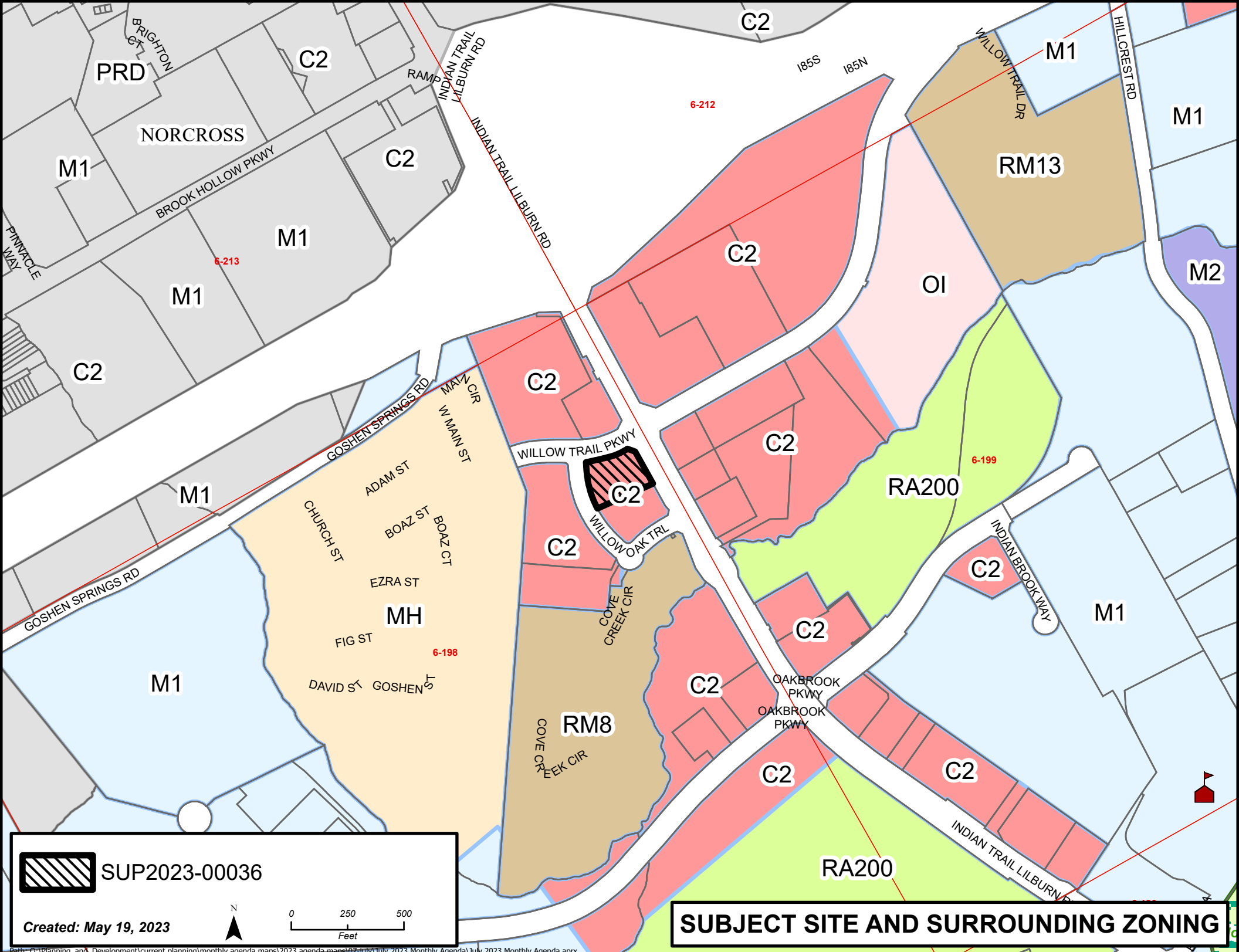
 SUP2023-00036

Created: May 19, 2023



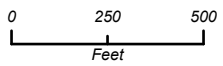
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Feet



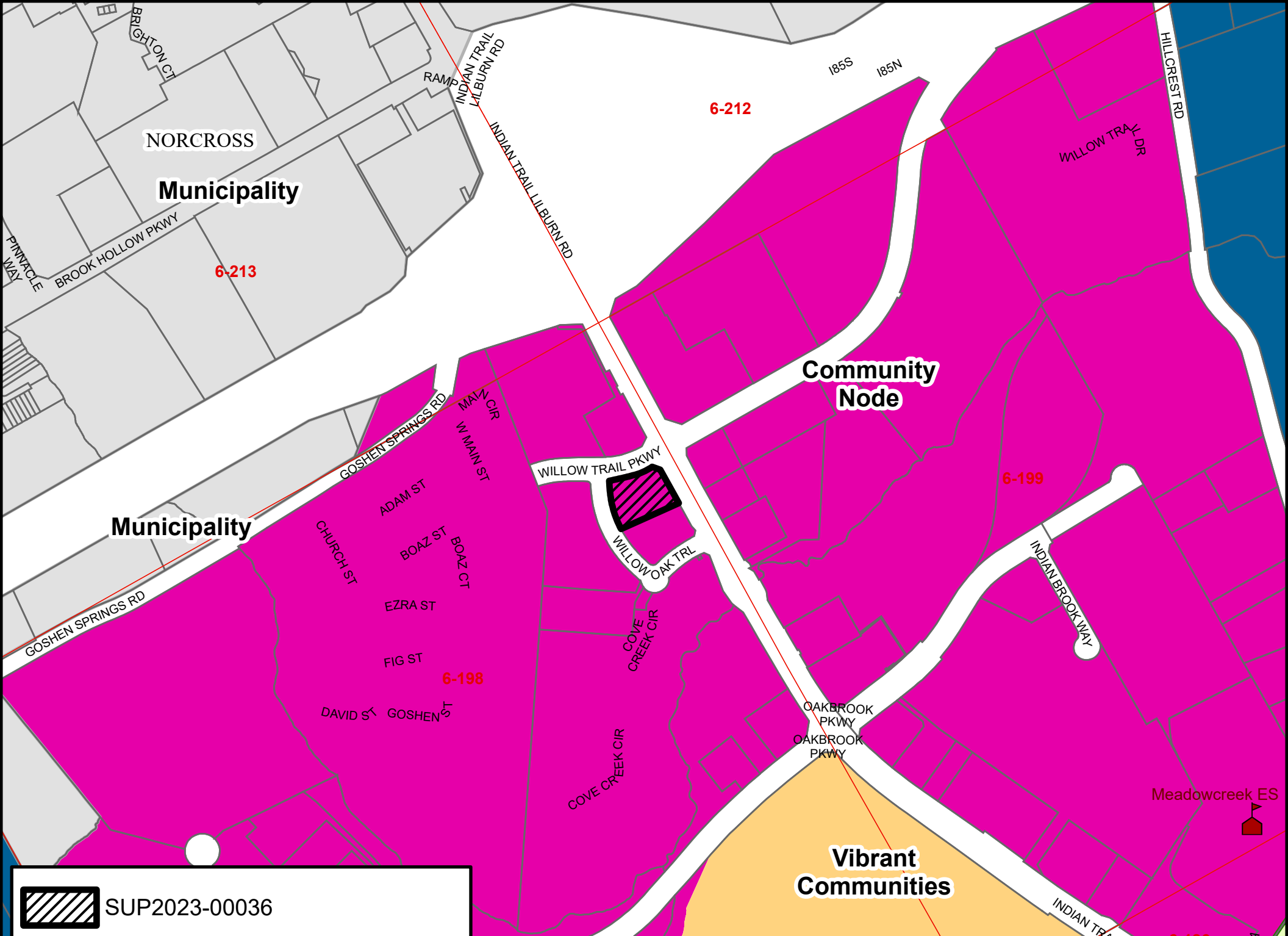


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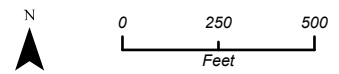


**SUBJECT SITE AND SURROUNDING ZONING**



 SUP2023-00036

Created: May 19, 2023



**2040 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION**