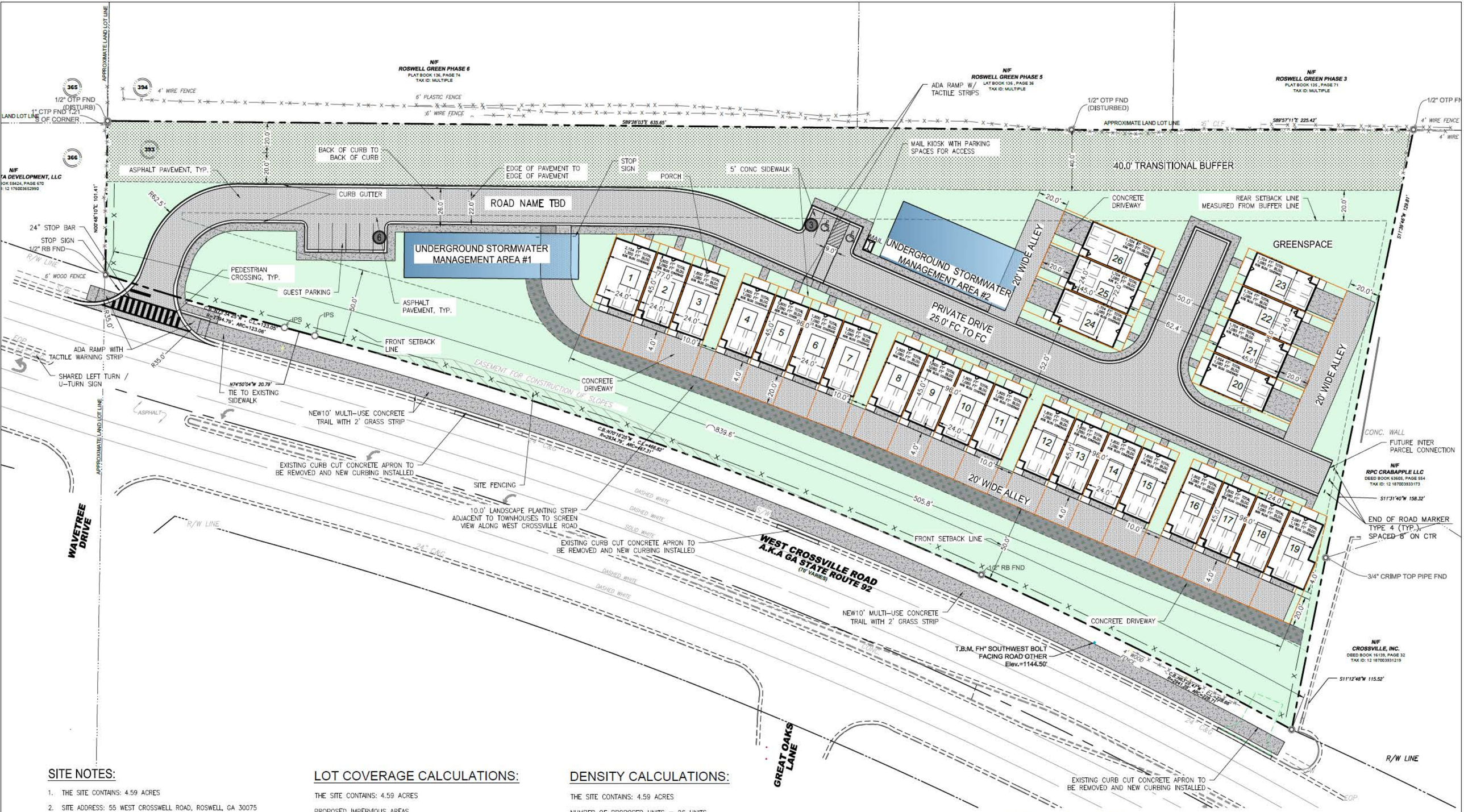


SITE NOTES:

1. THE SITE CONTAINS: 4.59 ACRES
2. SITE ADDRESS: 55 WEST CROSSWELL ROAD, ROSWELL, GA 30075
3. ZONING: PV (PARKWAY VILLAGE)
4. SURVEY INFORMATION TAKEN FROM SURVEYS PERFORMED BY TRAVIS PRUITT & ASSOCIATES, INC DATED 8-22-2025.
5. THIS SITE IS NOT LOCATED WITHIN A ZONE [A, AE, SHADED ZONE X] AS DEFINED BY F.I.R.M. COMMUNITY PANEL NUMBERS 13121C0061F DATED SEPTEMBER 9, 2013 FOR UNINCORPORATED GWINNETT COUNTY, GEORGIA.
6. THERE NO ARE EXISTING EASEMENTS, STATE WATER BUFFERS, STREAM BUFFERS OR FLOODPLAIN BUFFER THAT APPLY TO THIS PROPERTY.
7. TO THE BEST OF OUR KNOWLEDGE, THERE NO CEMETERIES, ARCHITECTURAL, OR ARCHEOLOGICAL LANDMARKS EXIST ON SITE. IN THE EVENT THAT THESE LANDMARKS ARE DISCOVERED DURING CONSTRUCTION, THE ENGINEER MUST BE CONTACTED IMMEDIATELY FOR REVIEW AND AMENDING THE CONSTRUCTION PLANS.

LOT COVERAGE CALCULATIONS:

THE SITE CONTAINS: 4.59 ACRES

PROPOSED IMPERVIOUS AREAS

TOWNHOMES	– 27,129 FT²
ASPHALT	– 36,444 FT²
SIDEWALK	– 6,035 FT²
CONCRETE DRIVEWAY	– 8,320 FT²
CURB AND GUTTER	– 3,840 FT²
CONCRETE OTHER	– 3,978 FT²
TOTAL IMPERVIOUS AREA	– 85,746 FT²
PROPOSED LOT COVERAGE	– 42.89%

OPEN SPACE:

REQUIRED: 79,976 SF (1.836 AC) (40% OF THE SITE)
PROVIDED: 108,656 SF (2.49 AC) (54% OF THE SITE)

BUFFERED AREA:

REQUIRED: 15% OR 29,991 SF (0.69 AC)
PROVIDED: 17% OR 34,194 SF (0.79 AC)

DENSITY CALCULATIONS:

THE SITE CONTAINS: 4.59 ACRES

NUMBER OF PROPOSED UNITS = 26 UNITS

PROPOSED SITE DENSITY = 26/4.59 = 5.66 UNITS PER ACRE

PARKING:

NUMBER OF DWELLING UNITS	= 26 UNITS
REQUIRED PARKING	
TOWNHOMES (26 UNITS)	= 46 SPACES (1.75/UNIT)
GUEST SPACES (26 UNITS)	= 13 SPACES (0.50/UNIT)
TOTAL REQUIRED PARKING	= 59 SPACES
PROVIDED PARKING	
SURFACE PARKING	= 13 SPACES
TOWNHOMES (UNITS 1–17)	= 34 SPACES (2.00/UNIT)
TOWNHOMES (UNITS 18–26)	= 36 SPACES (4.00/UNIT)
TOTAL PROVIDED PARKING	= 83 SPACES

LEGEND

- STORMWATER MANAGEMENT AREA
- OPEN SPACE – COMMON AREA
- OPEN SPACE SCREENING STRIP
- OPEN SPACE TRANSITIONAL BUFFER
- ASPHALT
- CONCRETE

ZONING CONFORMANCE:

PROPOSED ZONING: PV (PARKWAY VILLAGE)
MIN LOT AREA: 1,500 SF
MIN LOT WIDTH: 20 FEET
MAX BUILDING COVERAGE: 75%

SITE PARAMETERS
BUILDING SETBACKS
FRONT: 50 FEET,
SIDE: 5 FEET,
REAR: 20 FEET

SETBACK FROM HWY 92: 50'(MIN)/150'(MAX)

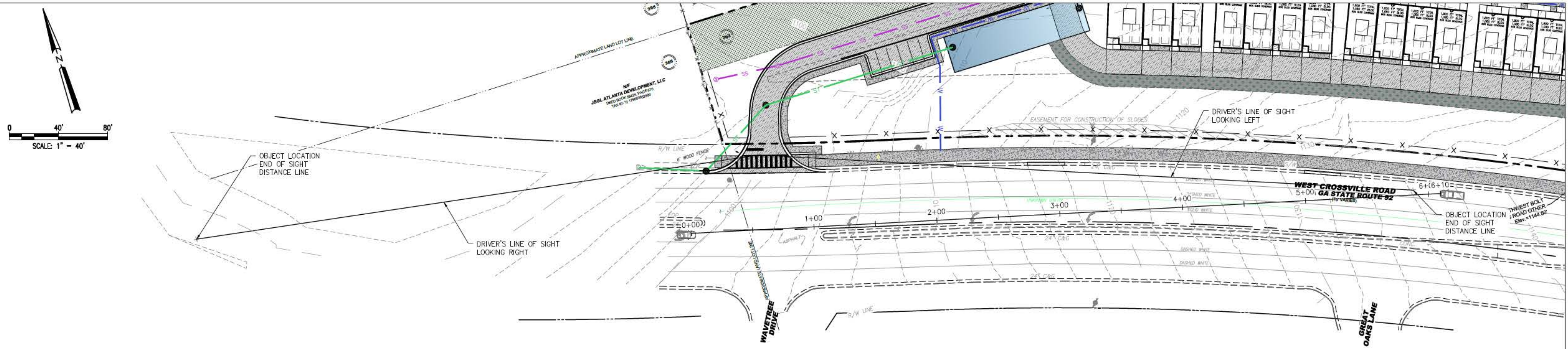
BTZ: 60%

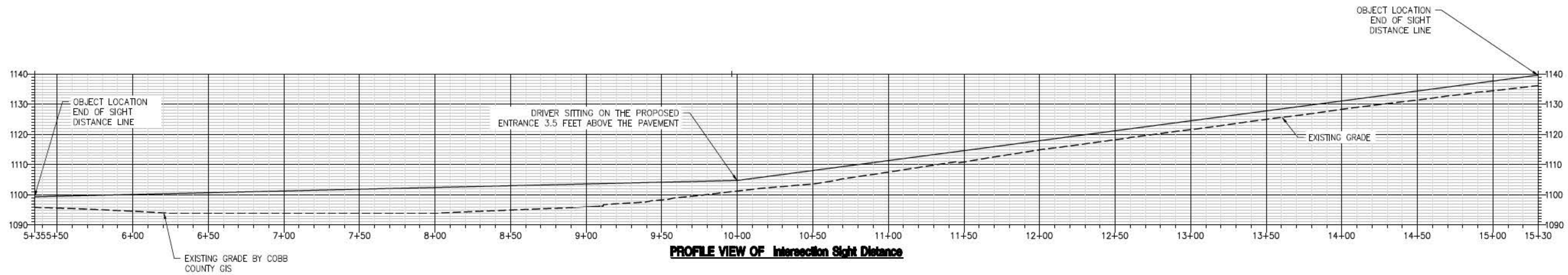
BUILDING HEIGHT: 40' to 45' / 3 STORIES

N

0 30' 60'

SCALE: 1" = 30'





PROFILE VIEW OF Intersection Sight Distance

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]						

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a **Condition 1**. If the LTVs are below the requirements for **Condition 1**, the applicant may be required to construct a Right Hand Passing Lane (see **Figure 4-7** if they meet the criteria in Table 4-7b **Condition 2**). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

Condition 1

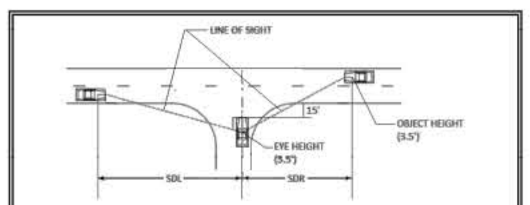
LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

West Crossville Road / SR 92: 6 lanes urban multilane hwy w/ raised median and left turn lanes,

Speed limit 45 MPH
2024 AADT 47600
RTV = 34, LTV = 34
Daily RTV = 34 < 75 RTV a day. Therefore, Right Turn Deceleration Lane is not warranted
Daily LTV = 34 < 250 LTV a day. Left turn deceleration lane is not warranted. However, the existing EB LT U-turn Lane exist at the intersection of West Crossville Rd @ Wavetree Dr. it will be restriped to be U-turn/LT shared lane

Regulations for Driveway & Encroachment Control Manual GDOT Georgia Department of Transportation



ARTERIAL SPEED (MPH)	SIGHT DISTANCE, FT.*						
	2 Lane	3 Lanes		4 Lanes		5 Lanes	
	SDL=SDR	SDL	SDR	SDL	SDR	SDL	SDR
30	335	310	355	335	375	355	400
35	390	365	415	390	440	415	465
40	445	415	475	445	500	475	530
45	500	465	530	500	565	530	600
50	555	515	590	555	625	590	665
55	610	570	650	610	690	650	730
60	665	620	710	665	750	710	795
65	720	670	765	720	815	765	860

Table 3-4 Intersection Sight Distance Requirements

NOTE: Sight distance chart reflects proposed conditions in addition to auxiliary lanes. Meeting minimum sight distance is mandatory in order to obtain a commercial driveway permit. A signed and dated sight distance certification statement is required on the permitted plans.

The sight distance criteria are based on the time required for a vehicle to make a left turn from a stop-controlled approach to the State Highway (AASHTO Case B1). The time to execute the maneuver is based on recommendations contained in NCHRP Report 383, Intersection Sight Distance. A time gap of 7.5 seconds is used for calculating the sight distance for a stopped vehicle making a left turn onto a two-lane highway with no median and grades 3 percent or less. The time gap is decreased by 1.0 seconds for right-turn maneuvers without undue interference with major road-traffic. The time is increased by 0.5 seconds for each additional lane to be crossed.

The sight distances given in Table 3-4 are for undivided highways. If the highway is divided, the effect of the median should be considered in determining the required sight distance. In very rare cases, where the raised median is at least 40', it may be feasible for the crossing maneuver to be done in two stages with a stop in the median. However, the intersection should only be treated in this manner if the signing and marking is accordingly provided. Otherwise, the sight distance requirements should be increased to account for the additional width that must be crossed. See AASHTO Green Book, Chapter 9 Intersections, for adjustments due to grades greater than 3% and design vehicles other than passenger cars. Sight lines in medians cannot be obstructed with tall

Rev 5.1 3. Spacing of Driveways
11/18/20 Page 3-7

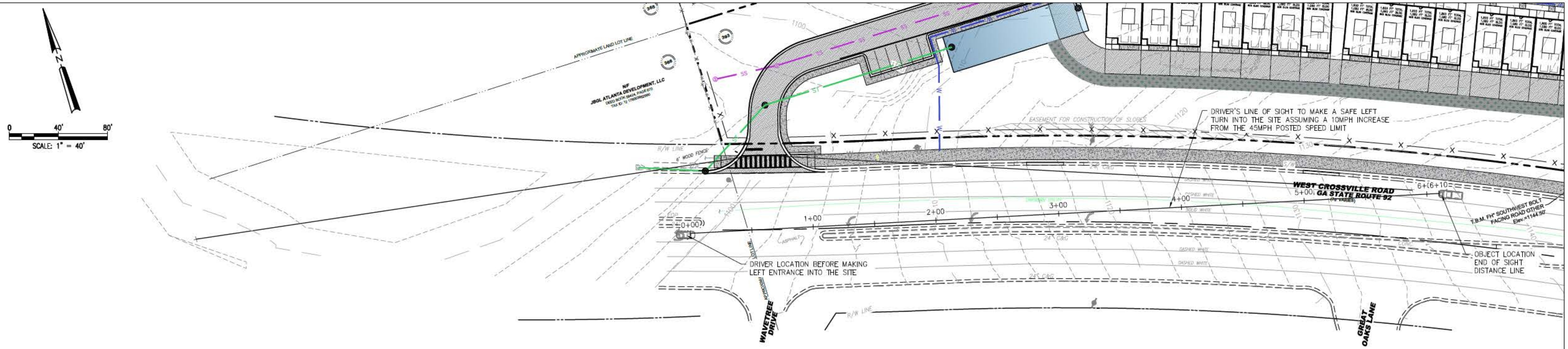
SIGHT DISTANCE CERTIFICATION:

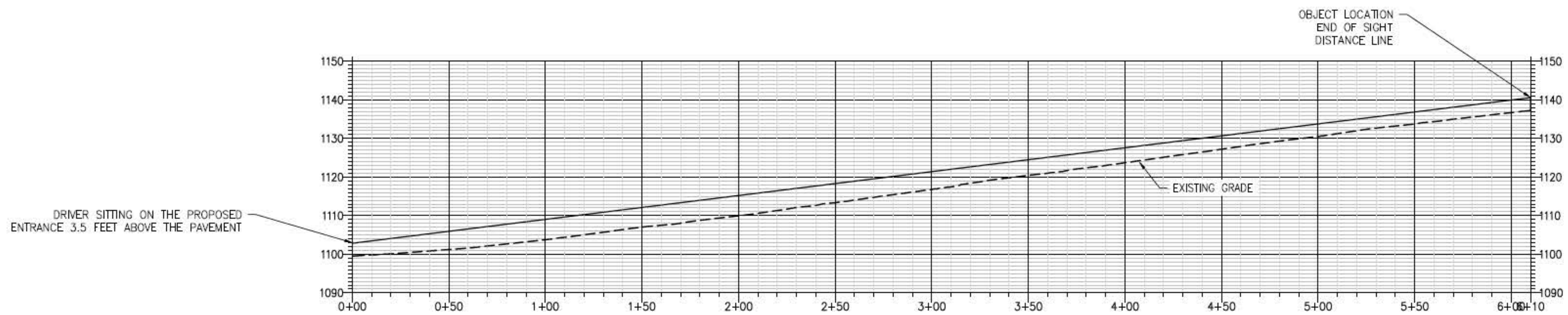
I, THE UNDERSIGNED, HEREBY CERTIFY THE SIGHT DISTANCE FOR THE PROJECT IS DESIGNED WITH ADEQUATE DISTANCE. THE REGULATED SPEED LIMIT ON THE APPROACHING THOROUGHFARE IS __45__ MPH. THE DESIGNED SIGHT DISTANCE PROVIDES VISIBILITY OF __530__ FEET TO THE LEFT, AND __465__ FEET TO THE RIGHT. THE SIGHT DISTANCE SHALL BE MEASURED FROM A POINT OF 15 FEET FROM TRAVEL LANE AT AN EYE LEVEL OF 3.5 FEET AND LOOKING AT AN OBJECT 3.5 FEET ABOVE THE CENTERLINE.

SIGNED Peng Zhang DATE 10-30-25

(PLACE STAMP HERE IF NOT ON PLAN)

(NOTE: THIS CERTIFICATION NEEDS TO BE ON PLANS)





PROFILE VIEW OF CROSSING SIGHT DISTANCE

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

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35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
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>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a **Condition 1**. If the LTVs are below the requirements for **Condition 1**, the applicant may be required to construct a Right Hand Passing Lane (see **Figure 4-7** if they meet the criteria in Table 4-7b **Condition 2**). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
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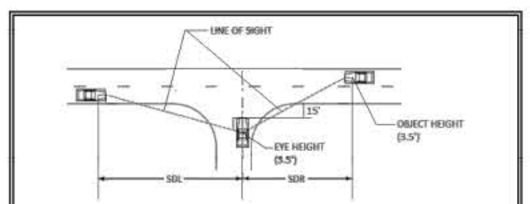
Regulations for Driveway & Encroachment Control Manual

GDOT Georgia Department of Transportation



ARTERIAL SPEED (MPH)	SIGHT DISTANCE, FT.*						
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	SDL=SDR	SDL	SDR	SDL	SDR	SDL	SDR
30	335	310	355	335	375	355	400
35	390	365	415	390	440	415	465
40	445	415	475	445	500	475	530
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Table 3-4 Intersection Sight Distance Requirements

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Rev 5.1 3. Spacing of Driveways
11/18/20 Page 3-7

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SIGNED Peng Zhang DATE 10-30-25

(PLACE STAMP HERE IF NOT ON PLAN)

GEORGIA REGISTERED PROFESSIONAL ENGINEER PENG ZHANG

(NOTE: THIS CERTIFICATION NEEDS TO BE ON PLANS)

N/F
ROSWELL GREEN PHASE 6
PLAT BOOK 136, PAGE 74
TAX ID: MULTIPLE

N/F
ROSWELL GREEN PHASE 5
PLAT BOOK 136 , PAGE 36
TAX ID: MULTIPLE

N/F
ROSWELL GREEN PHASE 3
PLAT BOOK 135 , PAGE 71
TAX ID: MULTIPLE

N/F
JBGL ATLANTA DEVELOPMENT, LLC
DEED BOOK 59424, PAGE 670
TAX ID: 12 176003652990

N/F
RPC CRABAPPLE
DEED BOOK 63605, PAGE
TAX ID: 12 187003933

N/F
CROSSVILLE, INC.
DEED BOOK 16139, PAGE 32
TAX ID: 12 187003931219

COMBINED DRAINAGE, UTILITY AND ACCESS EASEMENT

ASSUMED FUTURE STORM LINE

10' EASEMENT AROUND STORMWATER FACILITY

EXISTING SEWER LINE

ASSUMED FUTURE SEWER LINE

ROAD NAME TBD

EXISTING SWCB STORMWATER TIE–IN

UNDERGROUND STORMWATER MANAGEMENT AREA #1

UNDERGROUND STORMWATER MANAGEMENT AREA #2

PEDESTRIAN CROSSING, TYP.

PRIVATE DRIVE 25.0' FC TO FC

20' WIDE ALLEY

EXISTING WATER MAIN

ASSUMED FUTURE WATER LINE

TIE IN NEW 8" DIP TO EXISTING 24" DIP MAIN

ASSUMED FUTURE STORMWATER LINE

SSMH TOP 1099.06
INV IN: 1089.14
INV OUT: 1089.09

CATCH BASIN
TOP=1111.97'
INV OUT(15" RCP)=1105.97'

CATCH BASIN
TOP=1119.31'
INV IN (A 15" RCP)=1105.16'
INV IN (B 15" RCP)=1105.11'
INV OUT (C 15" RCP)=1105.01'

CATCH BASIN
TOP=1124.47'
INV OUT (15" RCP)=1121.47'

CATCH BASIN
TOP=1120.45'
INV IN (A 15" RCP)=1120.52'
INV IN (B 15" RCP)=1120.52'
INV OUT (C 15" RCP)=1120.42'

CATCH BASIN
TOP=1138.07'
INV OUT (15" RCP)=1138.48'

CATCH BASIN
TOP=1140.27'
INV IN A 15" RCP)=1138.97'
INV OUT (B 15" RCP)=1136.27'

MANHOLE UNABLE TO ACCESS
TOP=1143.62'

T.B.M. FH" SOUTH/WEST BOLT
FACING ROAD OTHER
Elev.=1144.50'

LOST SIGNAL

WAVETREE DRIVE

WEST CROSSVILLE ROAD
A.K.A GA STATE ROUTE 92
(70' VARIES)

GREAT OAKS LANE

CONC. WALL

4' WIRE FENCE

6' PLASTIC FENCE

6' WIRE FENCE

6' WOOD FENCE

6' CLF

EASEMENT FOR CONSTRUCTION OF SLOPES

ASPHALT

DASHED WHITE

SOLID WHITE

R/W LINE

EOP

MAIL

LEGEND

- STORMWATER MANAGEMENT AREA
- COMBINED DRAINAGE, UTILITY AND ACCESS EASEMENT
- TRANSITIONAL BUFFER
- APPROXIMATE LOCATION OF STORMWATER LINES
- SS — SS — APPROXIMATE LOCATION OF SEWER LINES
- W — W — APPROXIMATE LOCATION OF WATER LINES

N

0 30' 60'

SCALE: 1" = 30'