

Traffic Impact Analysis

This statement is provided in response to the Special Use Permit checklist item regarding a Traffic Impact Analysis. The applicant respectfully requests that the Planning Director determine that a formal Traffic Impact Analysis is not required for this application due to the small scale of the proposed school use, the existing developed condition of the site, the limited number of projected vehicle trips, the staggered dismissal schedule, and the proposed on-site carline circulation plan.

UDO Sec. 103-5.2 – Traffic Impact Analysis Applicability

Under UDO Sec. 103-5.2.A, a Traffic Impact Analysis is required when a development seeking subdivision review, non-subdivision review, rezoning, or special use permit exceeds 50% of the threshold otherwise required by the DRI rules of GRTA.

The proposed school use does not appear to approach the scale or intensity typically associated with a Development of Regional Impact. This application involves a small private K-8 school operating within an existing church facility. The applicant is not proposing new exterior building construction, site expansion, additional impervious surface, or a more intensive redevelopment of the property.

Project Scale and Expected Traffic

The proposed school is intentionally limited in scale. Current enrollment is approximately 95 students, projected opening enrollment at this location is approximately 80 students, and the requested maximum enrollment is 130 students. The school anticipates approximately 15 daily staff members, with a maximum staffing level of approximately 20.

The school will not offer aftercare, which reduces extended afternoon traffic and prevents additional late-day pickup periods. Evening programming will be rare and limited to occasional concerts, holiday programs, or special school events coordinated with Westside Baptist Church.

Traffic Management and On-Site Circulation

The school will use a controlled and supervised carline system designed to keep vehicle movement on site and minimize impact on Main Street West / U.S. Highway 78.

Families will be directed to enter through the McGee Road entrance and proceed toward the rear entrance of the building, which will serve as the main school entrance. Side double doors will serve as the primary carpool doors. This access pattern is intentionally designed to reduce congestion near Main Street West / U.S. Highway 78 and provide a safer, more orderly arrival and dismissal process.

Staggered Dismissal Reduces Impact

The school's dismissal schedule is intentionally staggered:

- K-2 dismissal: 12:00-12:15 PM
- Grades 3-8 dismissal: 3:00-3:15 PM

This reduces peak traffic volume by splitting afternoon pickup into two separate windows. The morning drop-off window is also limited to approximately 8:10-8:30 AM, with staff present to direct vehicles and assist students.

Because the school is small, arrival and dismissal are staggered, and the carline is designed to remain on site, the proposed use is not expected to create an adverse traffic impact on the surrounding area.

Request for Waiver

Based on the limited scale of the proposed school use, the existing developed condition of the site, the absence of new construction or site expansion, the available on-site parking, the controlled carline plan, and the staggered dismissal schedule, the applicant respectfully requests that the Planning Director determine that a formal Traffic Impact Analysis is not required for this Special Use Permit application.



Electronics Repair Shop

School Entrance

School Building

Carpool Dropoff/Pickup

Ivywood Academy

McGee Rd SW

Gwinnett

78

78

10

MAP KEY

-  Carpool Route
-  Carpool Dropoff/Pickup
-  Entrance