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July 6th, 2026

City of Snellville, Georgia
Department of Planning & Development
2342 Oak Road, 2nd Floor
Snellville, Georgia 30078

RE: Letter of Intent – Application for Special Use Permit

Automatic Tunnel Car Wash with Self-Service Vacuums

1600 Rockdale Circle – Tax Parcel No. 5060 361, Snellville, Gwinnett County, Georgia
KDS Project No. 42022007 | QTBB Project No. 61816

To the Director of Planning & Development, the Planning Commission, and the Mayor and City Council:

On behalf of QuikTrip Corporation, an Oklahoma corporation, contract purchaser of the Property (the "Applicant"; title of record in Morning Star Wine Depot, LLC), KDS Development & Engineering submits this Letter of Intent in support of the enclosed application for a Special Use Permit to develop and operate **Bubble Bath Car Wash 61816** an automatic tunnel car wash with self-service vacuums on the above-referenced property (the "Property"). This letter describes the proposed use, identifies any relief requested from the applicable Standards, demonstrates the Property's compliance with each Use Standard for a car wash under UDO Sec. 206-5.13.D, and responds to each of the Special Use Permit Review Criteria under UDO Sec. 103-10.3, as required by the application and by UDO Sec. 103-10.2.

I. Property and Project Description

The Property is an approximately 0.924-acre (40,229 square foot) parcel identified as Tax Parcel No. 5060 361, located at 1600 Rockdale Circle near the intersection of U.S. Highway 78 (State Route 10) and Rockdale Circle within the corporate limits of the City of Snellville. The Property is zoned **BG (General Business)** and carries a Future Land Use designation of Highway 78 East / 78 East Node. The Property is presently undeveloped. No rezoning or Future Land Use Map amendment is requested; this application seeks a Special Use Permit only.

The Applicant proposes to construct and operate a single-story automatic tunnel car wash building of approximately 4300 square feet, 14 self-service vacuum stalls, 4 employee and customer parking spaces, on-site vehicle stacking / queuing for approximately 16 vehicles, and associated landscaping, buffers, stormwater management, and signage, all as shown on the site plan submitted with this application. Vehicular access to the Property is served by existing curb cuts via the recorded QuikTrip access easements off Rockdale Circle and U.S. Highway 78.

The wash facility will incorporate a water-reclaim / recycling system, and all wash water will be captured and directed to the sanitary sewer; no wash water will be discharged to the storm drainage system, consistent with UDO Sec. 403-3.



II. Requested Special Use and Applicable Use Standards

Under the Allowed Use Table at UDO Sec. 206-2, a car wash is designated a Special Use ("S") in the BG district and is therefore permitted only upon approval of a Special Use Permit by the Mayor and City Council pursuant to UDO Sec. 103-10. The Use Standards applicable to the proposed use are set forth at **UDO Sec. 206-5.13.D (Car Wash)**. Because the use is a Special Use in the BG district in which the Property is zoned, the Special Use Permit is the appropriate mechanism for authorizing the proposed car wash on the Property.

III. Requested Variances

The Applicant requests no variances or architectural standard relief. This application seeks a Special Use Permit under UDO Sec. 103-10 only, and requests no variance, waiver, or other relief.

IV. Compliance with Use Standards – UDO Sec. 206-5.13.D (Car Wash)

The following table sets out each Use Standard applicable to a car wash under UDO Sec. 206-5.13.D and demonstrates how the Property and the proposed use comply.

Use Standard (UDO Sec. 206-5.13.D)	Demonstration of Compliance
Sec. 206-5.13.D.2.a Any facility that employs persons on a full-time or part-time basis or that sub-leases space to car wash or detailing operators shall contain at least one ADA compliant restroom in the building. Shared restrooms from other businesses is prohibited.	The car wash building will contain at least one ADA compliant restroom, and no restroom will be shared with another business.
Sec. 206-5.13.D.2.b Any new conveyor car wash facility constructed after 2-28-2022, where the car moves on a conveyor belt during the wash must install an operation recycled water system, where a minimum of fifty-percent (50%) of water utilized will be recycled. This requirement does not apply to an in-bay car wash facility or self-serve car was [sic] facility.	The proposed automatic tunnel car wash is a conveyor facility and will install an operational recycled water system that recycles a minimum of fifty percent (50%) of the water used, as required; the in-bay and self-serve exemptions do not apply. The accompanying recycling study demonstrates a designed water-recycling rate of up to eighty-two percent (82%), exceeding the fifty-percent (50%) minimum.

Non-compliance with any Use Standard, if any, is requested as a variance in Section III above.

V. Response to Special Use Permit Review Criteria – UDO Sec. 103-10.3

The following responds to each review criterion the Planning Commission and City Council must consider under UDO Sec. 103-10.3:

A. Applicable use standards of Chapter 200, Article 6 (Use Provisions). The applicable Use Standards for a car wash are set forth at UDO Sec. 206-5.13.D. The Property and the proposed use comply with each such standard as demonstrated in Section IV above, and no relief is requested except as expressly identified in Section III.

B. Consistency with the needs of the neighborhood or community and with the Comprehensive Plan. The Property fronts an established commercial corridor along U.S. Highway 78 and is zoned BG (General



Business), a district in which the City has determined a car wash may be appropriate subject to individual review. The proposed use serves the day-to-day vehicle-care needs of the surrounding community, generates limited employment and low intensity of activity, and is compatible with the commercial and highway-oriented character of the corridor.

The Property sits within the Highway 78 East character area and carries a Future Land Use designation of Highway 78 East Activity Center, which the Comprehensive Plan defines as "a mixture of uses, including retail, civic, office, residential, and recreation in a walkable environment" (Comprehensive Plan, Table 1, p. 58). The Plan's Table 2 (Future Land Use Categories and Corresponding Zoning Districts) confirms that the BG district is "Appropriate" within the Highway 78 East Activity Node (Comprehensive Plan, p. 59), and no rezoning or Future Land Use Map amendment is requested.

The Plan's Vision for this corridor is deliberate about where commercial activity belongs and where it does not. Unlike other major roads in the city, "this portion of US 78 is one of the few major roads in Snellville that has not already been developed as strip commercial, and there is an opportunity to encourage clustered, connected development at key intersections while preserving some frontage as undeveloped land or residential development" (Comprehensive Plan, Existing Character Description, p. 47). To protect that opportunity, the Key Implementation Strategies direct the City to "prohibit retail and encourage residential development in areas located between activity nodes" (Comprehensive Plan, p. 47). This application does what the Plan asks: it places a commercial use inside a designated activity node rather than along the open frontage the Plan intends to preserve.

The proposed site design reinforces the Plan's corridor strategies rather than working against them. The Plan calls on the City to "control and limit access points to US 78" (Comprehensive Plan, p. 47); this application proposes no new curb cut onto US 78. The Vision describes "a corridor with high developed activity nodes, containing a mixture of uses with a pedestrian scale" where "buildings should be limited to no more than three stories and should include facade variation and fenestration" and "parking should be located to the rear or side of buildings" (Comprehensive Plan, p. 47). The proposed car wash is a single-story building with parking and vacuum stalls located to the side and rear as shown on the site plan. The site plan also provides inter-parcel access to the adjacent QuikTrip, advancing the Plan's strategy to "require inter-parcel access between developments and parallel access roads where possible" (Comprehensive Plan, p. 47). The Plan's Existing Character Description notes that "many segments are missing sidewalks" along this corridor (Comprehensive Plan, p. 47), and the Key Implementation Strategies call on the City to "implement the planned greenway route along US 78" (Comprehensive Plan, p. 47). The development will connect the existing sidewalk on either side of the Property, closing a gap in the pedestrian network and directly addressing both of these corridor priorities.

C. Adverse impacts on the surrounding area (traffic, storm drainage, land values, and compatibility of land uses). The Property is bordered on all sides by land zoned BG (General Business); the proposed use is therefore surrounded by like commercial zoning, is consistent with the established development pattern of the U.S. Highway 78 corridor, and adjoins no residential or less-intensive district, so impacts to surrounding uses are minimal. Traffic: a queuing and traffic memorandum prepared by KDS accompanies this application and quantifies the projected trips and the wash-tunnel queuing demand. Access is via existing curb cuts; no new curb cut is proposed, and on-site stacking and queuing are sized so that vehicle circulation, including the wash-tunnel and pay station queueing, is accommodated



entirely on the Property without spillback onto the public street. Stormwater is managed on site in accordance with the Gwinnett County Stormwater Management Manual, and all wash water is directed to sanitary sewer or approved treatment, with no wash-water discharge to the storm system (UDO Sec. 403-3). Because the Property adjoins BG-zoned commercial land on all sides, the use is compatible with the surrounding uses and is not expected to adversely affect surrounding land values

D. Whether the proposed use is desired for development and a more intensive zoning district containing the use by right would not be appropriate for the Property. In the BG district in which the Property is zoned, a car wash is authorized only as a Special Use. Rezoning the Property to a more intensive district to obtain the use by right would introduce other, more intensive uses not intended for this corridor location and would not be appropriate for the Property. The Special Use Permit is therefore the appropriate mechanism.

E. Whether the proposed use is desired for development and no zoning district contains the use as a use by right. This criterion is not the basis relied upon. Under the Allowed Use Table (UDO Sec. 206-2), a car wash is available as a use by right in certain districts; accordingly, the applicable basis for this Special Use Permit is the criterion in subsection D above, the car wash being a Special Use in the BG district in which the Property is zoned.

F. Whether a unique use not addressed in any zoning district is desired and is not likely to be duplicated within the City. Not applicable. The proposed car wash is a use expressly addressed in the UDO (Sec. 206-5.13.D) and is not a unique or unclassified use.

G. Whether the density of development may be affected by the height of a building. Not applicable. The proposed car wash is a single-story structure; building height does not affect the density of development on the Property.

VI. Conclusion

The proposed automatic tunnel car wash is an appropriate use of the Property, is consistent with the BG zoning of the Property, the commercial character of the U.S. Highway 78 corridor, and the policies and objectives of the Highway 78 East / 78 East Node designation in the Comprehensive Plan, complies with the applicable Use Standards of UDO Sec. 206-5.13.D, and satisfies the review criteria of UDO Sec. 103-10.3. On behalf of the Applicant, KDS Development & Engineering respectfully requests that the Planning Commission recommend, and the Mayor and City Council approve, the requested Special Use Permit, subject to such reasonable conditions as may be appropriate to secure the public health, safety, and general welfare.

Respectfully submitted,

KDS Development & Engineering, LLC

By: 

Jin Seo | Principal | Agent for the Applicant, QuikTrip Corporation