

May 3, 2024

Ms. Jennifer Kidd-Harrison
City Manager
City of Hoschton
61 City Square
Hoschton, GA 30548

**Re: Tribute
Preliminary Plat & Rezoning Conditions Review
3rd Review**

Dear Jennifer:

Engineering Management, Inc., (EMI) has received and reviewed the above referenced Preliminary Plat dated April 11, 2024, and the Rezoning Conditions, for compliance with the City of Hoschton's Development Ordinance. Please find our comments listed below. We recommend that the Developer and their Engineer address the comments and resubmit the revised plans to the City for follow-up review.

Preliminary Plat:

1. *Comment not addressed* - The flood limits label should refer to note 3 on the Site Information block. *Still refers to Note 2 on Site Information Notes.*
2. *Comment not addressed* - The proposed water and sewer lines proposed to be located within the right-of-way of SR 53 shall be relocated into private easements.

Rezoning Conditions:

1. *Comment not addressed* - A minimum two-car garage is required for each unit.
2. *Comment not addressed* - The minimum radius for cul-de-sac right-of-way is 50-feet. Label all cul-de-sacs.
3. *Comment not addressed – Add Note:* Prior to any final plat approval for the respective property with frontage and/or prior to the issuance of a development permit in the case of commercial use, the owner/developer shall be required to install at owner/developer's expense improvements as may be required by the Georgia Department of Transportation (GDOT). Unless otherwise approved by the GDOT, the entrances onto SR 53 shall be limited to the number and shall be improved to the standards recommended by the traffic engineer in the traffic study submitted with the application for Development of Regional Impact (DRI) and the Planned Unit Development (PUD) zoning.
4. *Comment not addressed* - On Sheet P2.02 at the end of Road AA modify the note to read . . . and extend to within 25-feet of the common property line. Also revise the note to read . . . 26' (BOC/BOC) wide road . . .

Water System:

1. *Comment not addressed* - The proposed waterlines along the right-of-way of SR 53 to connection point at Jopena Drive shall be designed to be in private easements. EMI can assist with information regarding existing pipelines in the area. –
 - a. *Followup:* In this 3rd submittal the proposed waterline along SR 53 is shown inside the R/W along the parcels of the proposed development south of the Church Property; these shall be installed within a utility easement out of the R/W, and easement shown on these

locations of the plans. North along SR 53 from the Church to the end point at Jopena Drive along SR 53 are parcels owned by other entities. As stated on this preliminary plat, (not verbatim) ..all efforts shall be made to acquire City easements outside of the SR 53 R/W and the proposed waterline installed in said easement. And if not possible, the location of the proposed line shall adhere to the water and sewer agreement with the City for this project when inside the DOT R/W..... However, the proposed waterline is shown as inside the R/W along this route. Since the proposed intent is to indeed construct the waterline inside permanent easements outside the R/W, please show the proposed easements and the proposed waterline within the easements. The note(s) clarifying the intent of the easement, and the alternative of complying with the water and sewer agreement is acceptable along this stretch.

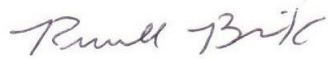
2. *Previous comment* - Hydraulic calculations may be required to documents adequate water service and fire flows.
 - a. *Followup: Please add this as a note to the preliminary plat.*
3. *Previous comment* - Waterline crossings of any creeks/streams shall be considered on a case-by-case basis to ensure adequate design, restraint, and access.
 - a. *Followup: Please add this as a note to the preliminary plat.*
4. *Additional comment: please show the proposed waterline along SR 53 connecting to existing waterline at the intersections with Jackson Trail. Apologies that making this comment was missed on the previous submittal.*

Sewer Collection System:

1. *Previous comment* - Sewerline crossings of any creeks/streams shall be considered on a case-by-case basis to ensure adequate design, restraint, and access.
 - a. *Followup: Please add this note to the preliminary plat.*
2. *Previous Comment-* The preliminary forcemain route that is off site north of Pearl Ind. Ave. to Jackson trail Road is proposed inside an existing 20-foot permanent easement. Note that only a portion of this route contains an installed gravity sewer, but the easement is obtained. See markup attached of PEC's preliminary route. The proposed 2.5-feet of separation between the existing (and future) gravity sewer line is insufficient for future construction work, taps, repairs etc. Please obtain an additional 5-feet of permanent easement with the construction easements. And install the proposed forcemain 10-feet off of the existing and future gravity sewer.
 - a. *Followup: Please show proposed and existing easements. The note(s) clarifying the intent of the easement, and the alternative of complying with the water and sewer agreement is acceptable along this stretch.*
3. *Previous comment* - Consideration shall be given to the phases during the lift station design.
 - a. *Please add this as a note to the preliminary plat.*
4. *Previous comment* - Given the size and capacity of the proposed lift station, the station shall be designed with wetwell levels, pump submergence and pump-on-off based on requirements set forth by ANSI/HI Standard 9.8-1998-American National Standard for Pump intake Design by the Hydraulic Institute. This requirement is currently in the City's Lift Sation standards. EMI can provide information to assist the designer.
 - a. *Please add this note to the preliminary plat.*
5. *Previous comment* - The proposed forcemain is proposed to be installed along residential and business areas. Air release valves may be a source of odor, and odor control at the lift station will be required, and during detailed reviews may be required along the forcemain route at air release valves, resulting in odor mitigations devices and piping.
 - a. *Please add this note to the preliminary plat.*

If there are any questions, please feel free to contact me at any time.

Sincerely,

A handwritten signature in cursive script that reads "Russ Brink".

Russ Brink, P.E.
Vice President

cc: Mr. Brett Day, City of Hoschton
Mr. Jerry Weitz, City of Hoschton
Mr. Jerry Hood, EMI
Mr. Chip McGaughey, EMI

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