

Jennifer Rivera (Administration)

From: Beth Garmon (Planning)
Sent: Wednesday, October 1, 2025 1:20 PM
To: Jennifer Rivera (Administration)
Cc: Kaitlyn Elliott (Planning)
Subject: FW: 2196 Centennial Drive- Variance Appeal
Attachments: BDJ - Centennial Soccer Trip Generation Memo_093025.pdf

Jennifer,

Could you please add the attached document and email below to item #606/2025?

Thank you,
Beth

Beth Garmon

Director of Planning and Zoning
Hall County Community Development and Infrastructure
(office) 770-531-6809
(direct) 770-297-2626
bgarmon@hallcounty.org

All **ZONING**, **PLAT**, and **BUILDING PERMIT** submittals may be submitted online through [Accela](#). Plat inquiries may be submitted to plats@hallcounty.org. Zoning and general inquiries may be submitted to planning@hallcounty.org.



From: Dani Blumenthal <dblumenthal@gaskinslecrew.com>
Sent: Wednesday, October 1, 2025 12:59 PM
To: Katie L. Greenway (Planning) <klgreenway@hallcounty.org>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>
Cc: Beth Garmon (Planning) <bgarmon@hallcounty.org>
Subject: 2196 Centennial Drive- Variance Appeal

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Good afternoon! Please see the attached Trip Generation Memo in regards to the variance appeal for 2196 Centennial Drive. The professionals at NV5 did some analysis and I would like to point out two things from the report:

- ITE estimates an average demand of 16 parking spaces per soccer field on a typical Saturday, increasing to 38 spaces during tournament Saturdays. There will not be tournaments held on the field. The proposal includes 44 parking spaces, exceeding ITE's recommendation.
- The posted speed limit on Centennial Drive is 30 mph, which should permit drivers ample time to react to an obstacle in the road.

I'd like to reiterate that safety is not an afterthought for Covered Bridge, it is their ultimate responsibility and goal over all else. Please provide the attached information to the Board of Commissioners, as an addition to our already submitted appeal. Let me know if you have any questions or need anything else. Thank you!

Best,

Dani Blumenthal, MCRP

GASKINS  LECRAW

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TECHNICAL MEMORANDUM

To: Brian D Jones
(bjones@bdj-consulting.com)
BDJ Consulting, LLC
108 Ozark Trail
Canton, GA 30117

From: Erika Becker, AICP (erika.becker@nv5.com)
10745 Westside Way, Suite 300
Alpharetta, Georgia 30009

Date: September 30, 2025

Re: Trip Generation Memorandum
Centennial Soccer Field
2197 Centennial Drive, Hall County, Georgia

NV5 Engineers and Consultants, Inc. completed a trip generation study for the proposed Centennial Soccer Field development to be located at 2197 Centennial Drive in Hall County, Georgia. The development will consist of one (1) soccer field and will be served by one (1) new full-access driveway on Centennial Drive, (see Attachment A).

Trip Generation

Project trip generation was calculated using rates and equations provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition, 2025. The development is expected to generate 72 daily trips, 1 AM peak hour trip (1 inbound and 0 outbound), and 49 PM peak hour trips (32 inbound and 17 outbound), as shown below (see Attachment B):

Land Use	Code	Project Density	Period	Total	Inbound	Outbound
Soccer Complex	488	1 Soccer Field	Daily	72	36	36
			AM	1	1	0
			PM	49	32	17

Additionally, the 6th Edition of the Institute of Transportation Engineers' (ITE) Parking Generation Manual estimates an average demand of 16 parking spaces per soccer field on a typical Saturday, increasing to 38 spaces during tournament Saturdays.

Trip Distribution

Twenty-four (24) hour classification counts were collected on Centennial Drive, at the location of the proposed site driveway, on Tuesday, September 23, 2025, while schools were in session. As a result, the average daily traffic (ADT) on the roadway was determined to be 2,019 vehicles per day (vpd), which is well below the daily vehicle capacity of a local two-lane local road with a speed limit of 30 mph.

Using this data, the assignment and directional distribution of new project trips was determined to be 70% to/from the west and 30% to/from the east along Centennial Drive, (see Attachment C for traffic counts). The following table shows the expected breakdown of project trips at the proposed site driveway.

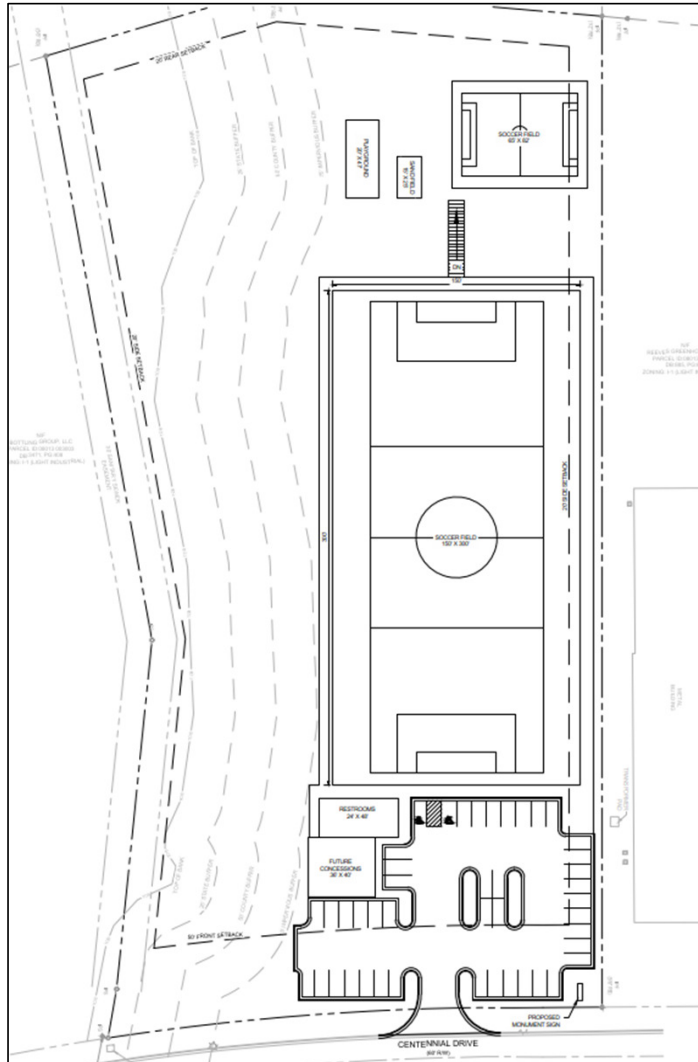
Period	Centennial Drive		Site Driveway		TOTAL
	WBR	EBL	SBL	SBR	
Daily	11	25	11	25	72
AM	0	1	0	0	1
PM	10	22	5	12	49

Turn Lane Warrant

The need for turn lanes was evaluated for the proposed site driveway along Alcovy Road using methodologies from the Georgia Department of Transportation (GDOT) Turn Lane Requirements from the *Regulations for Driveway and Encroachment Control Manual*, dated June 20, 2024. The speed limit posted in the vicinity of the proposed location is 30 miles per hour (MPH). According to the criteria established by GDOT, for a roadway with ADT less than 6,000 vehicles, the development would need to generate more than 300 vehicles per day to justify a left-turn lane and more than 200 vehicles per day to justify a right-turn lane, (see Attachment D). As illustrated on the table below, right-turn and left-turn lanes are not warranted.

Intersection	Movement / Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria Met?
Centennial Dr & Site Dwy	WBR	11 RT / Day	200 RT / Day	NO
	EBL	25 LT / Day	300 LT / Day	NO

Attachment A: Concept Site Plan



SITE SUMMARY	
SITE AREA	
SITE AREA:	4.19 ACRES (182,516 S.F.)
IMPERVIOUS AREA:	29,630 S.F. (16%)
PERVIOUS AREA:	152,886 S.F. (84%)
ZONING CLASSIFICATION	
JURISDICTION:	HALL COUNTY
ZONING:	I-1 (LIGHT INDUSTRIAL)
ADJACENT ZONING:	I-1 (LIGHT INDUSTRIAL)
BUILDING SETBACKS	
FRONT:	50'
SIDE:	20'
REAR:	20'
BUILDING SUMMARY	
BUILDING AREA:	2,592 S.F.
BUILDING COVERAGE:	1.4%
PARKING SUMMARY	
PARKING REQ.: (MIN) 1 SPACE/1000 S.F. OUTDOOR SPACE + 1 SPACE/300 S.F. INDOOR SPACE	
	58 SPACES
	(MAX) 125% OF MIN
	73 SPACES
PARKING PROV.:	44 SPACES
STANDARD STALL DIMENSIONS:	9' x 17.5'
MIN. DRIVE WIDTH:	26'

Attachment B: Trip Generation

Soccer Complex (488)

Based upon methodology from ITE's Trip Generation, 12th Edition (2025)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out		Average
		Total	Inbound	Outbound				Distribution		
Soccer Complex	1 Fields				488	Fields				
	Daily	72	36	36			T = 71.33 * X	50%	50%	71.33
	AM Peak Hour	1	1	0			T = 0.99 * X	61%	39%	0.99
	PM Peak Hour	49	32	17			T = 13.92 * X + 35.13	66%	34%	16.43
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	72	36	36						
	AM Peak Hour	1	1	0						
	PM Peak Hour	49	32	17						

Note:

¹ Where: T = Trips; X = Density by Variable

Attachment C: Traffic Counts

VOLUME**2197 Centennial Dr Bet Penske Truck Rental E Dwy & Reeves Floral Products Dwy (34.264204, -83.862259)**

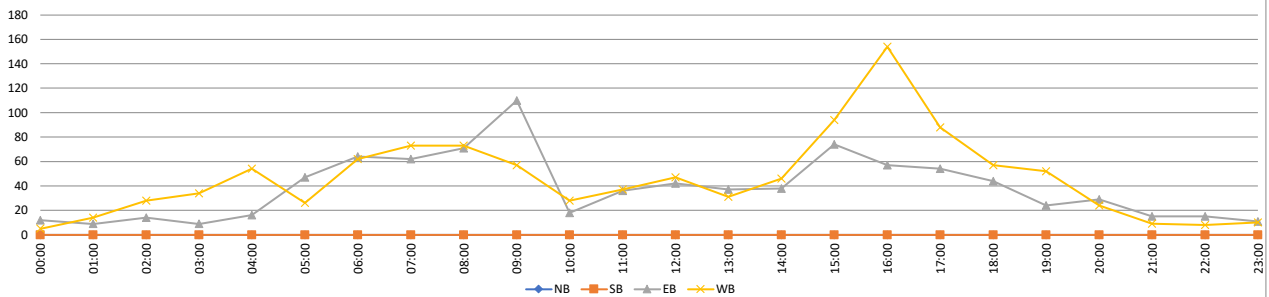
Day: Tuesday

City: Gainesville

Date: 9/23/2025

Project #: GA25_180229_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	908	1,111	2,019							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			6	3	9	12:00			16	13	29	00:00 01:00			12	5	17
0:15			4	0	4	12:15			11	6	17	01:00 02:00			9	14	23
0:30			1	1	2	12:30			6	11	17	02:00 03:00			14	28	42
0:45			1	1	2	12:45			9	17	26	03:00 04:00			9	34	43
1:00			3	2	5	13:00			9	7	16	04:00 05:00			16	54	70
1:15			3	4	7	13:15			6	11	17	05:00 06:00			47	26	73
1:30			1	3	4	13:30			9	9	18	06:00 07:00			64	62	126
1:45			2	5	7	13:45			13	4	17	07:00 08:00			62	73	135
2:00			4	9	13	14:00			11	10	21	08:00 09:00			71	73	144
2:15			5	13	18	14:15			9	11	20	09:00 10:00			110	57	167
2:30			3	2	5	14:30			9	9	18	10:00 11:00			18	28	46
2:45			2	4	6	14:45			9	16	25	11:00 12:00			36	37	73
3:00			4	10	14	15:00			11	15	26	12:00 13:00			42	47	89
3:15			3	4	7	15:15			16	11	27	13:00 14:00			37	31	68
3:30			1	6	7	15:30			19	30	49	14:00 15:00			38	46	84
3:45			1	14	15	15:45			28	38	66	15:00 16:00			74	94	168
4:00			2	23	25	16:00			19	48	67	16:00 17:00			57	154	211
4:15			1	24	25	16:15			23	37	60	17:00 18:00			54	88	142
4:30			9	3	12	16:30			10	35	45	18:00 19:00			44	57	101
4:45			4	4	8	16:45			5	34	39	19:00 20:00			24	52	76
5:00			3	8	11	17:00			11	32	43	20:00 21:00			29	24	53
5:15			8	3	11	17:15			13	21	34	21:00 22:00			15	9	24
5:30			12	8	20	17:30			18	16	34	22:00 23:00			15	8	23
5:45			24	7	31	17:45			12	19	31	23:00 00:00			11	10	21
6:00			12	8	20	18:00			15	10	25	STATISTICS					
6:15			15	17	32	18:15			3	10	13		NB	SB	EB	WB	TOTAL
6:30			15	16	31	18:30			12	22	34	Peak Period	00:00	to 12:00			
6:45			22	21	43	18:45			14	15	29	Volume			468	491	959
7:00			14	15	29	19:00			7	18	25	Peak Hour			8:45	8:15	8:45
7:15			9	20	29	19:15			6	10	16	Peak Volume			111	82	184
7:30			20	18	38	19:30			5	17	22	Peak Hour Factor			0.544	0.707	0.730
7:45			19	20	39	19:45			6	7	13						
8:00			30	10	40	20:00			15	7	22	Peak Period	12:00	to 00:00			
8:15			21	16	37	20:15			6	6	12	Volume			440	620	1060
8:30			6	18	24	20:30			4	8	12	Peak Hour			15:30	15:45	15:30
8:45			14	29	43	20:45			4	3	7	Peak Volume			89	158	242
9:00			25	19	44	21:00			2	4	6	Peak Hour Factor			0.795	0.823	0.903
9:15			51	12	63	21:15			5	3	8						
9:30			21	13	34	21:30			5	1	6	Peak Period	07:00	to 09:00			
9:45			13	13	26	21:45			3	1	4	Volume			133	146	279
10:00			4	6	10	22:00			4	1	5	Peak Hour			7:30	7:00	7:30
10:15			2	9	11	22:15			4	4	8	Peak Volume			90	73	154
10:30			8	4	12	22:30			1	2	3	Peak Hour Factor			0.750	0.913	0.963
10:45			4	9	13	22:45			6	1	7						
11:00			7	10	17	23:00			3	3	6	Peak Period	16:00	to 18:00			
11:15			12	8	20	23:15			3	2	5	Volume			111	242	353
11:30			13	8	21	23:30			3	3	6	Peak Hour			16:00	16:00	16:00
11:45			4	11	15	23:45			2	2	4	Peak Volume			57	154	211
TOTALS	0	0	468	491	959	TOTALS	0	0	440	620	1060	Peak Hour Factor			0.620	0.802	0.787
SPLIT %	0%	0%	49%	51%	47%	SPLIT %	0%	0%	42%	58%	53%						



Attachment D:

GDOT Turn Lane Requirements

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